APPENDIX K
PUBLIC INVOLVEMENT MATERIALS

NOTICE OF INTENT

Meeting Notice

Please Join Us for a Public Scoping Meeting
on the Harbor Bridge Project

Tuesday, August 9, 2011
Open House: 5:30 – 6:30 p.m.
TxDOT Presentation: 6:30 – 7 p.m.
Public comment session: 7 – 8 p.m.
TxDOT Corpus Christi District Office—Training Center,
1701 S. Padre Island Crive, Corpus Christi, TX

Those interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the district public information officer at 361-808-2481 at least two days before the meeting. Because the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days before the public scoping meeting. TxDOT will make every reasonable effort to accommodate these needs.

TEXAS REGISTER

Volume 36 Number 27 *July 8, 2011* *Pages 4201 – 4472*



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Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: June 24, 2011

♦ ♦ ♦

Aviation Division - Request for Proposal for Professional Engineering Services

The City of Cotulla and La Salle County, through their agent the Texas Department of Transportation (TxDOT), intend to engage an aviation professional engineering firm for services pursuant to Government Code, Chapter 2254, Subchapter A. TxDOT Aviation Division will solicit and receive proposals for professional aviation engineering design services described below.

The following is a listing of proposed projects at the Cotulla-La Salle County Airport during the course of the next five years through multiple grants.

Current Project: City of Cotulla and La Salle County. TxDOT CSJ No.: 1122COTLA. Provide engineering/design services to extend, rehabilitate and mark Runway 13-31; expand and rehabilitate apron; rehabilitate taxiway; construct parallel taxiway to Runway 13; extend medium intensity runway lights; relocate precision approach path indicators-2; relocate Automated Surface Observing System; modify distance to go signs; partial building demolition and replacement and install deer proof fence.

The DBE goal for the current project is 7%. The TxDOT Project Manager is Harry Lorton.

Future Scope work items for engineering/design services within the next five years may include the following:

1. Construct parallel taxiway to Runway 31

The City of Cotulla and La Salle County reserve the right to determine which of the above scope of services may or may not be awarded to the successful firm and to initiate additional procurement action for any of the services above.

To assist in your proposal preparation the criteria, 5010 drawing, project diagram, and most recent Airport Layout Plan are available online at www.txdot.gov/avn/avninfo/notice/consult/index.htm by selecting "Cotulla-La Salle County Airport." The proposal should address a technical approach for the current scope only. Firms shall use page 4, Recent Airport Experience, to list relevant past projects for both current and future scope.

Interested firms shall utilize the latest version of Form AVN-550, titled "Aviation Engineering Services Proposal." The form may be requested from TxDOT Aviation Division, 125 East 11th Street, Austin, Texas 78701-2483, phone number, 1-800-68-PILOT (74568). The form may be emailed by request or downloaded from the TxDOT web site at http://www.txdot.gov/business/projects/aviation.htm. The form may not be altered in any way. All printing must be in black on white paper, except for the optional illustration page. Firms must carefully follow the instructions provided on each page of the form. Proposals may not exceed the number of pages in the proposal format. The proposal format consists of seven pages of data plus two optional pages consisting of an illustration page and a proposal summary page. A prime provider may only submit one proposal. If a prime provider submits more than one proposal, that provider will be disqualified. Proposals shall be stapled but not bound in any other fashion. PROPOSALS WILL NOT BE ACCEPTED IN ANY OTHER FORMAT.

ATTENTION: To ensure utilization of the latest version of Form AVN-550, firms are encouraged to download Form AVN-550 from the TxDOT website as addressed above. Utilization of Form AVN-550 from a previous download may not be the exact same format. Form AVN-550 is a PDF Template.

Please note:

Six (6) completed, unfolded copies of Form AVN-550 **must be received** by TxDOT Aviation Division at 150 East Riverside Drive, 5th Floor, South Tower, Austin, Texas 78704 no later than **August 16, 2011, 4:00 p.m.** Electronic facsimiles or forms sent by email will not be accepted. Please mark the envelope of the forms to the attention of **Beverly Longfellow, TxDOT Aviation Grant Manager.**

The consultant selection committee will be composed of local government members. The final selection by the committee will generally be made following the completion of review of proposals. The committee will review all proposals and rate and rank each. The criteria for evaluation of engineering proposals can be found at http://www.txdot.gov/business/projects/aviation.htm. All firms will be notified and the top rated firm will be contacted to begin fee negotiations. The selection committee does, however, reserve the right to conduct interviews for the top rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

Please contact TxDOT Aviation for any technical or procedural questions at 1-800-68-PILOT (74568). For procedural questions, please contact Beverly Longfellow, Grant Manager. For technical questions, please contact Harry Lorton, Project Manager.

TRD-201102436
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: June 28, 2011

♦ ♦ ♦

Notice of Intent - US 181 Harbor Bridge Replacement/SH 286 (Crosstown Expressway) Improvement Project, Nueces County, Texas

Pursuant to 43 TAC §2.5(e)(2), the Texas Department of Transportation (department), in cooperation with the Federal Highway Administration, is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project. The proposed project is US 181 Harbor Bridge replacement/SH 286 (Crosstown Expressway) improvement project in Nueces County, Texas. The project and study limits include the US 181 and Beach Avenue interchange on the north and the SH 286 and Morgan Avenue interchange on the south.

Two previous NOIs have been published for this project. The original NOI, published on May 27, 2005, reported that the project would replace the existing Harbor Bridge and approaches where US 181 crosses the Corpus Christi Ship Channel for a roadway distance of approximately 2.25 miles. Subsequent to the publication of the 2005 NOI, the project and study limits were expanded to accommodate added capacity that might have included managed lanes or various tolling strategies. A second NOI was published on April 6, 2007, to report this change in project limits and scope. On October 22, 2010, the revised NOI published in 2007 was rescinded, via a notice in the Texas Register, because of changes in the scope (managed toll lanes) and limits. The project limits have now been revised to eliminate the added capacity that would have included managed lanes and various tolling strategies, and have been reduced at the southern limit back to the SH 286 and Morgan Avenue interchange. The new project limits are as follows: the northern limit is the US 181 and Beach Avenue interchange located north of the Corpus Christi Ship Channel but south of the Nueces Bay

Causeway; the southern limit is SH 286 between Morgan Avenue and Baldwin Boulevard; the eastern limit is the I-37/US 181 intersection with Shoreline Boulevard in the Corpus Christi central business district; and the western limit is the I-37 and Nueces Bay Boulevard interchange. The new project limits total approximately 4.5 miles in length from north to south along US 181 and SH 286, and approximately 2.1 miles in length from east to west along I-37.

The EIS will evaluate potential impacts from construction and operation of the project, including, but not limited to, the following: impacts or potential displacements to residences and businesses; detours; air and noise impacts from construction equipment, and operation of the project; water quality impacts from the construction area and from roadway storm water runoff; impacts to waters of the United States, including wetlands; impacts to historic and archeological resources; impacts to public parkland; impacts to communities, including low-income and minority communities; indirect impacts; cumulative impacts; land use; vegetation; wildlife; and aesthetic and visual resources.

The department will consider several alternatives intended to satisfy the identified need and purpose. The alternatives will include the no-build alternative, Transportation System Management/Transportation Demand Management, and roadway build alternatives. The roadway build alternatives will include replacing the existing US 181 Harbor Bridge and approach roads with a facility that meets current highway design standards.

The project may require the following approvals by the federal government: Clean Water Act Section 404/401 (U.S. Army Corps of Engineers); Clean Water Act Section 402 National Pollutant Discharge Elimination System (U.S. Environmental Protection Agency); Endangered Species Act (U.S. Fish & Wildlife Service); Magnuson-Stevens Fishery Conservation and Management Act, Essential Fish Habitat (National Marine Fisheries Service); 1946 General Bridge Act, Joint Aquatic Resource (Navigable Waterway) Permit (U.S. Coast Guard); National Historic Preservation Act Section 106 (State Historic Preservation Officer); and Department of Transportation Act Section 4(f) (Federal Highway Administration). The actual approvals required may change after the department completes field surveys, conducts public involvement activities, and selects the alignment for the project.

A scoping meeting is an opportunity for participating agencies, cooperating agencies, and the public to be involved in defining the need and purpose for the proposed project, to assist in determining the range of alternatives for consideration in the draft EIS, and to comment on methodologies to evaluate alternatives. Public and agency scoping meetings will be held at the department's Corpus Christi District Office - Training Center, 1701 S. Padre Island Drive, Corpus Christi, Texas 78416, on August 9, 2011. The department will publish notices of the meetings, including the times, in general circulation newspapers in the project area.

The department will complete the procedures for public participation and coordination with other agencies as described in one or both the National Environmental Policy Act and state law. In addition to any scoping meetings, the department will hold a series of meetings to solicit public comment during the environmental review process. They will be held during appropriate phases of the project development process. Public notices will be given stating the date, time, and location of the meeting or hearing and will be published in English as well as Spanish. Provision will be made for those with special communication needs, including translation if requested. The department will also send correspondence to federal, state, and local agencies, and to organizations and individuals who have previously expressed or are known to have an interest in the project, which will describe the proposed project and solicit comments. The department invites comments and suggestions from all interested parties to ensure that the full range of issues related to the proposed project are identified and addressed. Comments or questions should be directed to the department at the address set forth below.

A proposed schedule for completion of the environmental review process is not available.

Agency Contact: Comments or questions concerning this proposed action and the EIS should be sent to Ms. Dianna Noble, P.E., Director, Environmental Affairs Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701-2483, (512) 416-3001.

TRD-201102388
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: June 24, 2011

♦ ♦ ♦

Public Hearing Notice - Statewide Transportation Improvement Program

The Texas Department of Transportation will hold a public hearing on Monday, July 25, 2011 at 10:00 a.m. at the Texas Department of Transportation, 200 East Riverside Drive, Room 1A-1, in Austin, Texas to receive public comments on the July 2011 Out of Cycle Revisions to the Statewide Transportation Improvement Program (STIP) for FY 2011-2014. The STIP reflects the federally funded transportation projects in the FY 2011-2014 Transportation Improvement Programs (TIPs) for each Metropolitan Planning Organization (MPO) in the state. The STIP includes both state and federally funded projects for the nonattainment areas of Beaumont, Dallas-Fort Worth, El Paso, and Houston. The STIP also contains information on federally funded projects in rural areas that are not included in any MPO area, and other statewide programs as listed.

Title 23, United States Code, §134 and §135 require each designated MPO and the state, respectively, to develop a TIP and STIP as a condition to securing federal funds for transportation projects under Title 23 or the Federal Transit Act (49 USC §5301, et seq.).

Section 134(j) requires an MPO to develop its TIP in cooperation with the state and affected public transit operators and to provide an opportunity for interested parties to participate in the development of the program. Section 135(g) requires the state to develop a STIP for all areas of the state in cooperation with the designated MPOs and, with respect to non-metropolitan areas, in consultation with affected local officials, and further requires an opportunity for participation by interested parties as well as approval by the Governor or the Governor's designee.

A copy of the proposed July 2011 Out of Cycle Revisions to the FY 2011-2014 STIP will be available for review, at the time the notice of hearing is published, at each of the department's district offices, at the department's Transportation Planning and Programming Division offices located in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, and on the department's website at:

www.txdot.gov

Persons wishing to review the July 2011 Out of Cycle Revisions to the FY 2011-2014 STIP may do so online or contact the Transportation Planning and Programming Division at (512) 486-5033.

Persons wishing to speak at the hearing may register in advance by notifying Lori Morel, Transportation Planning and Programming Division, at (512) 486-5033 not later than Friday, July 22, 2011, or they may register at the hearing location beginning at 9:00 a.m. on the day of the hearing. Speakers will be taken in the order registered. Any interested person may appear and offer comments or testimony, either

Federal Register: June 22, 2011 (Volume 76, Number 120)]
[Notices]
[Page 36613-36614]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr22jn11-146]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Nueces County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI).

SUMMARY: Pursuant to 40 CFR 1508.22 and 43 TAC Sec. 2.5(e)(2), the FHWA and the Texas Department of Transportation (TxDOT) are issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Nueces County, Texas. The project and study limits include the US 181 and Beach Avenue interchange on the north and the SH 286 and Morgan Avenue interchange on the south. Areas within the city of Corpus Christi are included in the study area. The project will be developed in compliance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the National Environmental Policy Act (NEPA).

FOR FURTHER INFORMATION CONTACT: Gregory Punske, P.E., District Engineer, Federal Highway Administration--Texas Division, 300 East 8th Street, Austin, Texas 78701. Telephone: 512-536-5960.

SUPPLEMENTARY INFORMATION: The US 181 Harbor Bridge project is listed in the Corpus Christi Metropolitan Planning Organization's Metropolitan Transportation Plan 2010-2035 (the long range transportation plan) as construction of a new bridge over the Corpus Christi Ship Channel. An NOI for this project was first published on May 20, 2005, for proposed improvements that included replacement of the existing Harbor Bridge and approaches where US 181 crosses the Corpus Christi Ship Channel, a roadway distance of approximately 2.25 miles. On March 20, 2007, a revised NOI was published to advise the public that the study limits described in the 2005 NOI had been expanded to accommodate added capacity that might have included managed lanes or various tolling strategies; the primary change was to the southern limit which would have extended the project along SH 286 to SH 358 (South Padre Island Drive). On November 3, 2010, the revised NOI published in 2007 was rescinded, via a notice in the Federal Register, because

of changes in the scope (managed toll lanes) and limits. The project limits have now been revised to eliminate the added capacity that would have included managed lanes and various tolling strategies and have been reduced on the south end back to SH 286 and Morgan Avenue. The new project limits are as follows: the northern limit is the US 181 and Beach Avenue interchange located north of the Corpus Christi Ship Channel but south of the Nueces Bay Causeway; the southern limit is SH 286 between Morgan Avenue and Baldwin Boulevard; the eastern limit is the Interstate Highway (I)-37/U.S. 181 intersection with Shoreline Boulevard in the Corpus Christi central business district (CBD); and the western limit is the I-37 and Nueces Bay Boulevard interchange. The new project limits total approximately 4.5 miles in length from north to south along US 181 and SH 286 and approximately 2.1 miles in length from east to west along I-37.

The proposed US 181 Harbor Bridge replacement is based on several needs: safety concerns, lack of capacity (need for additional travel lanes), connectivity to local roadways, poor level of service, and increasing traffic demand. In addition to these needs, the bridge's existing structure also has deficiencies, including high maintenance costs and navigational restrictions. The proposed improvements both to US 181/SH 286 and Harbor Bridge will address the structural deficiencies and navigational restrictions and improve safety, connectivity, and level of service in the study area.

The purpose of the project is to correct these established needs identified above and to promote, enhance and spur economic development in the area. It is anticipated that additional larger ship traffic is expected at the Port of Corpus Christi. The impacts and benefits of such will also be analyzed in the indirect and cumulative impacts analyses for the subject project.

Alternatives under consideration include (1) taking no action, and (2) Transportation System Management (TSM)/Transportation Demand Management, and (3) replacing the existing US 181 Harbor Bridge and approach roads with a facility that meets current highway design standards. A Feasibility Study completed in 2003 evaluated four build corridor alternatives, one along the existing alignment and three along new location alignments, as well as the No-build alternative. The Feasibility Study resulted in the identification of a recommended study corridor (new location alignment) for the bridge replacement component. All reasonable alternatives, that meet Purpose and Need of the project, including the alternatives developed in the Feasibility Study, will be identified and evaluated in the EIS, in addition to the No-build Alternative, based on input from Federal, state, and local agencies, as well as private organizations and concerned citizens.

Impacts caused by the construction and operation of the proposed improvements would vary depending on the alternative alignment used. At this time, to the best of our knowledge, significant impacts are anticipated in and to the community; including but not limited to: impacts to residences and businesses, including displacement; impacts to public parkland; social and economic impacts, including impacts to minority and low-income communities; and impacts to historic properties including the bridge itself. Additional impacts could potentially include the following: transportation impacts (construction detours, construction traffic, and mobility improvement); air quality and noise impacts from construction equipment and operation of the roadway; impacts to threatened and endangered species; impacts to waters of the U.S. including wetlands; and potential indirect and cumulative impacts.

A Coordination Plan will be prepared that addresses the project

history, need and purpose, preliminary alternatives, and project schedule. A letter that describes the proposed action and a request for comments will be sent to appropriate Federal, state, and local agencies, and to private organizations and citizens who have previously expressed interest in the proposal. In conjunction with the Feasibility Study completed in June 2003, TxDOT developed a public involvement plan, sponsored three citizens' advisory committee (CAC) meetings, held two public meetings, and distributed two newsletters. Initial agency and public scoping meetings were held in June 2005 and May 2007. A new public involvement program will be developed that includes a project mailing list, project Web site, project newsletters, new agency and public scoping meetings, CAC and Technical Advisory Committee, and informal meetings with interested citizens and stakeholders. In addition, a public hearing will be held after the publication of the draft EIS. Public notice will be given of the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

A public and agency scoping meeting will be held at the TxDOT Corpus Christi District Office--Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, by TxDOT on August 9, 2011 to provide an opportunity for participating agencies, cooperating agencies, and the public to be involved in review and comment on the draft Coordination Plan, defining the need and purpose for the proposed project, determining the range of alternatives for consideration in the draft EIS, and establishing methodologies to evaluate alternatives. TxDOT will publish notice in general circulation newspapers in the project area at least 30 days prior to the meeting, and again approximately 10 days prior to the meeting.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372, regarding intergovernmental consultation on Federal programs and activities, apply to this program.)

Issued on: June 16, 2011.

Gregory S. Punske,

District Engineer, Austin, Texas.

[FR Doc. 2011-15577 Filed 6-21-11; 8:45 am]

BILLING CODE 4910-22-P

SCOPING

Public Scoping Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
August 9, 2011
5:30 – 8:00 pm
TxDOT Training Center
1701S. Padre Island Drive, Corpus Christi, Texas

AGENDA

5:30 to 6:30 pm	**Open House**
6:30 pm	**Presentation**
	Introductions Why a scoping meeting? Project phases History of Harbor Bridge Project Need for the Project Current project alternatives New project development process Environmental and public involvement process Project Timeline
7:00 – 8:00 pm	**Your Comments**

COMMENTS

Written comments may also be submitted by September 9, 2011 to:

TxDOT Corpus Christi District
ATTN: Victor Vourcos
1701 S. Padre Island Drive
Corpus Christi, TX 78416

www.ccharborbridgeproject.com

Texas Department of Transportation

Corpus Christi District

F A C T S H E E T

Improvements to US 181 at the Harbor Bridge - Environmental Documentation and Schematic Development
August 2011

What is an Environmental Impact Statement?

- Document required by National Environmental Policy Act for large construction projects that use federal highway funds.
- Discloses project information, describes the project and study areas, and analyzes possible environmental consequences associated with construction.
- Includes public involvement at beginning of EIS development and throughout the process
- Must be approved by the Federal Highway Administration before right-of-way acquisition and construction can begin.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286
- Federal Highway Administration is the lead Federal agency for the project
- TxDOT is the joint lead agency

Project Development Phases and Anticipated Timeline

- Public involvement throughout project
- Feasibility Study: completed in 2003
  - Identified four possible corridors plus the "No Build" alternative (leaving the existing bridge in place) and evaluated each one in terms of traffic/planning, engineering, and environmental/public involvement issues
- Initiate Environmental Impact Statement (EIS) project development with public and agency scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Public Meeting – 2012 - 2013
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final environmental document – 2014 - 2017
- Public involvement throughout process
- Environmental Clearance - ROD issued 2017 or as early as 2014
- Permits and approvals – 2015 - 2017
- Right-of-way mapping/acquisition: 2015 – 2017
- Preparation of detailed construction plan: 2015 - 2017
- Start of phased construction – 2017 - 2020

Stay involved in the Harbor Bridge Project by participating in the following:

- Attend Public Scoping Meetings (today and later this year)
- Follow the project online: www.ccharborbridgeproject.com
- Sign up to be on our mailing list (tonight or on the website)
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Participate in the Citizens' Advisory Committee

For more information, contact:

TxDOT Project Manager, Victor E. Vourcos at: 361-808-2378
TxDOT Public Information Officer, Tom Tagliabue at 361.808.2481

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Public Scoping Meeting

August 9, 2011

Welcome

John A. Casey, P.E.

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Tonight's Agenda

- 5:30 -6:30 PM - Open House
- 6:30 PM - Presentation
- 7:00 PM - Public Comment Session
- 8:00 PM - Adjourn

Tonight's Presentation

- Introductions
- Why a scoping meeting?
- Project phases
- History of Harbor Bridge Project
- Need for the Project
- Current project alternatives
- New project development process
- Environmental and public involvement process
- Project timeline

Why a Scoping Meeting?

- To provide information on the current status of Harbor Bridge project
- To explain environmental, public involvement and engineering design processes
- To listen to your comments



What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286



- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

Project Phases

- Feasibility Study – Completed in 2003
- Environmental process and schematic development – Now reinitiated
- Public involvement continuous throughout project development
- Environmental documentation approved
- Right-of-Way mapping/acquisition
- Preparation of detailed construction plan
- Construction

Project History and Status

- 2001 – Harbor Bridge Project initiated
- 2003 – Feasibility Study completed
- 2004 – Environmental and schematic development initiated
- 2005 – First scoping meetings held
- 2007 – Project limits extended and second round of scoping meetings held

Project History and Status

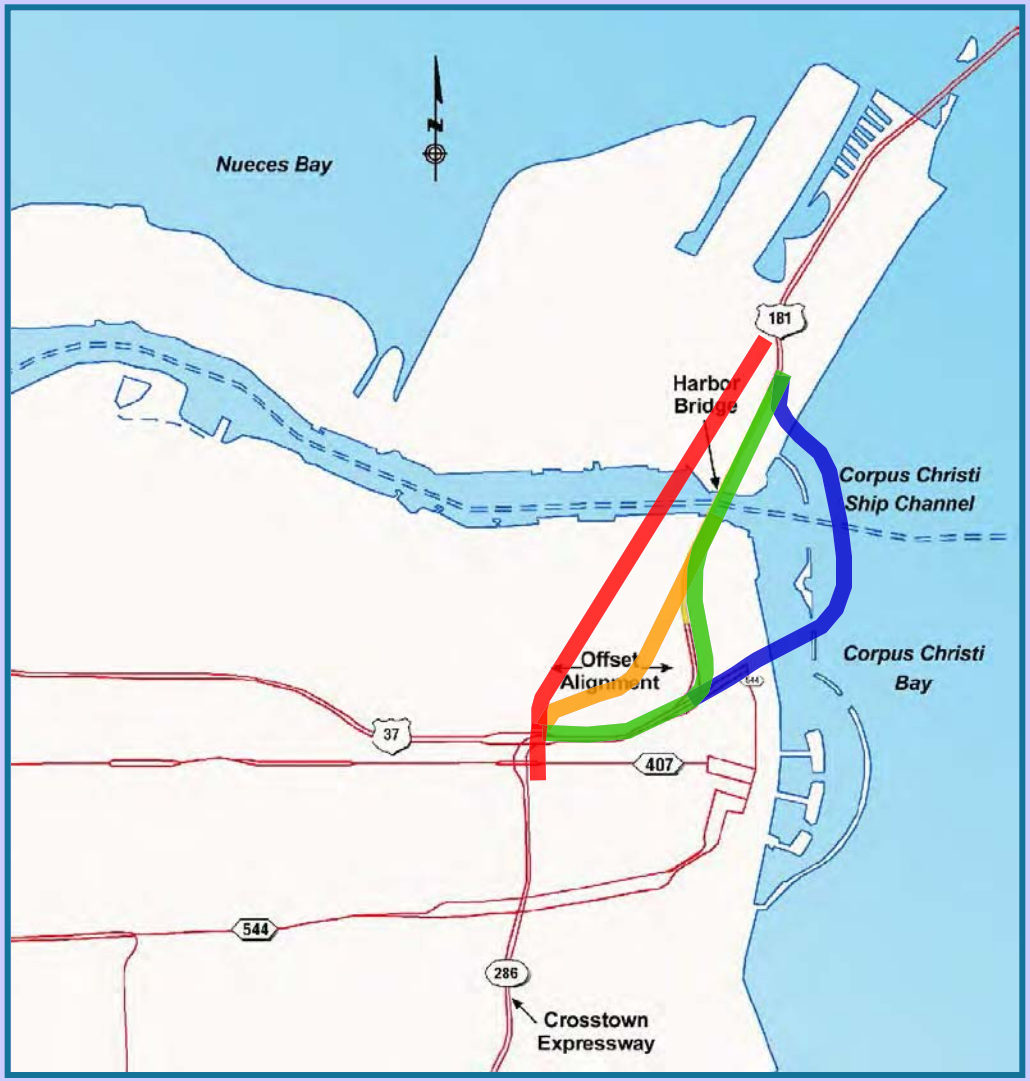
- 2007 – The project put on hold due to lack of funding
- 2009 – Project reinitiated with new project limits
- 2010 – FHWA determined project should be developed under new procedures
- 2011 – New Notice of Intent to prepare an Environmental Impact Statement published
- Tonight is the initiation of a new scoping process

Summary of Feasibility Study

- Determined purpose and need for improved Harbor Bridge
- Looked at feasibility of various corridors
- Considered input from the public and other stakeholders
- Identified and evaluated corridors for Harbor Bridge



Feasibility Study
Harbor Bridge Corridors



Summary of Feasibility Study

- **Red Corridor** received the highest ranking
- However, **All** corridors, including the No-Build, to be considered during the current EIS process



Need for Harbor Bridge Improvement

- Safety issues and roadway deficiencies
  - Steep vertical grades
  - Lack of shoulders
  - Sharp horizontal curves
- Connectivity to local streets
- Enhanced navigation and economic development of the Port of Corpus Christi
- High maintenance costs
- Hurricane evacuation









Current Alternatives under Consideration

The four alternatives (plus the No Build) brought forward from the Feasibility Study are shown on the next slide:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative



The intent of the project is to replace the existing bridge.

US 181 Harbor Bridge Location Map



Current Alternatives - Preliminary Considerations

US 181 - Harbor Bridge Preliminary Considerations						
Issue		Issue for Alternative				
		No Build	Red	Orange	Green	Blue
Environmental	Environmental Justice Neighborhoods		X	X		
	Wetlands, Ecology, and Threatened/Endangered Species					X
	Hazardous Material Sites		X	X	X	
	Historic Resources including Existing Bridge		X	X	X	X
Right-of-Way	Substantial Right-of-Way Needed		X	X		X
	Impacts to Parks or Recreation Areas		X	X		X
	Impacts to Major Existing or Planned Developments		X	X	X	X
Engineering	Safety Considerations	X			X	X
	Design Standards	X			X	
	Construction Cost*	None	$600-$800 Million	$500-$700 Million	$400-$500 Million	$500-$700 Million

*All costs are preliminary based on current available engineering in order to provide an order of magnitude estimate

New Project Development Process

- Project will be developed under SAFETEA-LU
  - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users," Federal transportation bill enacted on August 10, 2005
- What does this mean?
  - Requires preparation of a Coordination Plan
  - Input from the public, federal and state agencies

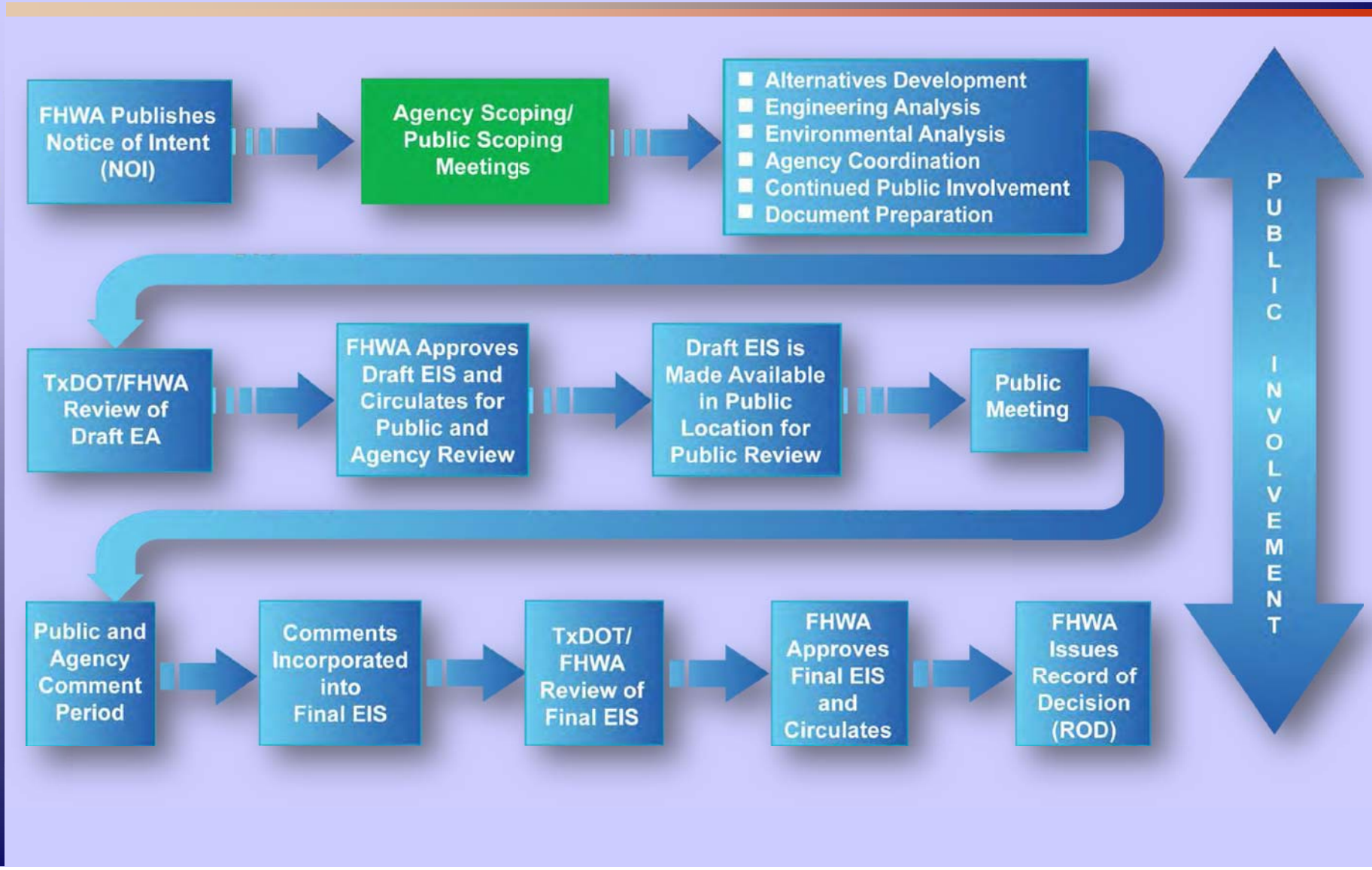
New Project Development Process

- What is a Coordination Plan?
  - A plan to facilitate and document TxDOT's interaction with the public and agencies
  - Informs the public and agencies of how the Coordination Plan will be coordinated and revised
  - The Coordination Plan will promote an efficient and streamlined process
  - Encourages the public and agency participation in the project development including the Need & Purpose and Project Build Alternatives

Alternative Evaluation Process

- Evaluation criteria developed for all alternatives
- Criteria fall into three categories:
  - Environmental/Public Involvement Issues
  - Traffic/Planning
  - Engineering
- Each alternative will be evaluated and ranked
- The evaluation and rankings will be shown at the public meeting and the public hearing

Environmental Documentation Process



Harbor Bridge Timeline

Prepare Draft Environmental Impact Statement (DEIS) followed by Record of Decision (ROD)

- Initiate project development with scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Public Meeting – 2012 - 2013
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- Environmental Clearance - ROD issued 2017 or as early as 2014

Harbor Bridge Timeline

- Obtain permits and approvals – 2015 - 2017
- Prepare ROW Map and Acquire ROW – 2015 - 2017
- Develop construction plans – 2015 - 2017
- Start phase construction – 2017 - 2020



Public Involvement Opportunities

Stay involved in the Harbor Bridge Project by participating in the following:

- Public scoping meetings (today and later this year)
- Follow the project online: www.ccharborbridgeproject.com
- Sign up to be on our mailing list (tonight or on the website)
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Participate in the Citizens' Advisory Committee
- Contact TxDOT Project Manager or Public Information Officer

Your Comments

Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Why are Improvements to Harbor Bridge Needed?

- Existing safety issues and roadway deficiencies
  - Steep vertical grades
  - Lack of shoulders
  - Sharp horizontal curves
- Inefficient connectivity to the local street and road system
- The existing Harbor Bridge has a vertical clearance that is insufficient for modern cargo and cruise ships.
- The current Harbor Bridge has continuing high maintenance costs because it is a steel structure over salt water.
- US 181 is an alternative hurricane evacuation route for the Corpus Christi area.

What Is The Purpose Of This Project?

- Improving safety, thereby reducing accident rates
- Improving roadway and bridge deficiencies, meeting current design standards, and reducing the amount of needed maintenance
- Providing greater economic development opportunities for the Port by increasing the vertical clearance up to 205 feet for larger vessels
- Improving the connectivity to the local roadway system by improving the entrance and exit ramp connections to existing streets
- Providing for improvement of intermodal transportation by enhancing highways, Port access, and pedestrian and bicycle modes that would facilitate the movement of people and goods
- Providing adequate capacity to meet future traffic demands and volumes
- Maintaining and improving access to US 181 north as an alternative hurricane evacuation route for the Corpus Christi area

Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Environmental and Engineering Considerations

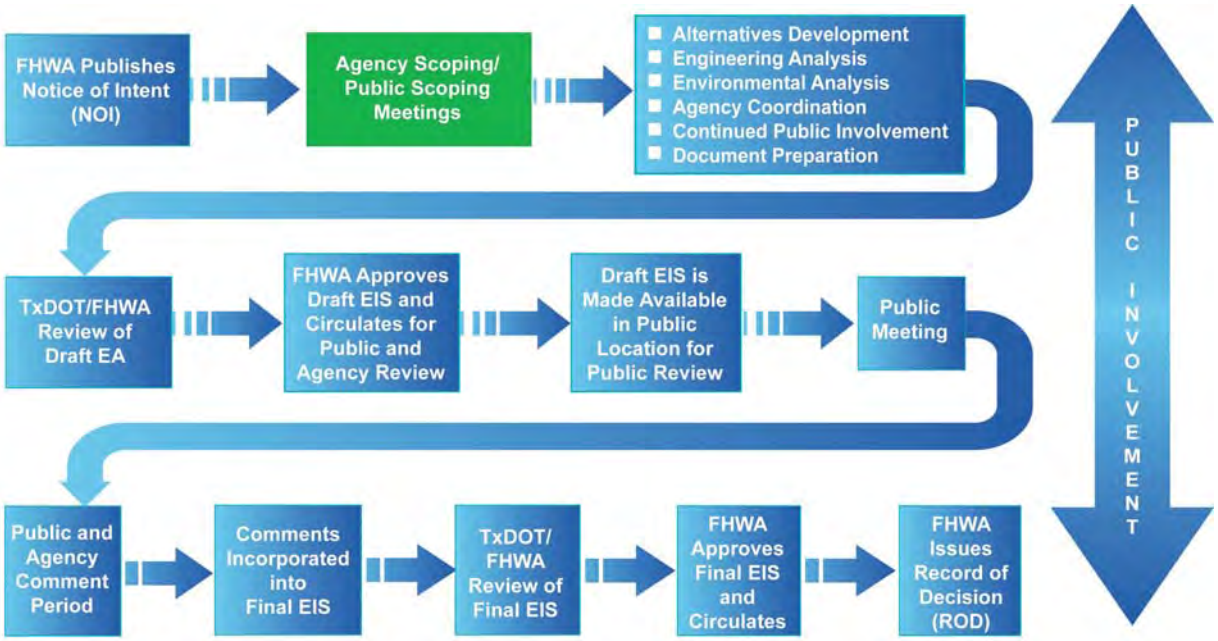
	Description
Environmental	Federal Threatened and Endangered Species Habitat
	Vegetation (by Type)
	Waters of the U.S. (Including Wetlands)
	Environmental Justice
	Floodplain
	Prime Farmland
	Parks
	Known Historic Properties
	Known Archeological Sites
	Noise
	Hazardous Material Sites
	Oil/Gas Wells
	Gas/Oil Pipelines
	Commercial Displacements
	Residential Displacements
	Community Facilities (Churches, Schools, Fire/Police Stations, Hospitals)
Engineering	Construction Cost
	Right-of-way Cost
	Utility Cost
	Proposed Right-of-way
	Length
	System Interconnectivity
	Safety
	Mobility

Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Environmental Documentation Process



Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Harbor Bridge Project History

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- 2009 - Project was reinitiated with new shorter limits and no managed/tolled lanes
- 2010 - FHWA determines project should be developed under new procedures
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- Tonight is initiation of a new scoping process


BEGIN PROJECT BEACH AVE.
BEACH AVENUE
35
181
Corpus Christi Beach
SHIP CHANNEL/ PORT OF CORPUS CHRISTI
HARBOR BRIDGE
BLUE
Whataburger Field
RED
ORANGE
GREEN
MUSEUM DISTRICT
Nueces Bay Blvd
Hillcrest Neighborhood
Hillcrest Cemetery
Dr. H. J. Williams Memorial Park
Bayview Cemetery
Washington Coles Neighborhood
Heritage Park
Corpus Christi Seawall
Old Nueces County Courthouse
Oveal Williams Senior Center
TC Ayers Park
Old Bayview Cemetery Park
37
Downtown
Lovenskiold Park
Ben Garza Park
Hebrew Rest Cemetery
CORPUS CHRISTI
END PROJECT MORGAN AVE.
MORGAN AVENUE
286
US 181 Harbor Bridge Location Map
Preliminary Alternatives Under Consideration
N
0
1,100
2,200
Feet
1 inch equals 2,200 feet
Key to Features
Alternatives
Potential Issues / Constraints
Cemetery
Commercial / Industrial
Community / Government
Park

Please Join Us for a

Follow-up Public Scoping Meeting on the Harbor Bridge Project

H·A·R·B·O·R B·R·I·D·G·E
PROJECT

www.ccharborbridgeproject.com

Thursday, October 27, 2011
Open House: 5:30 – 6:30 p.m.
TxDOT Presentation: 6:30 – 7 p.m.
Public Comment Session: 7 – 8 p.m.

Congressman Solomon P. Ortiz International Center
Nueces Room
402 Harbor Drive, Corpus Christi, TX

Texas Department of Transportation

If you have special communication or accommodation needs, please contact the district public information officer at 361-808-2481 at least two days before the meeting. Because the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days before the public scoping meeting. TxDOT will make every reasonable effort to accommodate these needs.

For additional information, contact
Victor Vourcos at TxDOT: 361-808-2378

Public Scoping Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
October 27, 2011
5:30 – 8:00 pm
Solomon P. Ortiz International Center, Nueces Room
401 Harbor Drive, Corpus Christi, TX

AGENDA

5:30 - 6:30 pm	**Open House**
6:30 - 7:00 pm	**Presentation**

Introductions
Why a scoping meeting?
Project phases
History of Harbor Bridge Project
Project Timeline
Need and Purpose for the project
Project alternatives
Alternatives analysis methodology
Public involvement opportunities
Project Timeline

7:00 - 8:00 pm **Your Comments**

COMMENTS

Written comments may also be submitted by December 1, 2011 to:

TxDOT Corpus Christi District
ATTN: Victor Vourcos
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Victor.Vourcos@txdot.gov

www.ccharborbridgeproject.com

Texas Department of Transportation

Corpus Christi District

F A C T S H E E T

Improvements to US 181 at the Harbor Bridge - Environmental Documentation and Schematic Development
October 2011

What is an Environmental Impact Statement?

- Document required by National Environmental Policy Act for large construction projects that use federal highway funds.
- Discloses project information, describes the project and study areas, and analyzes possible environmental consequences associated with construction.
- Includes public involvement at beginning of EIS development and throughout the process
- Must be approved by the Federal Highway Administration before right-of-way acquisition and construction can begin.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286
- Federal Highway Administration is the lead Federal agency for the project
- TxDOT is the joint lead agency

Project Development Phases and Anticipated Timeline

- Public involvement throughout project
- Feasibility Study: completed in 2003
- Initiate Environmental Impact Statement (EIS) project development with two sets of public and agency scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Public Meeting – 2012 - 2013
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final environmental document – 2014 - 2017
- Public involvement throughout process
- Environmental Clearance - ROD issued 2017 or as early as 2014
- Permits and approvals – 2015 - 2017
- Right-of-way mapping/acquisition: 2015 – 2017
- Preparation of detailed construction plan: 2015 - 2017
- Start of phased construction – 2017 - 2020

Stay involved in the Harbor Bridge Project by participating in the following:

- Submit comments at today's Public Scoping Meeting and afterward via mail, email or online.
- Follow the project online: www.ccharborbridgeproject.com
- Sign up to be on our mailing list (tonight or on the website)
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Participate in the Citizens' Advisory Committee or Technical Advisory Committee

For more information, contact:

TxDOT Project Manager, Victor E. Vourcos at: 361-808-2378
TxDOT Public Information Officer, Tom Tagliabue at 361.808.2481

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Public Scoping Meeting

October 27, 2011

Welcome

John A. Casey, P.E.

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Tonight's Agenda

- 5:30 - 6:30 PM - Open House
- 6:30 PM - Presentation
- 7:00 PM - Public Comment Session
- 8:00 PM - Adjorn

Today's Presentation

- Why a scoping meeting?
- Project overview
  - Definition and history of Harbor Bridge Project
- Modifications based on input from first Scoping Meeting (held on August 9, 2011)
  - Need and Purpose further developed
  - New alternatives added
  - Process further developed for alternatives analysis
  - Coordination Plan modified
- Project Timeline

Why a Scoping Meeting?

- Second Scoping Meeting
- To provide information on the current status, including changes that reflect input from first scoping meeting
- To provide an opportunity to be involved in developing the Need and Purpose and range of alternatives
- To listen to your comments



What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286



- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

What is the Harbor Bridge Project?



Project History and Status

- 2001 – Harbor Bridge Project initiated
- 2003 – Feasibility Study completed
- 2004 – Environmental and schematic development initiated
- 2005 – First scoping meetings held
- 2007 – Project limits extended and second round of scoping meetings held

Project History and Status

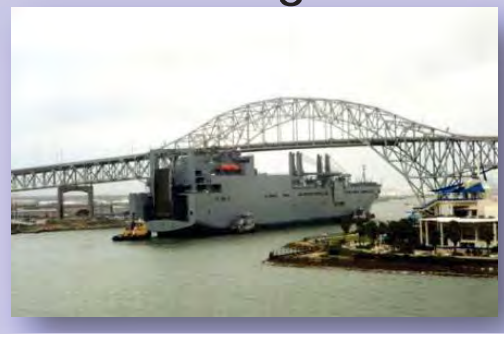
- 2007 – The project put on hold due to lack of funding
- 2009 – Project reinitiated with new project limits
- 2010 – FHWA determined project should be developed under SAFTEA-LU
- 2011 – New Notice of Intent to prepare an EIS published

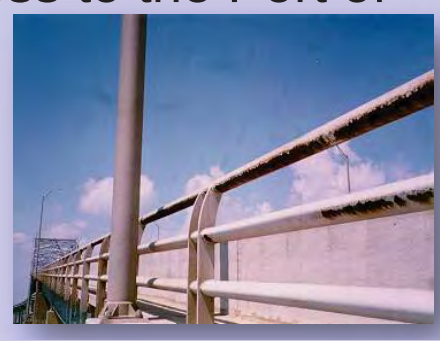
Need for Harbor Bridge Project

- Additional details were added to need for the project since the first scoping meeting
- Safety risks (Including hurricane evacuation)
  - Lack of shoulders
  - Steep vertical grades
  - Sharp horizontal curves
  - Non-standard ramp lengths and spacing



- Structural restriction to navigational access to the Port of Corpus Christi





Need for Harbor Bridge Project

- Increased difficulty in maintaining the structure over the long term
- Limited connection to local roadways
- Limited capacity to meet future traffic demands





Purpose of the Harbor Bridge Project

- **Mitigate geometric deficiencies for the highway, including the Harbor Bridge (reduce sharp curves and steep grades)** to improve safety for the travelling public including during hurricane evacuations
- **Reduce the structural restriction to navigational access at the Port of Corpus Christi (raise the bridge height)**, thereby promoting expansion and economic opportunity in the area
- **Maximize the long-term operation** of the Harbor Bridge structure
- **Improve the connectivity** to the local roadway system
- **Meet current standards for capacity on US 181, including** the Harbor Bridge, considering projected future traffic demand

Alternatives Under Consideration

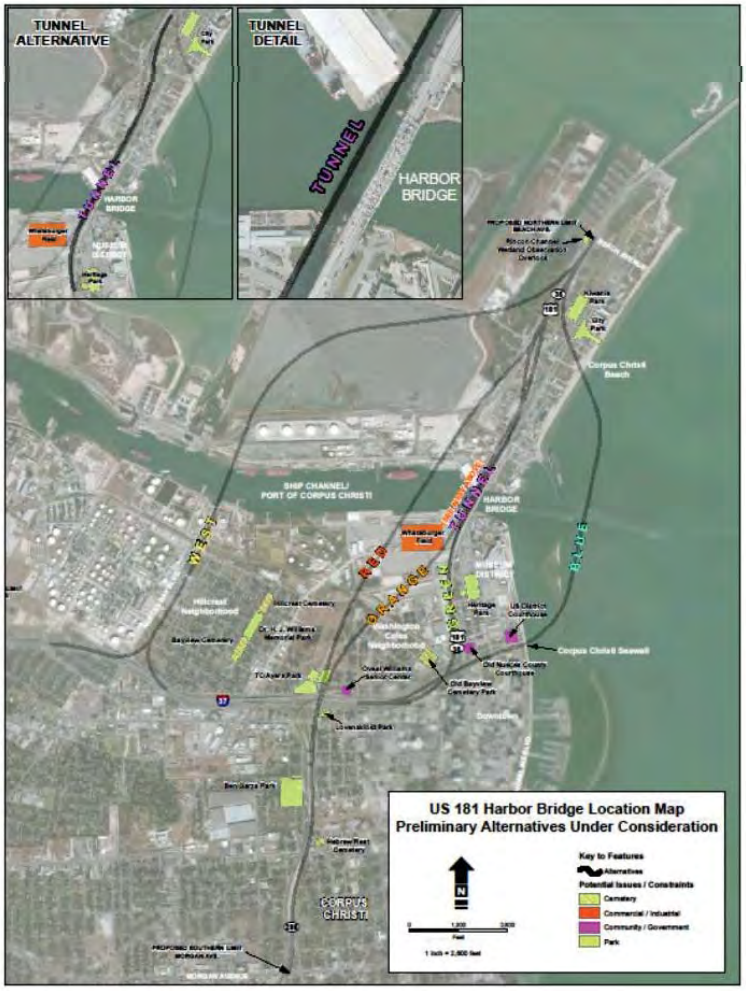
Feasibility Study and scoping process – six build alternatives (plus the No Build) are being considered:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative
- Tunnel Alternative*
- West Alternative*



*new alternatives from 1st Scoping Meeting

US 181 Harbor Bridge Location Map



Summary of Preliminary Environmental Constraints

US 181 – Preliminary Considerations								
Constraints		Alternative Constraints						
		No Build	Red	Orange	Green	Blue	West	Tunnel
Environmental	Environmental Justice neighborhoods		X	X			X	
	Wetlands, Ecology, and Threatened and Endangered Species					X	X	
	Hazardous materials		X	X	X		X	X
	Historic Resources		X	X	X	X	X	X
Right-of Way	Substantial Right-Of-Way		X	X		X	X	
	Impacts to Parks or Recreational Areas		X	X		X		
	Impacts to Major Existing or Planned Developments		X	X	X	X	X	X
Engineering	Safety Considerations	X			X	X		X
	Design Standards	X			X			X

Alternatives Analysis Methodology

- Analysis process further developed
  - Measures of Effectiveness (MOEs) developed to evaluate whether a particular alternative meets the Need & Purpose
    - Each alternative to be evaluated against MOEs
    - Alternatives may be eliminated from further evaluation if they do not satisfy MOEs, and, therefore, the need and purpose of the proposed project
  - Alternatives that satisfy the MOEs will be evaluated further

Coordination Plan

- Facilitates and documents TxDOT's and FHWA's interaction with the public and agencies
- Encourages public/agency input to develop Need and Purpose and project build alternatives
- Revised Draft Coordination Plan available
  - Copies available for review tonight and online
  - Comments accepted for 30 days following this meeting
  - Final plan to be produced following the 30-day comment period (Ending December 1, 2011).

Harbor Bridge Timeline

Prepare Draft Environmental Impact Statement (DEIS) followed by Final EIS and Record of Decision (ROD)

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  - Victor E. Vourcos, P.E. Phone: 361.808.2378 Victor.Vourcos@txdot.gov
  - Tom Tagliabue Phone 361.808.2481 Tom.tagliabue@txdot.gov

Public Involvement Opportunities

Citizens Advisory Committee

- Receive information from TxDOT on progress of project
- Promote public awareness and understanding of project
- Advise TxDOT on community ideas regarding the project as well as how best to communicate with community

Your Comments

Written Comments

- 30 day comment period ending December 1, 2011

Verbal Comments

- Please limit comments to **3 minutes** to give everyone an opportunity to speak

Texas Department of Transportation

Your Comments

Speaker's Time Remaining:

0:00

Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Why are Improvements to Harbor Bridge Needed?

- Existing safety issues and roadway deficiencies
  - Steep vertical grades
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Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Environmental and Engineering Considerations

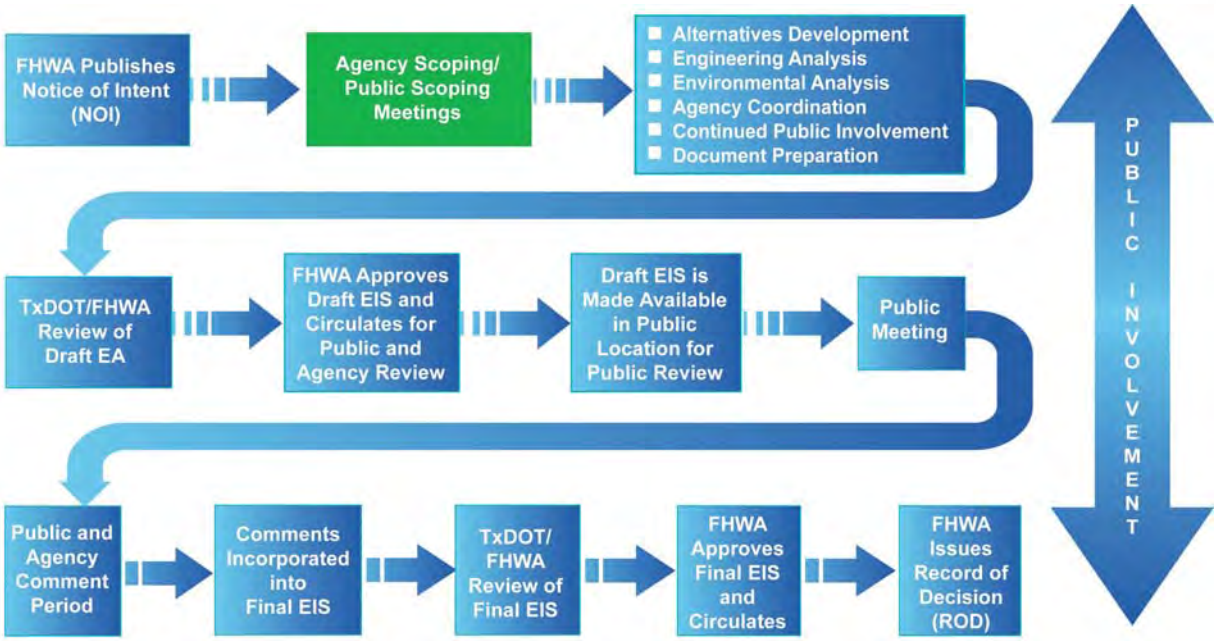
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Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

Environmental Documentation Process



Harbor Bridge Project

Improvements to US 181 from Beach Avenue to Morgan Avenue on SH 286

Texas Department of Transportation

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TUNNEL ALTERNATIVE
City Park
TUNNEL
HARBOR BRIDGE
Whataburger Field
MUSEUM DISTRICT
Heritage Park
TUNNEL DETAIL
TUNNEL
HARBOR BRIDGE
PROPOSED NORTHERN LIMIT BEACH AVE.
Rincon Channel Wetland Observation Overlook
BEACH AVENUE
35
181
Kiwanis Park
City Park
Corpus Christi Beach
SHIP CHANNEL/ PORT OF CORPUS CHRISTI
(SEE INSET ABOVE)
HARBOR BRIDGE
WEST
RED
ORANGE
GREEN
BLUE
TUNNEL
Whataburger Field
MUSEUM DISTRICT
NUECES BAY BLVD.
Hillcrest Neighborhood
Hillcrest Cemetery
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0
1,300
2,600
Feet
1 inch = 2,600 feet
Key to Features
Alternatives
Potential Issues / Constraints
Cemetery
Commercial / Industrial
Community / Government
Park

PUBLIC MEETING

DATE/TIME:
December 4, 2012; 5:00 – 8:00 p.m.

LOCATION:
Solomon Ortiz Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416

PURPOSE:
(1) To provide updated information on the proposed project, including the purpose and need for the project and the preliminary schematic drawings for the four proposed build alternatives. The No-Build alternative was also discussed. (2) To receive comments on the proposed project in general as well as on the proposed build alternative schematics.

FORMAT:
The Public Meeting consisted of a one-and-one-half-hour open house followed by a TxDOT presentation and a public comment session. Displays showing four proposed build alternatives and the historic resources survey were available for review and comment. Visualizations of the proposed build alternatives were also on display. Project team members were available to interact with the public, local representatives, and answer questions. Members of the public were given an opportunity to deliver a verbal comment or leave a written comment.

PUBLIC NOTICE:
Public notice of the meeting was published in the *Corpus Christi Caller-Times* on November 20 and December 2, 2012, and in the *Portland News* on November 28, 2012. In addition, meeting notices appeared in the *PennySaver* on November 28, 2012; in the *South Texas Catholic* on December 1, 2012; in the *Senior News* on December 1, 2012; and in *El Tejano* on December 1, 2012. Radio spots advertising the meeting were run on Clear Channel Radio stations from November 26 – December 4, 2012. TxDOT also distributed a press release/media advisory and 100 posters advertising the meeting were distributed to 37 community and retail locations in the project area. In addition, a postcard announcing the public meeting was sent to approximately 9000 individuals living in zip codes in the project area and a newsletter that publicized the meeting was sent to the Harbor Bridge mailing list. A meeting notice also was posted on the project website (www.ccharborbridgeproject.com).

ATTENDANCE:
A total of 139 individuals (five of whom were TxDOT employees) registered their attendance at the public scoping meeting. Ten elected officials or representatives of elected officials signed in as well.

DISPLAY AND HANDOUT MATERIALS:
The following displays were available for viewing: a project location map showing four potential alternatives; maps showing each of the four build alternatives in

more detail; preliminary schematic drawings of the four proposed build alternatives, visualizations of each of the four proposed build alternatives, and two exhibits explaining the historic resource evaluation now underway. A project fact sheet, project location map, and comment card were given to each individual who signed in to the meeting. Additional copies of the Harbor Bridge newsletter were also available.

PRESENTATION:

Lonnie Gregorcyk, TxDOT Corpus Christi District Engineer, opened the meeting and introduced the project team. He reviewed the Purpose and Need for the project (safety and ongoing maintenance/long-term operation of the bridge), and the process used to reduce the number of proposed alternatives from six to four. The blue and tunnel alternatives were eliminated because they did not meet the safety need for the project.

Mr. Gregorcyk then introduced Christopher Amy, TxDOT Corpus Christi Environmental Coordinator. Mr. Amy reviewed the process involved in developing the Environmental Impact Statement (EIS) for this proposed project. He indicated that TxDOT and the Federal Highway Administration (FHWA) are the co-lead agencies for this project, and that the U.S. Department of Housing and Urban Development (HUD), the U.S. Coast Guard, and the U.S. Environmental Protection Agency (EPA) are cooperating agencies.

The Harbor Bridge project team is currently gathering and analyzing data for the environmental impact analysis and is writing the chapters of what eventually will become the EIS document. Mr. Amy noted that part of this process is preparing a Historic Resources Survey Report (identifying potential historic properties in the proposed project area). He pointed out that TxDOT historians were in attendance at the meeting to explain their work and answer questions.

Mr. Amy described the community impact analysis being conducted for the project. Part of this effort involved holding eight neighborhood meetings (listening sessions) in late 2012, as well as a community survey. Over 200 people attended these meetings and provided valuable feedback about their communities and the potential impacts of the proposed project on these communities. All of the information collected from the meetings and surveys will be used in preparing the community impact analysis in the EIS.

Mr. Amy then reviewed the work of the Citizens' Advisory Committee and the Technical Advisory Committee, which met three times in 2012. These committees enable interested individuals and organizations to learn more about the project, to provide input as the project proceeds, and to promote public awareness and understanding of the project. In addition the committees serve as a valuable communication link between TxDOT and the local community.

Mr. Amy then showed several visualizations of what a new bridge might look like in all of the four proposed build alternatives, while stressing that no decision has been yet been made regarding a preferred alternative.

He encouraged those in attendance at the meeting, as well as the larger community, to continue to be engaged in the Harbor Bridge Project. Project team members will be working in Corpus Christi as they gather additional data. The team also will be meeting with various local individuals and groups, and are always available to meet with those who would like more information about the project. In 2013, additional Citizens' Advisory Committee and Technical Advisory Committee meetings will be held, and a Public Design Guideline Workshop will take place later in the year. The workshop will offer community members an opportunity to provide their ideas about the general design and look of the proposed bridge.

DEADLINE:
Comments received and/or postmarked on or before December 18, 2012 were included in this public meeting report.

VERBAL COMMENTS DELIVERED AT THE MEETING
Seven individuals spoke at the scoping meeting. Their comments are summarized below.

Comment #1 Individual stressed that the North Beach area is very important and suggested that TxDOT consider a ferry from the Solomon Ortiz Center to the north shore.

TxDOT response: Comment noted.

Comment # 2 Individual asked if TxDOT had considered an "elevator" bridge with an adjustable height.

TxDOT response: Comment noted.

Comment #3 Individual expressed concerns that any of the alternatives would cut off most of the exits to downtown Corpus Christi (including Lipan, Comanche, and Broadway). These are main arteries to the city courthouse and county courthouse.

TxDOT response: Accessibility to the downtown area and communities (including North Beach) is extremely important to this project, and is something that is being considered as we develop the project schematics.

Comment #4: Individual expressed opposition to the project but if it has to move forward, his preference is for the west alternative. He would like to see the West

Alternative connect to SPID. He believes that the Harbor Bridge is being designed for the people in Gregory, Portland, and Aransas Pass in anticipation of I-69.

TxDOT response: Comment noted.

Comment #5: Individual expressed a concern that all four proposed alternatives will result in a "choke point" on the north end of North Beach. He asked about TxDOT's philosophy with regard to combining hazardous cargo and normal pedestrian travel. He suggested having on- and off-ramps that would go to the Joe Fulton Trade Corridor from Navigation and that way there would be different ways of getting on the bridge, either from the Joe Fulton or on Beach Ave.

TxDOT response: We are looking at ways to minimize or eliminate the situation with truck traffic going onto Joe Fulton mixing with passenger vehicles. This comment will be helpful as we address this situation.

Comment #6: Individual voiced a concern about trucks leaving the Joe Fulton Trade Corridor and being directed into the Harbors neighborhood. Three of the neighborhood's cul-de-sacs would no longer have egress from the neighborhood. This is a safety concern. He also expressed a preference for the West Alternative.

TxDOT: Comment noted.

Comment #7: Individual had a number of questions. First she asked about the number of people who attended the eight neighborhood meetings in the fall of 2012. Second, she asked for the three reasons why the Blue Alternative was eliminated. Third, she asked about HUD's role in the project. Fourth, she asked a question about a property at Stillman and Van Loan that is on the market for $125,000 as a commercial property. Her final question was why the Blue Alternative had been eliminated.

TxDOT response: Over 200 people attended the neighborhood meetings. The Blue Alternative was eliminated because it did not meet the project's Purpose and Need, specifically the need for safety during a hurricane evacuation (since US 181 is a designated hurricane evacuation route). HUD, along with EPA and the US Coast Guard, are cooperating agencies in developing the Environmental Impact Statement. These agencies review the technical documents and provide review comments as TxDOT and FHWA move through this process. TxDOT is not aware of the particular property referred to by the commenter. The Blue Alternative has been eliminated because it does not meet the Project Purpose and Need.

DICTATED COMMENTS

Comment # 8: Individual dictated the following comments to the court reporter:

1. Please provide the total budget amount of money that has been spent on this project to date, by category, and the amount of money that is projected by category to be spent. Provide these figures for the community.
2. Provide information to people whose properties will be taken. Do not put this on the internet but in a public area.
3. Where are the bridge designs?
4. Please explain why the Blue Alternative was eliminated.

WRITTEN COMMENTS

No written comments were submitted.

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Public Meeting

December 4, 2012

Today's Agenda

- Welcome and introductions
- What's new with the Harbor Bridge Project?
- Public Involvement – How you can participate
- What's next?
- Your comments



Why do we need to replace Harbor Bridge?

Texas Department of Transportation

Need for Harbor Bridge Project

- Safety



- Long-term bridge operation



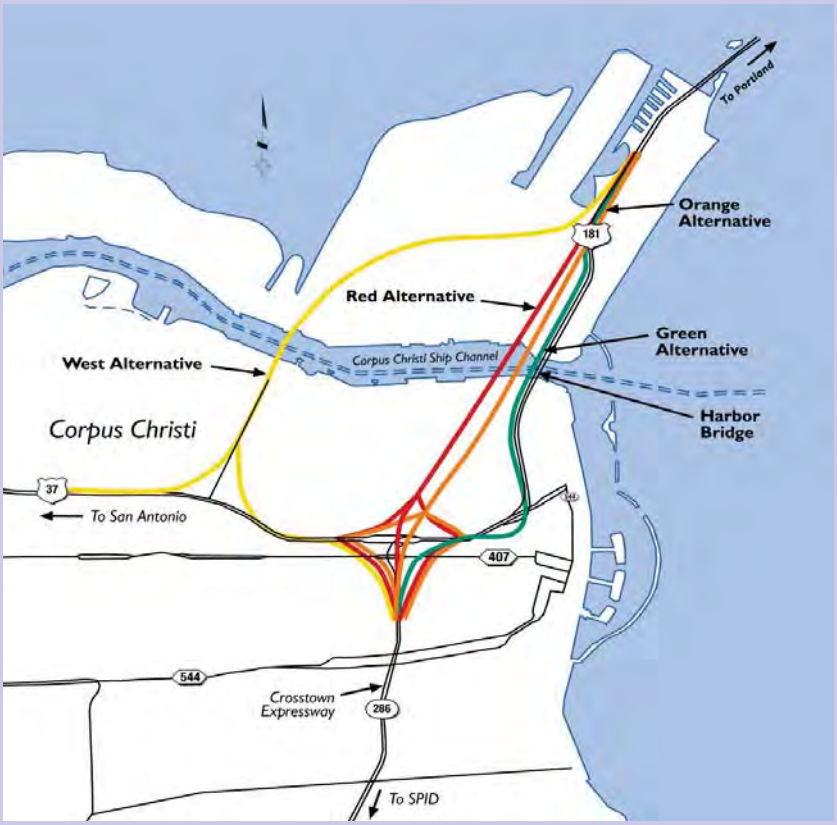
Other Project Objectives

- Economic opportunities
- Connections with local roads





What's New?
Four Reasonable Alternatives



What's New?

Draft Environmental Impact Statement

- Information gathered in Corpus Christi
- Document now being written
- On-going coordination with:
  - The public
  - Local, State and Federal Agencies (including EPA, HUD, Coast Guard)
- To be completed in 2013

Historic Resources

- Historic Resources Survey now underway
- Assess buildings, structures, districts at least 50 yrs old and historically important.
  - Would proposed project affect them?
  - If so, could this be avoided or made better?
  - Looking for people to be "consulting parties"



Community Impact Assessment: Neighborhood Meetings

- Listen to community members, show design drawings and latest project information
- Eight so far:
  - CC Beach Assn: 9/20
  - St Paul's: 10/15
  - Kelsey Memorial: 10/23
  - Garcia Arts Center: 11/5
  - Oak Park Elementary: 11/8
  - Oveal Williams Ctr: 11/8
  - Portland Community Ctr: 11/12
  - Dona Park/Academy Heights: 11/13



Community Survey



- Gather information on communities potentially affected by proposed replacement of Harbor Bridge
- Complete on paper or online at:

www.ccharborbridgeproject.com

- Information used in draft environmental impact statement





Public Involvement: Citizens' Advisory Committee

- Three meetings in 2012
- 25 + members – neighborhood based
- Identified community concerns and ideas
- Suggested public outreach techniques
- Reviewed preliminary design drawings of alternatives



Public Involvement: Technical Advisory Committee

- **Three meetings in 2012 change photo**
- 25 + members
- Reviewed project information including preliminary design drawings
- Provided “big picture” opinions about impacts of proposed projects on community



Public Involvement: Website



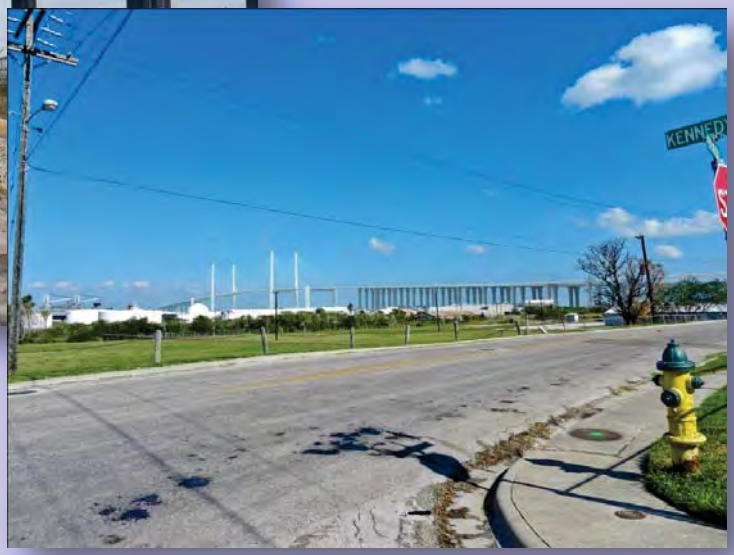
www.ccharborbridgeproject.com

- Updated regularly
- Can leave comments

Texas Department of Transportation

Visualizations





- Showing four alternatives
- In the room tonight

Texas Department of Transportation

Example Cable Stayed Bridge
Fred Hartman Bridge







Texas Department of Transportation

Example Cable Stayed Bridge Visualization (at night)



What's Coming up Next?

- Draft Environmental Impact Statement: late 2013
- More meetings with local individuals and groups: any time by request
- CAC and TAC meetings in 2013
- Public Design Guideline Workshop in 2013
- Public Hearing – 2014
- Final EIS submitted to TxDOT– 2015
- Record of Decision Anticipated – 2015
- Purchase of ROW – 2015-2016
- Design and construction 2016 – 2021

H·A·R·B·O·R B·R·I·D·G·E

P R O J E C T

Public Comment Session

- Sign up to speak
- Five minutes per speaker, please
- Additional opportunities to speak, time permitting
- Government officials & pre-registered speakers will go first
- Speakers – state name/affiliation and speak clearly

We want to hear from you

- Record your verbal comment with court reporter
- Fill out a comment card tonight or mail one to us later.
- Make a comment on our website: ccharborbridgeproject.com
- Contact Victor Vourcos of TxDOT (contact information on comment card).
- Thank you for coming tonight.

Texas Department of Transportation

Corpus Christi District

What is an Environmental Impact Statement?

- Document required by National Environmental Policy Act for large construction projects that use federal highway funds.
- Discloses project information, describes the project and study areas, and analyzes possible environmental consequences associated with construction.
- Includes public involvement at beginning of EIS development and throughout the process
- Must be approved by the Federal Highway Administration before right-of-way acquisition and construction can begin.

F A C T S H E E T

Improvements to US 181 at the Harbor Bridge - Environmental Documentation and Schematic Development
December 2012

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286
- Federal Highway Administration is the lead Federal agency for the project
- TxDOT is the joint lead agency

Project Development Phases and Anticipated Timeline

- Public involvement throughout project
- Feasibility Study: completed in 2003
- Initiate Environmental Impact Statement (EIS) project development with public and agency scoping meetings: 2011
- Consider all project alternatives and compare them to Purpose and Need for Project: 2012
- Move forward with four build alternatives (red, green, orange, and west) plus the No Build alternative: 2012
- Meeting: 2012 **We are here**
- Identify and evaluate proposed project effects on historical resources and recreational facilities: 2012-2013
- Prepare and review process for draft EIS: 2012 - 2014
- Hold Citizens' Advisory Committee and Technical Advisory Committee Meetings: 2012 - 2014
- Hold Public (Design Guideline Workshop): 2013
- Hold Public Hearing and recommend a preferred alternative: 2014
- Prepare and review process for Final EIS: 2014 - 2015
- Environmental Clearance (Record of Decision): anticipated 2015
- Permits and approvals: 2015 - 2017
- Purchase of right-of-way: 2015 – 2016
- Design project: 2016: 2017
- Phased construction: 2017 - 2021

Stay involved in the Harbor Bridge Project by participating in the following:

- Follow the project online: www.ccharborbridgeproject.com
- Sign up to be on our mailing list (tonight or on the website)
- Attend public meetings and public hearing
- Request a meeting for your group or organization.
- Read our newsletter

For more information, contact:

TxDOT Project Manager, Victor E. Vourcos at: 361-808-2378
TxDOT Public Information Officer, Rickey Dailey at 361-808-2481

www.ccharborbridgeproject.com

Texas Department of Transportation

Harbor Bridge Project: Four Proposed Build Alternatives (in addition to No Build Alternative)

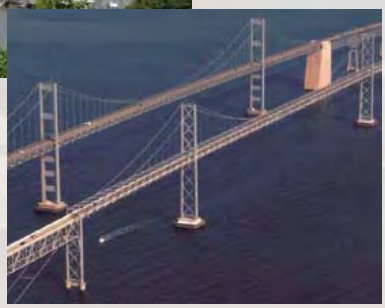


Potential Bridge Types

Suspension Bridges



Carquinez Bridge, CA

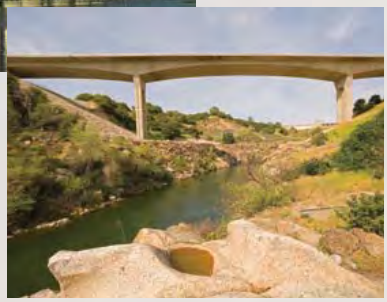


William Preston Lane, Jr. Bridge, MD

Segmental Bridges



Broadway Bridge, Daytona Beach, FL



Folsom Bridge, Folsom, CA

Cable-Stayed Bridges



Fred Hartman Bridge, Baytown, TX



Kap Shui Mun Bridge, Hong Kong

HARBOR BRIDGE PROJECT

Texas Department of Transportation

http://ccharborbridgeproject.com

CITIZENS ADVISORY COMMITTEE

Citizens' Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 11, 2012 – 6:00 – 8:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and introductions/explanation of ground rules
- Group discussion of mission of the Citizens' Advisory Committee
- Review/group discussion of Harbor Bridge Project history and current status
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives
- Discussion of alternatives analysis process
- Review of project timeline
- Group discussion of public involvement activities
- Public comments
- Meeting summary and plans for next meeting

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www.ccharborbridgeproject.com

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Citizens Advisory Committee Meeting

January 11, 2012

Welcome

John A. Casey, P.E.

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- Explanation of ground rules
- Group discussion of mission of the Citizens' Advisory Committee
- Review/group discussion of Harbor Bridge Project history and current status
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives
- Discussion of alternatives analysis process
- Review of Project Timeline
- Group discussion of public involvement activities

CAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

CAC Mission

- To receive project team reports on the progress of the project in relationship to established schedules and project milestones.
- To promote public awareness and understanding of the project
- To advise TxDOT on the community's preferences regarding the project as well as the best approach for communicating with the public.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286



- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

What is the Harbor Bridge Project?



Project History and Status

- 2001 – Harbor Bridge Project initiated
- 2003 – Feasibility Study completed
- 2004 – Environmental and schematic development initiated
- 2005 – First scoping meetings held
- 2007 – Project limits extended and second round of scoping meetings held

Project History and Status

- 2007 – The project put on hold due to lack of funding
- 2009 – Project reinitiated with new project limits
- 2010 – FHWA determined project should be developed under SAFTEA-LU
- 2011 – New Notice of Intent to prepare an EIS published

Need for Harbor Bridge Project

- Additional details were incorporated into the Need
- Safety Risks (Including Hurricane Evacuation)
  - Lack of shoulders
  - Steep vertical grades
  - Sharp horizontal curves
  - Non-standard ramp lengths and spacing



- Structural restriction to navigational access to the Port of Corpus Christi





Need for Harbor Bridge Project

- Increased difficulty in maintaining the structure's operability over the long-term
- Limited connection to local roadways
- Limited capacity to meet future traffic demands





Purpose of the Harbor Bridge Project

- **Mitigate geometric deficiencies for the highway, including the Harbor Bridge (reduce sharp curves and steep grades)** to improve safety for the travelling public including during hurricane evacuations
- **Reduce the structural restriction to navigational access at the Port of Corpus Christi (raise the bridge height)**, thereby promoting expansion and economic opportunity in the area
- **Maximize the long-term operation** of the Harbor Bridge structure
- **Improve the connectivity** to the local roadway system
- **Meet current standards for capacity on US 181, including** the Harbor Bridge, considering projected future traffic demand

Alternatives Under Consideration

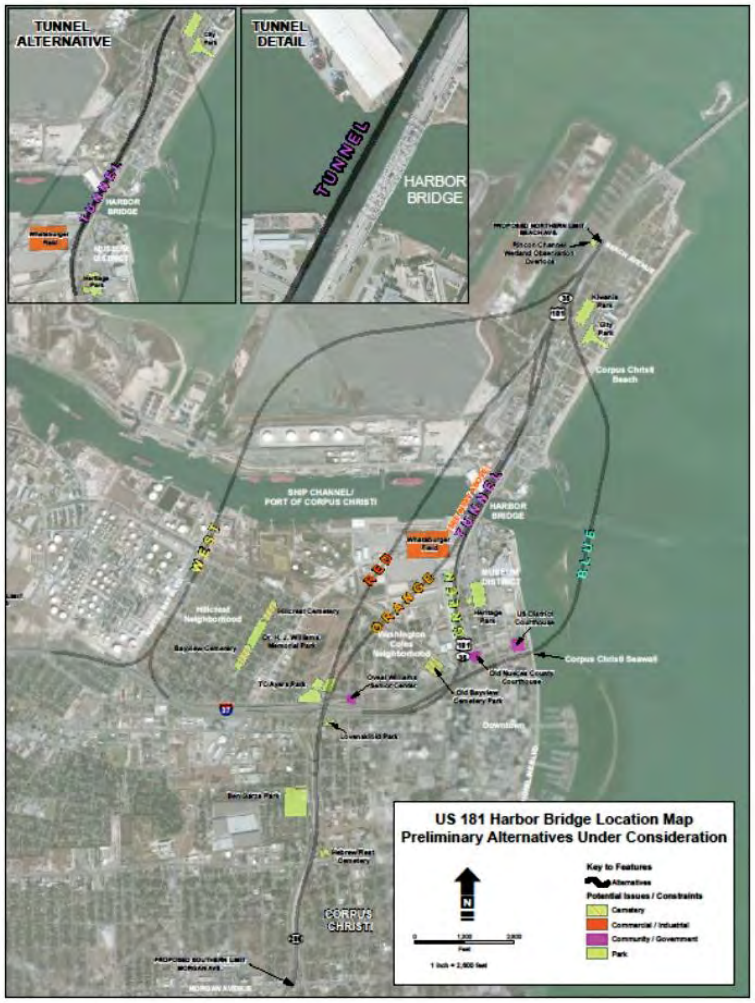
Feasibility Study and Scoping Process – Six build alternatives (plus the No Build) are being considered:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative
- Tunnel Alternative*
- West Alternative*



*new alternatives from 1st Scoping Meeting

US 181 Harbor Bridge Location Map



Summary of Preliminary Environmental Constraints

US 181 – Preliminary Considerations								
Constraints		Alternative Constraints						
		No Build	Red	Orange	Green	Blue	West	Tunnel
Environmental	Environmental Justice neighborhoods		X	X	X	X	X	x
	Wetlands, Ecology, and Threatened and Endangered Species					X	X	
	Hazardous materials		X	X	X		X	X
	Historic Resources		X	X	X	X	X	X
Right-of Way	Substantial Right-Of-Way		X	X		X	X	
	Impacts to Parks or Recreational Areas		X	X		X		
	Impacts to Major Existing or Planned Developments		X	X	X	X	X	X
Engineering	Safety Considerations	X			X	X		X
	Design Standards	X			X			X

Alternatives Analysis Methodology

- Methodology Further Developed
  - Measures of Effectiveness (MOEs) developed to evaluate whether a particular alternative meets the Need & Purpose
    - Each alternative will be evaluated against the Measures of Effectiveness
    - Alternatives may be eliminated from further evaluation if it is determined they do not satisfy the MOEs, and therefore the need and purpose of the proposed project
  - Alternatives that meet the Need & Purpose will be evaluated further

Coordination Plan

- A Coordination Plan facilitates and documents TxDOT's and FHWA's interaction with the public and agencies
- Encourages public/agency input to develop the Need & Purpose, Project Build Alternatives and methodology
- Revised Draft Coordination Plan available on our website

Harbor Bridge Timeline

Prepare Draft Environmental Impact Statement (DEIS) followed by Final EIS and Record of Decision (ROD)

- Initiate project development with scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Public Meeting – 2012 - 2013
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final EIS – 2014 - 2016
- Public involvement throughout process

Harbor Bridge Timeline

- Environmental Clearance - ROD issued 2016 or as early as 2014
  - Considering Condensed FEIS
- Obtain permits and approvals – 2015 - 2017
- Prepare ROW Map and Acquire ROW – 2015 - 2017
- Develop construction plans – 2015 - 2017
- Start phase construction – 2017 - 2020



Public Involvement Activities

- Public scoping meetings
- Public meetings
- CAC and TAC meetings
- Project website
- Neighborhood/small group informal meetings
- Newsletters
- Project Timeline
- Others? Your ideas requested.

Public Involvement Opportunities to Share with Community

Stay involved in the Harbor Bridge Project by participating in the following:

- Follow the project online:
- Sign up to be on our mailing list
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Contact TxDOT Project Manager or Public Information Officer
  - Victor E. Vourcos, P.E. Phone: 361.808.2378 Victor.Vourcos@txdot.gov
  - Tom Tagliabue Phone 361.808.2481 Tom.tagliabue@txdot.gov

Public Comments

Meeting Summary

- Parking lot items
- Ideas for next meeting
- Thank you for your participation

Citizens' Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 11, 2012 – 6:00 – 8:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Introductions

John Casey, TxDOT Corpus Christi District Engineer welcomed the members of the CAC to the meeting. He introduced himself and invited all committee members to introduce themselves and explain what they hoped to get out of CAC membership. As they introduced themselves, CAC members voiced support for a new bridge; expressed concerns about the tunnel alternative; expressed a desire for all communities to be protected and included in the project; explained that a new bridge would be beneficial to the community; and indicated that they were ready for the project to move forward as quickly as possible.

Mission of the Citizens' Advisory Committee

Nancy Gates, meeting facilitator, reviewed the proposed mission of the CAC:

- To receive project team reports on the progress of the project in relationship to established schedules and project milestones.
- To promote public awareness and understanding of the project
- To advise TxDOT on the community's preferences regarding the project as well as the best approach for communicating with the public.

CAC members agreed with this mission.

Harbor Bridge Project History and Current Status

Victor Vourcos, with the TxDOT Corpus Christi District and project manager for the Harbor Bridge Project gave a quick review of the project, which consists of proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel. The project would extend from Beach Ave (at US 181) on the north to Morgan Ave. on SH 286 on the south, so it would include both the bridge itself as well as the associated approaches. The lead federal agency for the project is the Federal Highway Administration (FHWA) and TxDOT is co-lead. These two agencies will be working together throughout the project.

Mr. Vourcos explained that TxDOT began the Harbor Bridge Project in 2001 and completed the Feasibility Study in 2003. In 2004, they began their initial environmental process and schematic development (conceptual designs for a bridge replacement), which included CAC meetings. In 2007, FHWA and TxDOT decided to extend the project limits to allow for the future addition of what are called managed (tolled) lanes across the bridge and continuing on SH 286. Because of this change in project limits, TxDOT held a new round of scoping meetings that year. In 2007, TxDOT unfortunately had to put the Harbor Bridge on hold because of a lack of funding. Two years later, in 2009, they were able to reinitiate the project. At that time, TxDOT's administration decided that the managed lanes would no longer be included and therefore the project limits could go back to the original project limits as proposed in 2005. In 2010, FHWA determined that the project should be developed using new regulatory procedures that have come into effect since the project first began.

In June and July of 2011, TxDOT published a Notice of Intent to prepare an Environmental Impact Statement (EIS). This was the first legal step in beginning the EIS process. Public and agency scoping meetings were held to gather input on the possible project alternatives in August and October 2011.

During this portion of the meeting, CAC members asked about project progress and whether TxDOT was starting all over again with the EIS. TxDOT indicated that a new Notice of Intent for the Harbor Bridge Project was filed last summer, which signifies the beginning of the environmental study process. During the time that the project was temporarily stopped due to funding shortages, federal regulations regarding the NEPA process changed. Therefore, TxDOT took another look at the alternatives as it restarted the NEPA process for Harbor Bridge. FHWA and TxDOT concluded that four alternatives would be considered during the scoping process: the red, orange, blue, and green alternatives. Some of the previous work completed for the EIS before the project was put on hold will be used where appropriate. One CAC member asked about acquisition of right-of-way for a bridge replacement. TxDOT responded that anyone who might be impacted by the project would be notified well in advance; however, it is too early in the process to make any decisions about possible right-of-way acquisition since TxDOT is currently undertaking the alternatives analysis process.

Review/Group Discussion of Project Need and Purpose

Mr. Vourcos then reviewed the need for the project, which includes safety (e.g., the existing bridge's lack of shoulders, steep vertical slope, challenging roadway approaches); enhanced navigation and economic development of the Port of Corpus Christi (current vertical clearance is a deterrent to larger vessels); increased difficulty in maintaining the structure over the long-term (rising maintenance costs); limited connection to local roadways; and the existing bridge's limited ability to meet future traffic demands. The purpose of the project corresponds to these needs: correcting the sharp curves and steep grades to improve safety, raising the bridge height to improve ship access to the Port of Corpus Christi, maximizing the long-term operation of the

Harbor Bridge structure, improving connectivity between the bridge/US 181 and the local roads, and providing adequate capacity on US 181 to meet projected future traffic.

The general public and the cooperating and participating agencies have had an opportunity to comment on this project Need and Purpose, as has the CAC.

Review/Group Discussion of Project Alternatives

Mr. Vourcos explained that there are currently six build alternatives plus the no build (leaving the existing bridge in place) under consideration, as shown on the Harbor Bridge location map that was distributed to each CAC member. These alternatives are the red, orange, green, blue, tunnel, and west alternatives. The tunnel and west alternatives were proposed during the public and agency scoping process in 2011.

Discussion of Alternatives Analysis Process

Matt Thompson gave the group an overview of the National Environmental Policy Act (NEPA) that governs the way agencies such as TxDOT perform environmental impact studies. These studies are required for any major project that uses federal money and could significantly affect the quality of the human environment. NEPA requires agencies to assess the environmental effects of their proposed actions before they make any decisions. The environmental review process includes extensive public involvement.

As Mr. Thompson explained, the EIS process begins with publication of a Notice of Intent, stating the agency's intent to prepare an EIS for a particular project. TxDOT published this Notice of Intent in the summer of 2011 in the *Federal Register* and in the *Corpus-Christi Caller Times.* When the Notice of Intent was published, it provided information on the first public and agency scoping meeting, which took place in August. The scoping process is used to gather input on possible project alternatives, issues, and alternatives, as well as to get feedback on the project Need and Purpose and the project Coordination Plan. A second set of public and agency scoping meetings were held in October 2011and two new alternatives suggested during the scoping process were identified (the west and tunnel alternatives).

Mr. Thompson explained that TxDOT's analysis of project alternatives will begin with evaluating each alternative to determine whether it meets the project Need and Purpose. To perform this analysis, TxDOT and FHWA have worked together to develop criteria by which each alternative can be measured to determine if it meets each of the elements of the Need and Purpose. These criteria are called the Measures of Effectiveness (MOEs). If an alternative does not meet the Need and Purpose, it will be eliminated from further evaluation. Alternatives that meet the Need and Purpose will be evaluated further during the EIS process. According to NEPA, the EIS must "objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."

One CAC member noted that the overall impact to the community is critical and wondered if the cost of an alternative was a consideration. TxDOT responded that they are working on a cost comparison of all options. Another member asked about the total cost of the entire constructed project. TxDOT indicated that they have not yet defined the cost of each alternative but currently estimate the final cost of the project to be between $600 million and $1 billion.

A CAC member noted that it will be important during decision making to determine the effects, both positive and negative, of an alternative on nearby neighborhoods and that 3-D modeling would be very helpful in helping people visualize the impact the project will have on their community.

Group Discussion of Public Involvement Activities

Nancy Gates reviewed the planned public involvement activities for the Harbor Bridge Project and explained that public involvement is a key component of the project because public input is needed throughout the environmental documentation and schematic development process.

She noted that TxDOT has already held two public (and agency) scoping meetings (2011), and has considered all input received during those meetings including suggestions for two additional alternatives to be studied. The project Coordination Plan has also been revised based on comments from agencies and the public.

The CAC and Technical Advisory Groups have been formed and are holding their first meetings today (January 11, 2012). TxDOT also is available to meet with small neighborhood groups or organizations as requested. The project website (ccharborbridgeproject.com) is active and being updated as new information becomes available. A project newsletter will be mailed quarterly and also will be available on line.

Ms. Gates then posed the following questions to the CAC:

- How can we do a better job of reaching out to the community?
- Where should we meet with people?
- Are there people that we should contact or events in which we should participate?

CAC members had various suggestions for reaching out to the community during the EIS process. These suggestions included conducting a door-to-door survey, distributing meeting minutes, making maps available at Miller High School, distributing information on the project as an insert to a utility bill, running public service announcements on radio or TV, and running information in the Thrifty Nickel or the Ad Sack. Other suggestions included using social media to reach the younger generation and creating a visualization to allow the public to visualize the proposed project conceptually. One individual suggested putting project maps at the Oveal Williams Center.

Followup to the CAC Meeting

Future CAC Meeting Times/Locations
Most CAC members seemed to think that meeting at the Oveal Williams Center was appropriate. Other possible meeting locations could be somewhere in Dona Park, St. Theresa's, or at another location where people might be most impacted by the project. John Casey indicated that the meeting could remain at Oveal Williams or could be rotated to various locations in the project area.

A CAC member noted that Wednesday evening is not a good time if clergy members are expected to attend. Monday evening is probably not a good night as well. The current meeting time, however, is fine with the CAC.

Other Requests
One CAC member requested that copies of letters and communication with the EJ community be sent to the entire CAC. Several other members asked that they receive regular updates on the progress of the project.

In response to a CAC member's request, TxDOT will send a link to the Feasibility Study on the Harbor Bridge website. If a member does not wish to or cannot access the website, TxDOT will send an electronic or hardcopy version of the study.

Public comments

No public comments were received.

Citizens' Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

June 21, 2012 – 6:00 – 8:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and introductions
- Review of ground rules and CAC mission
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives analysis
- Review/group discussion of Harbor Bridge Project status
- Review/group discussion of community impact analysis activities
- Group discussion of public outreach activities including next public meeting
- Public comments
- Meeting summary and plans for next meeting.

Victor E. Vourcos, P.E., Project Manager
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Victor.Vourcos@txdot.gov

www.ccharborbridgeproject.com

Texas Department of Transportation

Citizens' Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

June 21, 2012 – 6:00 – 8:30 pm

Questionnaire

Name: _____
Address:_____

(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed; do not staple. Or you may fax this form to Victor Vourcos at: 361-808-2407.)

1.) Where is your community, and what are the boundaries of your neighborhood (street names)?

2.) What are the important places (churches, playgrounds, historic buildings) in your community and where are they located?

3.) What organizations do you participate in that might be interested in meeting with TxDOT to learn more about the Harbor Bridge project?

Organization	Contact Person	Phone #

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Citizens Advisory Committee Meeting

June 21,2012

Welcome

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- Review of ground rules and CAC mission
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives analysis
- Review/group discussion of Harbor Bridge Project status
- Review/group discussion of community impact analysis activities
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CAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

CAC Mission

- To receive project team reports on the progress of the project in relationship to established schedules and project milestones.
- To promote public awareness and understanding of the project
- To inform TxDOT on the community's preferences regarding the project as well as the best approach for communicating with the public.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge at the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286

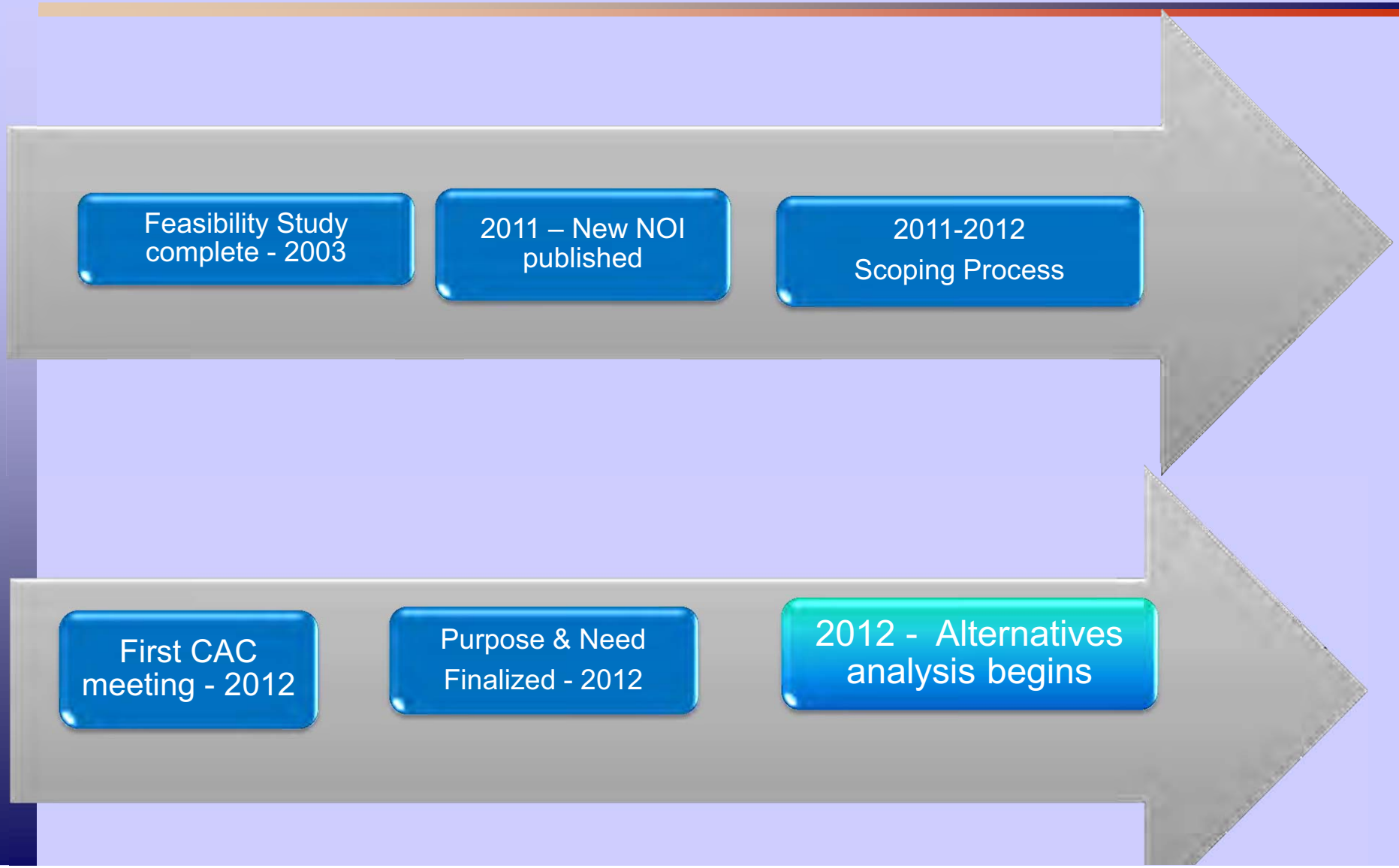


- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

What is the Harbor Bridge Project?



Project Timeline



Purpose and Need for Harbor Bridge Project

- Clear, well-justified purpose and need explains that expenditure of funds is necessary and worthwhile, and why impacts are acceptable based on project's importance.
- Purpose and need drives process for alternatives consideration, in-depth analysis, and ultimate selection.



Need for Harbor Bridge Project

To maintain long-term operation of the Harbor Bridge

- Corrosion of bridge steel and continued deterioration
- Harbor Bridge is “fracture critical”
- Increased difficulty and costs associated with maintaining the structure over the long-term



Need for Harbor Bridge Project

To minimize safety risks caused by design deficiencies

- Lack of shoulders on Harbor Bridge/US 181
- Steep grade on bridge and “s” curves on north/south ends of bridge
- US 181 southbound (south of bridge) does not meet current design standards
- Ramp lengths do not providing adequate acceleration/deceleration space
- Hurricane evacuation routes are prone congestion



Objectives of the Harbor Bridge Project

- Objectives fall under Project Needs
  - Used to evaluate alternatives during EIS process
  - Provide transportation infrastructure to expand economic opportunity
  - Consider connection between the bridge/US 181 and local roadways
  - Consider ability to meet future traffic demands on US 181

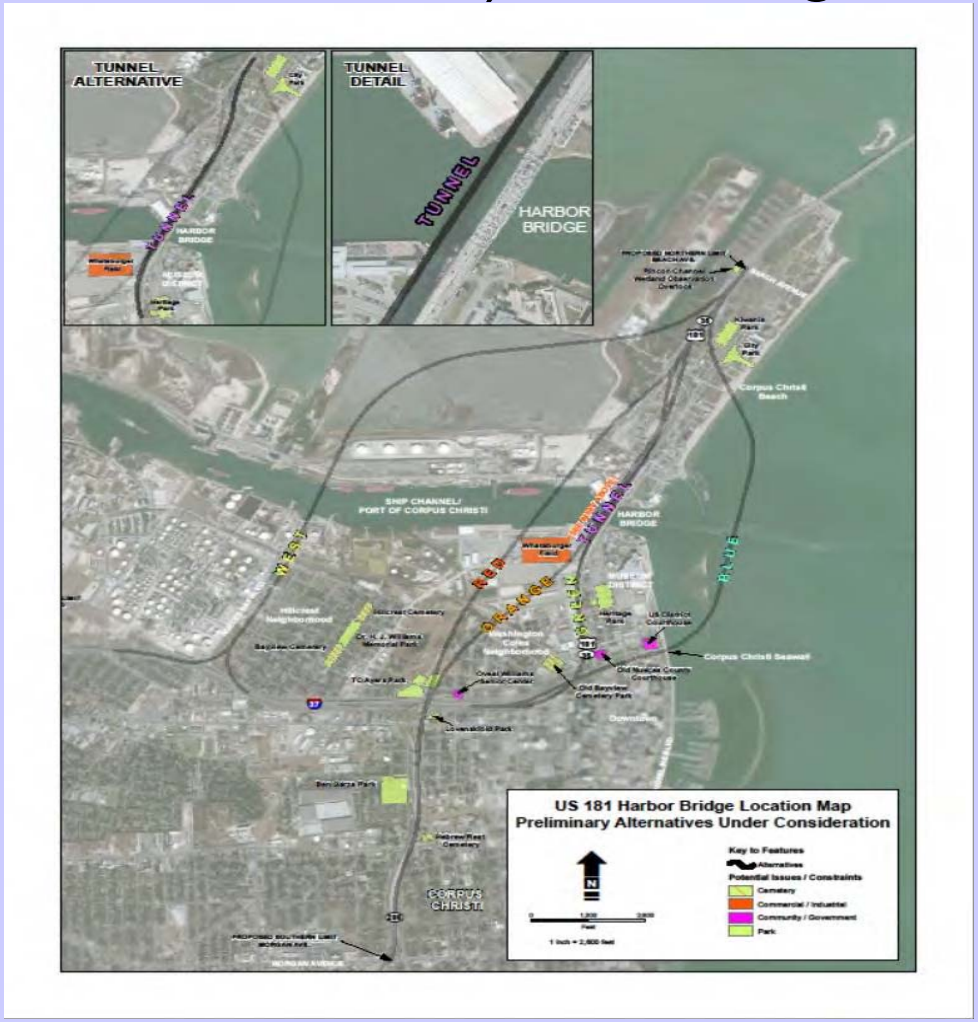


Alternatives Under Consideration

Six build alternatives (plus the No Build) are being considered:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative
- Tunnel Alternative*
- West Alternative*

*new alternatives from 1st Scoping Meeting



Scoping Process Now Complete

- TxDOT/FHWA have refined Purpose and Need
- Six alternatives have been evaluated to see if they meet Purpose and Need
- Four reasonable alternatives (plus the no-build) will be carried forward for analysis in the EIS

Harbor Bridge Project Reasonable Alternatives



Harbor Bridge Project Reasonable Alternatives

- Tunnel alternative eliminated from further consideration because:
  - It did not meet the safety need for the project
    - Does not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi Area
- Blue alternative eliminated from further consideration because:
  - It did not meet the safety need for the project
    - Does not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi Area

Status of Harbor Bridge Project Activities

Environmental Impact Statement underway: What would be affected if we build this project?

Data collection taking place for potential impacts to:

- Land use
- Ecology
- Socioeconomics of project area
- Neighborhoods and communities
- Air quality
- Hazardous materials
- Historic resources
- Impacts to parks or recreational areas
- Impacts to major existing or planned developments

Community Impact Assessment

- What effect would proposed project have on local communities?
- Important aspect of EIS analysis
- Process for evaluating the effects of proposed transportation projects on a community and the quality of life.

Community Impact Assessment

- Planned activities for assessing community impact in project area
  - Outreach plan for interacting with community groups and individuals
  - Evaluation of census and other socioeconomic data
  - Questionnaires
  - Small group meetings in neighborhood locations this summer and fall
  - Your input is important for addressing community concerns and issues

Coming Up Next on Harbor Bridge Project

Prepare Draft Environmental Impact Statement (DEIS) followed by Final EIS and Record of Decision (ROD)

- CAC and Technical Advisory Group (TAC) meetings – 2012 - 2014
- Public Meeting – 2012
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final EIS – 2014 - 2016
- Public involvement throughout process

Public Involvement Activities

- Public meetings
- CAC and TAC meetings
- Project website
- Newsletters
- Neighborhood/small group informal meetings
- Others? Your ideas requested.



Public Involvement Opportunities to Share with Community

Stay involved in the Harbor Bridge Project by participating in the following:

- Follow the project online:
- Sign up to be on our mailing list
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Contact TxDOT Project Manager or Public Information Officer
  - Victor E. Vourcos, P.E. Phone: 361.808.2378
    Victor.Vourcos@txdot.gov
  - Public Information. Phone 361.808.2481

Public Comments

Meeting Summary

- Parking lot items
- Topics/information needs for next meeting?
- Meeting times/locations?

Thank you for your participation

Citizens' Advisory Committee Meeting

Harbor Bridge Replacement Project
US 181 at the Harbor Bridge Replacement Project
Over the Corpus Christi Ship Channel

June 21, 2012 – 6:00 pm – 8:00 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Land Use Maps on an aerial photo background showing land use information and preliminary right of way lines for four reasonable alternatives.
2. The Project Location Map showing each of the four reasonable alternatives.

Welcome and introductions

Victor Vourcos, TxDOT project manager for the Harbor Bridge Project, opened the Citizens' Advisory Committee (CAC) meeting and welcomed participants and asked each member to introduce themselves. He introduced the project team and then introduced the meeting facilitator, Susan Springer.

Ms. Springer reviewed the CAC mission (accepted by the CAC at the January 2012 meeting) and meeting ground rules. She reiterated that the meeting was intended to be a conversation rather than a presentation, and that TxDOT and the Federal Highway Administration (FHWA) consider the CAC to be an important link with the community and conduit for information exchange. CAC members voiced no objections to the mission and ground rules of the committee. Susan then turned the meeting over to Mr. Vourcos, who began the technical presentation.

Review/group Discussion of Project Need and Purpose

Mr. Vourcos briefly reviewed the project background especially for new CAC members. He explained the project history and quick overview of the current status of the project.

Mr. Vourcos then explained to the group that the project Purpose and Need has been refined since the last meeting to reflect input from the public as well as FHWA and TxDOT. Mr. Vourcos explained that the project Purpose and Need explains why expenditure of funds is necessary and why impacts are acceptable based on the project's importance. The Purpose and Need is used to evaluate possible alternatives and ultimately make a selection of a preferred alternative.

The two needs for the project are:

- To maintain long-term operation of the Harbor Bridge
- To minimize safety risks caused by design deficiencies.

The first need is related to the fact that the Harbor Bridge is prone to corrosion (as a steel bridge over salt water) and is experiencing continued deterioration. The bridge is fracture critical, which means that the key structural elements supporting the bridge are not themselves supported by additional and redundant elements. Although this does not mean that the bridge is inherently unsafe, there is no second line of protection should one of these elements fail. Maintaining the Harbor Bridge over the next 30-45 years will require not only millions of dollars but also periods of time when the bridge would have to be closed to traffic.

The other need addresses the safety risks caused by design deficiencies on the bridge and its approaches. The current bridge does not meet current FHWA and TxDOT roadway and bridge design standards because of its lack of shoulders, steep grades on the bridge and sharp "s" curves on the north and south ends of the bridge, inadequate ramp lengths for acceleration/deceleration, all of which serve to reduce capacity and efficiency during a hurricane evacuation.

In addition to these project needs, Mr. Vourcos explained that there are three project objectives that will be used to evaluate project alternatives. These objectives have a lower level of importance during the evaluation process:

- Provide transportation infrastructure to expand economic opportunity
- Consider connection between the bridge/US 181 and local roadways
- Consider ability to meet future traffic demands on US 181.

CAC Member Comments and Questions:

- Question: Is this process always followed for projects or is this process only for Harbor Bridge?
  Response: TxDOT must follow the National Environmental Policy Act (NEPA). In this case, an Environmental Impact Statement (EIS) will be prepared since the Harbor Bridge project is complex. There is much less documentation required for smaller projects.
- Question: What is the purpose?
  Response: The purpose is how the project will resolve each of the two needs that were discussed above.
- Question: What happened to the bridge height need?
  Response: It is now an objective (See the first bullet under the objectives above).
- Question: Why did the needs for the project change?
  Response: TxDOT and FHWA wanted to focus on the two most critical needs. The three objectives are also important but not the reason for the improvements.
- Comment: Billy Packer (contractor, Dona Park). I don't think they would have built the Water Park right there if the Green Alternative was a real choice. I don't think we want a bridge/highway that turns sharply. The West Alternative has a big swinging curve that was just pointed out as a safety issue. The Red Alternative is it and that's wonderful.
- Question: Can we still add an objective? I suggest that we add as an objective that the project be [as neighborhood friendly] as possible. Sensitivity to neighborhoods should be a priority; make quality a priority.
  Response: Process is always subject to change and we will consider it.

Review/group discussion of project alternatives analysis

Mr. Vourcos next summarized the process of how TxDOT has analyzed the six possible alternatives for the bridge (in addition to the no-build alternative). As of the January, 2012 CAC meeting, six alternatives were being considered: the red, orange, green, blue, west, and tunnel. Two of these alternatives (west and tunnel) had been suggested during the public scoping process that took place last summer and fall.

During the alternatives screening process, TxDOT compared each of these alternatives to the two project needs, which resulted in two of the alternatives being dropped from further consideration. The Blue and Tunnel alternatives were both eliminated because they do not meet the safety need for the project. In both cases, they do not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi area. In the case of the Tunnel Alternative, redundant pumping systems would be needed in the event of flooding during a storm surge. The blue Alternative would result in another causeway that could become impassable in the event of a storm surge.

CAC members had the following questions/comments:

- Question: Is the Red Alternative already the chosen one?
  Response: No, TxDOT is required to follow the National Environmental Policy Act (NEPA) process and evaluate all alternatives equally in the Draft Environmental Impact Statement.
- Question: What is the "no-build" alternative?
  Response: The "no-build is the baseline against which all the build alternatives will be compared. It is the existing condition which does include maintenance but no improvements. It is also required by NEPA.
- Question: Does no-build alternative include addressing the "fracture critical" issue?
  Response: No, it does not address those types of issues since that would require improvements beyond maintenance.
- Question: When will the draft EIS be completed?
  Response: At this time, we anticipate that it will be completed in 2013

- Question: Was TC Ayers Park closed because of this project?
  Response: No, the City's decision was based on funding of under-utilized parks. The Director of Parks and Recreation stated that it has been closed for about three years due to lack of use. The City Council will make the final determination on the parks selected for closing in August. TC Ayers Park could remain a recreational facility if the City can find someone to pay for maintenance and upkeep.
- Question: What opportunities are there for the public to comment?
  Response: There will be a public comment period at the end of the CAC and TAC meetings, also during the public meetings as well as during the public hearing. Following the public meetings and the public hearing, written comments can be submitted as part of the project record.

Review/group discussion of Harbor Bridge Project status

Mr. Eddie Sutherland told the group that the scoping process for the Harbor Bridge project is now complete. The environmental analysis portion of the project is underway. Data is now being collected for potential impacts to land use, socioeconomics of the project area, neighborhoods, air quality, hazardous materials, historic resources, parks and recreational areas, and major existing or planned developments.

Review/group discussion of community impact analysis activities

Mr. Sutherland reviewed the community impact assessment that will be taking place beginning later this summer. This assessment looks at the effect of the proposed project on local communities and is part of the EIS analysis process. Planned activities for this assessment include an outreach plan for reaching as many community groups and individuals as possible, evaluation of census and other socioeconomic data, questionnaires, and small group "listening sessions" in various neighborhood locations.

Group discussion of public outreach activities

Ms. Nancy Gates reviewed public involvement activities taking place on the Harbor Bridge project and urged the CAC members to share information with the community

and encourage them to get involved in the project. The next public meeting is anticipated to be held in the late fall of 2012 or early winter of 2013. The Harbor Bridge website will be updated continuously and a newsletter will be coming out this summer. Any ideas about reaching out to the public are welcomed.

Discussion by CAC members of the best way to collect data from the neighborhoods (Bulleted items were questions/comments from the CAC members):

- Question: How will data be collected, especially for community impacts? Response: During the development of the Community Impact Assessment that is part of EIS. Will include neighborhood outreach plan, census data, questionnaire.
- Question: How will this data collection be done? Door to door? A lot of people can't come out to meetings. The Local Emergency Planning Committee (City of Corpus Christi) held meetings and turnout was not what they wanted.
- Comment: Need to educate people about the project or they won't see how it affects them. Public Service Announcements on radio and TV.
- Comment: Consider allocation of resources relative to different areas [equity], some people are more vocal populations, others can end up being underrepresented.

Question for CAC members from the facilitator: What is the best way to reach people?
Responses:
Postings at laundry mats,
Meals on wheels packets,
Flyers at Food pantries,
Radio spots,
HEB bulletin boards,
RTA Buses,
Flyers in utility bills,
Penny Saver,

Thrifty Nickel,
Sr. Citizens Paper,
El Tejano,
Catholic Diocese Paper,
English and Spanish, billboards.

Public comments and questions:

- Comment: All this was discussed last time. Let's move forward. What have you been doing since January?
  Response: TxDOT noted the revisions to Purpose and Need and confirmed the four reasonable alternatives and prepared an EJ work plan.
- Question: Can we review the EJ work plan?
  Response: The EJ work plan is an internal document still under review by agencies.
- Comment: If people are walking out without [new] info they won't come back. Tell us what you're going to do, don't just hold meetings. We know we need a new bridge, but what are the effects?
- Question: What are the anticipated effects on the North Beach residents, what is the access going to be coming off the bridge?
  Response: When the preliminary schematics are finished they will show access, traffic movements. That information will be available at the next meeting.
- Comment: Visualizations would be good. Now it's too abstract. Share more info on design process. Provide pros and cons of alternatives – bullets.
- Question: What is the schedule for design work on the build alternatives?
  Response: TxDOT will have preliminary schematics by this fall. At next CAC meeting and the public meeting, the schematics for all four build alternatives will be laid out, showing the proposed right-of-way.
- Comment: Need to share costs as well. For example, the Blue Alternative would be very costly. Is one of the alternatives two or three times more expensive than any other alternative? The members are looking for a snapshot of the impacts.
  Response: Reminder that the Blue Alternative has been eliminated.

- Comment: The bridge should be beautiful; need to consider tourist traffic during construction.
- Question: Why is West so close to refineries?
  Response: The West Alternative was suggested by the public during the formal scoping process in 2011.
- Comment: Some members may be willing to meet more often if meetings could be shorter.
- Comment: From the Citizens for Environmental Justice perspective, all alternatives are equally negative and affect communities along refinery row. The people who already bear more of the environmental burden will be affected.

Meeting summary and plans for next meeting

The next CAC meeting will be held in the fall of 2012. CAC members requested additional information on the alternatives (along with ROW) and that information will be shared at this meeting.

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Victor E. Vourcos, P.E., Project Manager
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416

RE: Harbor Bridge Project

Harbor Bridge Citizens' Advisory Committee Meeting

October 18, 2011, 6-8 p.m. at the Oveal Williams Senior Activity Center

AGENDA

- Welcome and introductions
- A hands-on group review of preliminary schematics (design) for the four project alternatives
- Update on neighborhood meetings that are taking place this fall.
- Your ideas on the public meeting planned for December 4, 2012
- Introduction of the community questionnaire for the Harbor Bridge Project
- Public comments
- Meeting summary and plans for next meeting.

For more information on the Harbor Bridge project, visit our website at **cctxharborbridgeproject.com.** The Harbor Bridge Feasibility Study, Citizens' Advisory Committee and Technical Advisory Committee information, community questionnaire, and other project information can be found there.

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Citizens Advisory Committee Meeting

October 18,2012

Welcome

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- A hands-on group review of preliminary schematics (design) for the four project alternatives
- Update on neighborhood meetings that are taking place this fall.
- Your ideas on the public meeting planned for December 4, 2012
- Introduction of the community questionnaire for the Harbor Bridge Project
- Public comments
- Meeting summary and plans for next meeting.

CAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

Harbor Bridge Project Reasonable Alternatives



Neighborhood Meetings

- Listen to community members, show design drawings and latest project information
- Seven planned; two completed
  - CC Beach Assn: 9/20
  - St Paul's: 10/15
  - Kelsey Memorial: 10/23
  - Garcia Arts Center: 11/5
  - Oak Park Elementary: 11/8
  - Portland Community Ctr: 11/12
  - Refinery Row: to be scheduled



Community Survey

- Give local residents an opportunity for input on the Harbor Bridge project
- Gather information on neighborhoods/communities potentially impacted by proposed replacement of Harbor Bridge
- May be completed on paper or online at:

  ccharborbridgeproject.com

- Information gathered by survey to be used in preparing draft environmental impact statement

Public Meeting

Harbor Bridge Public Meeting

- Date: Tuesday, December 4, 2012
- Location: Solomon Ortiz Center (tentative)
- Format: Open house, presentation, comment session
- Content:
  - Presentation of preliminary designs for project alternatives
  - Opportunities for public content

Meeting Summary

- Parking lot items
- Topics/information needs for next meeting?
- Meeting times/locations?

Thank you for your participation

Citizens' Advisory Committee Meeting

Harbor Bridge Replacement Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

October 18, 2012 – 6:00 – 8:00 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Preliminary design drawings (schematics) on an aerial photo background
2. Preliminary right-of-way lines for the four reasonable alternatives

Welcome and introductions

Victor Vourcos, TxDOT project manager for the Harbor Bridge Project, opened the Citizens' Advisory Committee (CAC) meeting, welcomed participants, and asked each member to introduce themselves. He introduced the project team and then introduced the meeting facilitator, Susan Springer. Sixteen CAC members signed in at the meeting and were introduced. In addition, two members of the public were in attendance.

Ms. Springer reviewed the CAC meeting agenda and meeting ground rules. She explained the format of the meeting—group discussions of each of the four alternatives based on a review of the design drawings.

Hands-on group review of preliminary schematics (design) for the four project alternatives

CAC members were divided into four separate groups to review and discuss the four alternatives, one at a time. Two project team members sat at each table to facilitate and take notes on the table discussions. To initiate the table conversation, the table facilitator asked CAC members the following questions:

1. What effect (positive and/or negative) would this alternative have on your neighborhood:
    a. How you get into and out of the neighborhood (going to schools, shopping, downtown Corpus Christi)?
    b. The residences in the area?

c. The local recreational facilities?
d. The churches in the area?
e. The schools in the area?
f. The environment in the area (e.g., air, water, green spaces)?
g. The overall character of the area?

2. Can you think of anything or anyone else that this alternative might affect?

3. Are there any other issues associated with this alternative that TxDOT should consider?

4. Based on what you're learned today, which alternative would you prefer and why?

Results of table discussions

Red Alternative:

In general, CAC members saw the red alternative in a positive light. The members noted that this alternative would benefit businesses and tourist attractions in North Beach and would allow larger ships into the Port of Corpus Christi. This alternative also would reduce the barriers to the Hillcrest neighborhood. Although the Oveal Williams Center would be taken, its replacement in another location would be a positive effect.

The red alternative, in their view, would provide a shorter route for evacuation and would provide a good transition to existing roadways.

Negative effects would be the taking of the clinic and Oveal Williams. The alternative would be very close to the Leathers housing project and would have a negative impact on EJ neighborhoods/populations. CAC members thought that this alternative might reduce air quality and make the neighborhoods more isolated from North Beach and tourist attractions than they currently are.

Other issues that the CAC identified in association with the red alternative are the exit/entrance ramps on Nueces Boulevard, the possible worsening of congestion at the Crosstown Expressway, and the need for adequate mitigation. Access to Buck Stadium is needed.

Someone suggested that the Joe C Fulton corridor be considered as an alternative.

Orange Alternative

CAC members raised both positive and negative issues associated with the orange alternative, which generally was considered to be less favorable than the red alternative.

Positive effects of the orange alternative included the opportunity for redevelopment and mitigation. CAC members noted that displacements may be acceptable if they are replaced. Another positive is that this alternative has a limited impact on Hillcrest.

Negative effects include the taking of parking for Kelsey Memorial UMC church, and impacts on Elliot Grant homes, the Oveal Williams Center and the clinic. Hillcrest would lose access with this alternative and there would be potential impacts on Ben Garza Park, TC Ayers, Navarro Place, and other community facilities. This alternative would cut the community in half.

CAC members also noted that this alternative has complex ramps on SH 286 south (reduced access) and merging onto 286 takes too long.

Green Alternative
In general, CAC members viewed the green alternative as having both positive and negative impacts.

The positive effects of the green alternative according to CAC members would be that it would require less construction, and would cause less displacement than the other alternatives. It would have a minimal impact on residents and would preserve the Oveal Williams Center and Winnebago St. This alternative could lead to redevelopment in the North Beach area and would provide better access for commuting.

Negative effects identified by CAC members include the fact that this alternative does not correct safety issues (curves) and does not solve the isolation of Hillcrest and the Northside. It may adversely affect the entertainment district. A higher bridge and more large ships may result in reduced air quality. This alternative does not provide good connectivity to school from the north and does not have a direct exit into the entertainment area (leading to congestion during events).

West Alternative
In general, CAC members considered the west alternative to have the most negative effects and to be the least desirable of the four alternatives.

A positive effect of this alternative would be to allow people to get to downtown, south, and east destinations more easily. This alternative would be a good use of the Port's dredge spoils site and would improve access to Whataburger Field. It would not impact the Northside and Hillcrest areas, and recreational areas in those locations.

CAC members identified a number of negative effects including their belief that this alternative would make it more difficult to access downtown Corpus Christi and would isolate North Beach. There would be no access to Port Avenue or to the bridge from Hillcrest. There would be sharp curves moving north to south. They also indicated that they thought this alternative would be more costly, and would present safety and security issues because of its proximity to the refineries.

CAC members noted that the west alternative would have a longer hurricane evacuation route and would limit access to the public transit system. This alternative would have greater noise impacts on the neighborhoods and would be dangerously close to the Hillcrest neighborhood.

Update on neighborhood meetings taking place this fall

Nancy Gates reviewed the neighborhood meetings currently taking place. The objective of these meetings, held throughout the project area, is to listen to community members, show design drawings and latest project information, and have people complete a community survey.

Seven of these meetings are planned and two have been completed:

- CC Beach Association: 9/20
- St. Paul's: 10/15
- Kelsey Memorial: 10/23
- Garcia Arts Center: 11/5
- Oak Park Elementary: 11/8
- Portland Community Center: 11/12
- Refinery Row: to be scheduled.

Meetings have been well publicized through direct mailers (postcards), posters, and flyers displayed in various community buildings and meeting places, church bulletins, and posters on local buses. The pastor of St. Paul's church organized a group that distributed meeting flyers throughout the Northside community.

CAC members were encouraged to invite community members to participate in these meetings and were given posters to place in appropriate locations.

Community Survey

The project team has developed a community survey designed to give local residents an opportunity for meaningful input on the Harbor Bridge project. The information gathered by the survey will be used in completing the community impact assessment for the Harbor Bridge Environmental Impact Statement.

The survey may be completed on paper or online at the project website (ccharborbridgeproject.com)

Public meeting planned for December 4, 2012

A public meeting for the Harbor Bridge Project will be held on December 4, 2012 at a location to be determined. The Solomon Ortiz Center is a potential meeting location because it was used previously for the public and agency scoping meetings. This meeting will be used to gather additional public input on the preliminary design drawings that were reviewed by the TAC and CAC.

Meeting summary and plans for next meeting

The next CAC meeting will be held in the first quarter of 2013.

Harbor Bridge Citizens' Advisory Committee Meeting

July 11, 2013, 6-8 p.m. at the Oveal Williams Senior Activity Center

AGENDA

- Welcome and introductions
  - Overview
  - Update on project schedule

- Group discussion of changes in preliminary design for four proposed project alternatives

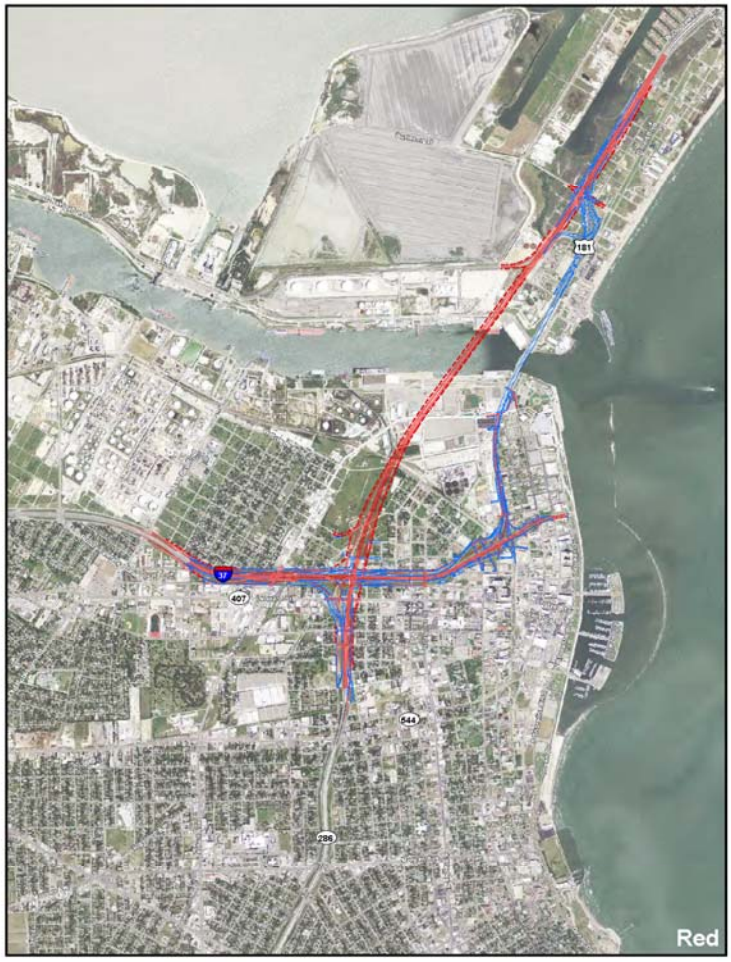
- Upcoming public involvement opportunities
  - Group discussion of ideas for encouraging continuing community involvement

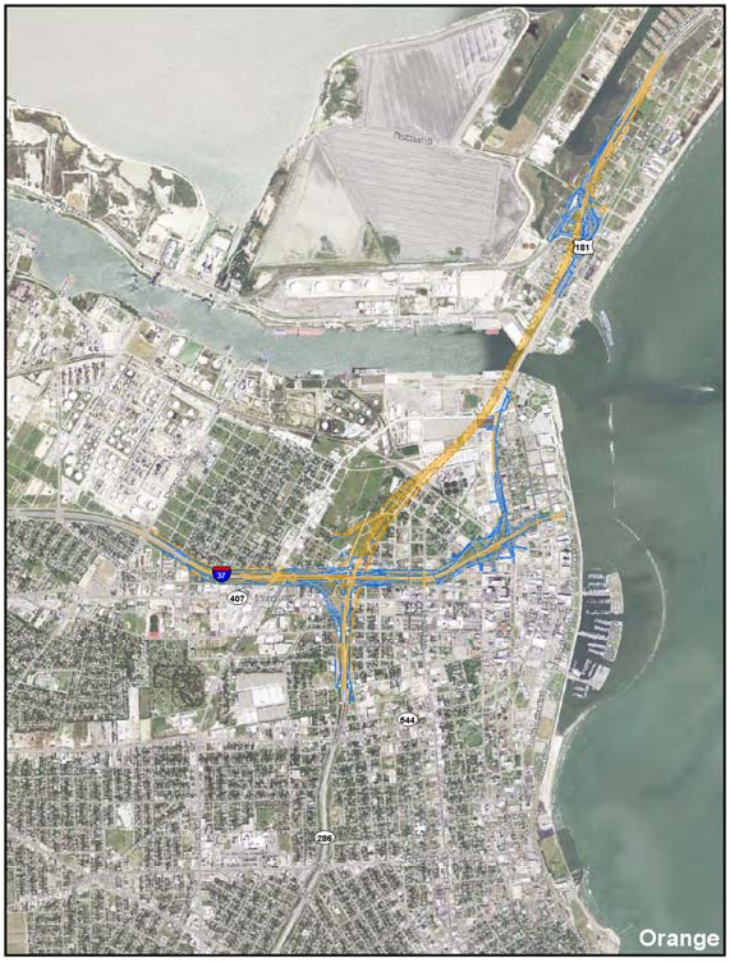
- Looking ahead: next CAC/TAC meetings and public hearing

- Public comments

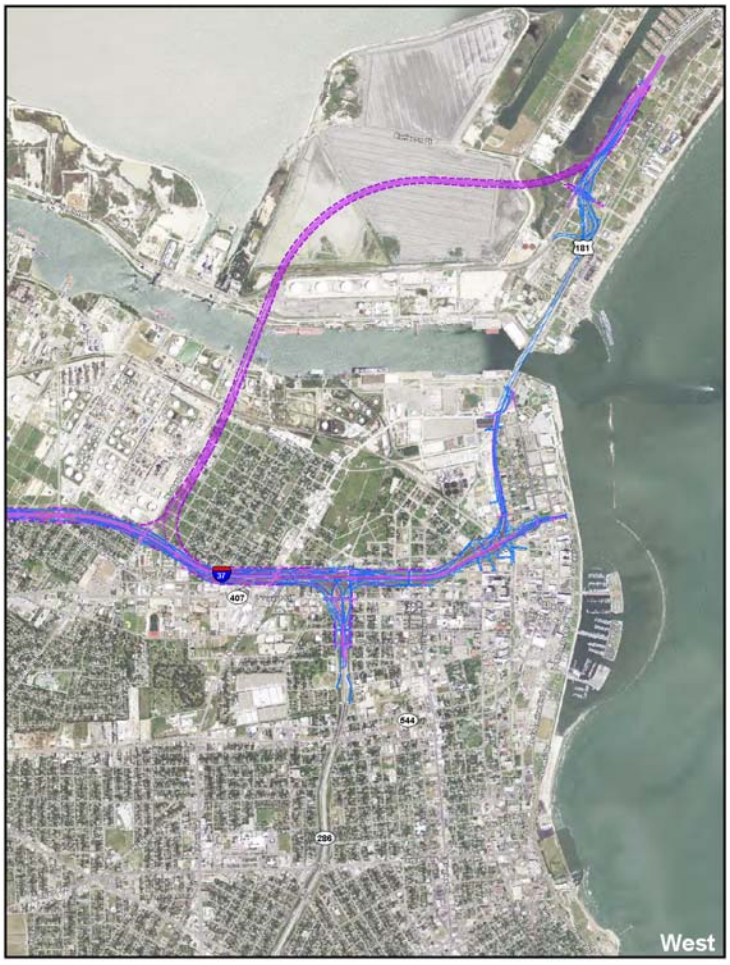
- Adjourn

For more information on the Harbor Bridge project, visit our website at ccharborbridgeproject.com.


Red


Orange


Legend
Proposed Green R.O.W.
Proposed Red R.O.W.
Proposed Orange R.O.W.
Proposed West R.O.W.
Existing Features to be Removed
Green Alternative
Orange Alternative
Red Alternative
West Alternative
0 1,150 2,300 Feet
1 in = 2,300 feet
N
Green


West

Citizens' Advisory Committee Meeting

US 181 Harbor Bridge Project

July 11, 2013 – 6:00 pm – 8:00 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display items

1. Dec 2012 preliminary designs for four proposed project alternatives
2. July 2013 revised preliminary designs for four proposed project alternatives

Welcome and introductions

Victor Vourcos and Chris Amy, TxDOT project managers for the Harbor Bridge Project, opened the Citizens' Advisory Committee (CAC) meeting, welcomed participants, and had everyone introduce themselves. Sixteen CAC members signed in (one substitution). Two members of the public were in attendance.

Mr. Vourcos and Mr. Amy gave an update on the Harbor Bridge Project. They explained that there have been changes in the preliminary designs for the four proposed build alternatives in response to input from the public. These changes include a smaller right-of-way footprint and improved access to areas of the city. They also gave an overview of changes in the project schedule, explaining that the pace of the project has been accelerated with expected completion of the environmental documentation this fall and a Public Hearing in early 2014. In addition, they noted some recent developments in funding for the project.

Table discussions of revised preliminary designs

Mr. Vourcos then introduced the meeting facilitator, Susan Howard. Ms. Howard reviewed the meeting agenda and reminded the CAC members of the general meeting guidelines. She described the meeting format: round table discussions with CAC members rotating from table to table (15-minute rotations) to review all four proposed alternatives and provide feedback on revised preliminary designs. CAC members were able to compare the preliminary designs for the four alternatives from the December 4, 2012 public meeting to the current designs, with additional information provided in a handout describing the changes in all the alternatives.

To begin the table discussion, a facilitator seated at each table asked CAC members the following questions:

1. What do you notice about the new design? What do you see?
2. What concerns or confuses you? What excites you?
3. What does this mean for you?
4. How do these design changes affect you/Corpus Christ?

Facilitators recorded the responses on easel pads at each table. Once the rotations were completed, Ms. Howard called upon each table facilitator to present the comments collected from his/her table. The comments on each proposed alternative are captured below.

CAC Member Comments – Red Alternative:

Benefits:

- Does not affect Oveal Williams Senior Center
- No impact to highland properties on Navarro St
- Better connectivity to surrounding neighborhoods
- Saves money and space
- Improves connection from Hillcrest community to the east
- Improves connection between Broadway and I-37 under the bridge
- Saves the bridge from becoming lost from sight and being adjacent to the existing bridge

Drawbacks:

- Not enough room under US 181 Nueces Bay causeway for trucks wanting to use turnaround
- Last south-bound exit on State Highway (SH) 286/Crosstown Expressway, take city streets to downtown
- Existing traffic backs up on SH 286 - the facility ties into this
- Prefer that the bridge be closer to the bay- like the orange alignment
- Alignment divides a community
- Loses the view of the bay area
- Local street traffic backing up in the I-37/SH 286 area
- More congestion on frontage road and I-37/SH 286;use the direct connectors
- Slows traffic getting into downtown; grid lock on local streets
- Takes tourists away from downtown
- SH 286 east-bound must exit Leopard to get downtown
- North-bound safety; no fire station in area or access ramp
- Safety of Beach St.

Suggestions:

- Can Broadway St. be improved?
- Can trails be added going east from the Hillcrest community?
- Consider aesthetics for Broadway St. between SH 286 and Shoreline Dr. along I-37.
- Washington Coles community to south of I-37: can this connection be improved?
- Keep the neighborhood connected under US 181.
- Keep Winnebago St. open.

CAC Member Comments – Orange Alternative:

Benefits:

- Better connection to North Port Ave. (truck traffic)
- Friendlier to community – smaller interchange
- Community use areas
- Nueces Bay Causeway turnaround
- Agnes St. and Laredo St. improvement and connection from Highway 181 to access downtown
- Better than West Alternative
- Stays closer to downtown
- Improvement over previous preliminary design (2012)
- More “friendly” to community than earlier version that had larger interchange
- New bridge in similar location to current bridge - prefer this location to Red or West Alternative
- Bridge location
- “Really like” changes to Orange Alternative (2013 v. 2012)
- Bridge location provides better view of Bay front versus Ship Channel for visitors.

Drawbacks:

- Concern about access to Port
- Direct access concern about north-bound traffic exiting Highway 181 on Leopard St.; stop sign/light
- Emergency services - increase time to aquarium
- Still needs work in downtown area
- Concern about single exit north-bound for North Beach
- Downtown to Portland a “little difficult”
- Closing Winnebago and losing “synergy”
- Neighborhoods access from one side of 181 to other north of I- 37 “connectivity issue”
- Prefer Green Alternative

Suggestions:

- Need to help downtown traffic move around

- Request shared use path
- Request I-37 E of 181 be a “boulevard”
- Current infrastructure used as an on ramp connecting to northeast infrastructure just south of bridge

Future Plans for City Infrastructure:
- The new wastewater treatment plant is being moved north of the current location.
- The City of Corpus Christi plans to extend Staples St. past Broadway Blvd. to connect with downtown city streets in the future.

CAC Member Comments – West Alternative:

Benefits:
- Potential for increased property values downtown
- Opportunity to reconnect north side to downtown

Drawbacks:
- Concern about volume of event traffic using frontage road box to turn
- Concern about residential acquisitions/displacements.
- Concern about crossing in tank farm - emergency access
- Proximity to refineries – safety issues
- Length
- More difficult to get to downtown
- Limited access from neighborhood
- Emergency response time to North Beach
- Construction in dredge area
- Should consider tying into Hwy 358 instead of SH 286
- Poor access for truck traffic downtown
- Too close to refinery and neighborhood
- North-bound business access to I-37
- Detract from skyline/iconic landmark
- Potential for terrorism
- Visual impact to drivers
- Removal of ramps at Crosstown and I-37 – downtown access

CAC Member Comments – Green Alternative:

Benefits:
- Exit for aquarium – Beach St.
- Fire service - emergency access maintained
- Access to Lipan St. and Comanche St. - school access.
- Fewer environmental justice impacts/ continuity between neighborhoods
- Thankful to have a bridge

- Same traffic and street patterns
- Does not interfere with Hillcrest and north side Washington-Coles
- Skyline icon status
- Acquisitions/ residents and business
- View from stadium is the same
- Leaving bridge at Tancahua St. is good
- View of bridge; key to city for tourists; closest to water
- Traffic
- Ramps to I-37 better
- Signature view of city

Drawbacks:

- Noise impacts
- Doesn't really benefit safety because of curve
- Isolates SEA district from downtown – on ramp from north can't get off until Staples St.
- Can't get on bridge from downtown
- Hotel in downtown; to go north you have to go to Crosstown Expressway (SH 286)
- Curve still a concern
- For Hillcrest access, must go north to get on the bridge; Port traffic has to do the same
- Grade of bridge and concern with bike and pedestrian
- Problem with trucks turning north of Hillcrest
- Former separation of neighborhoods; Red/Orange alternatives cut neighborhoods in half again
- Same access issues in downtown
- Concerns of bridge grade with resulting curve
- Downtown US 181 too low - creates impediments
- Similar to what we have now
- Safety
- Acquisitions of businesses in downtown
- Traffic concern over having stop signs or lights

Group discussion of public involvement activities

Ms. Howard then informed CAC members about other upcoming opportunities for public involvement. She mentioned the possibility of additional small neighborhood meetings like the ones held in fall of 2012 and asked for ideas to assist in planning those meetings. She prompted the group by asking for suggestions about possible meeting locations, existing meetings for presentations, locations for displays, etc. No suggestions were proposed but CAC member Mr. Gilbert Cantu made a statement regarding his recognition of and appreciation for the amount of work that had been done

to address the public's concern about the previous proposed preliminary designs (Dec 2012). Several other CAC members echoed the same sentiment.

Meeting summary and plans for next meeting
The next CAC meeting will be held before the Public Hearing planned for early 2014.

Citizens' Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 9, 2014 – 6:00 – 8:00 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and introductions
- Summary of the key findings of the Draft Environmental Impact Statement (EIS) (including shortened schedule and combined Final EIS and Record of Decision)
- Discussion of the preferred alternative.
- Discussion of the proposed park improvements
- Discussion of the proposed Environmental Justice mitigation
- Overview of the remainder of the project activities and the design/build process
- Discussion of upcoming public involvement including neighborhood meetings, storefront meetings, and Public Hearing
- Adjourn

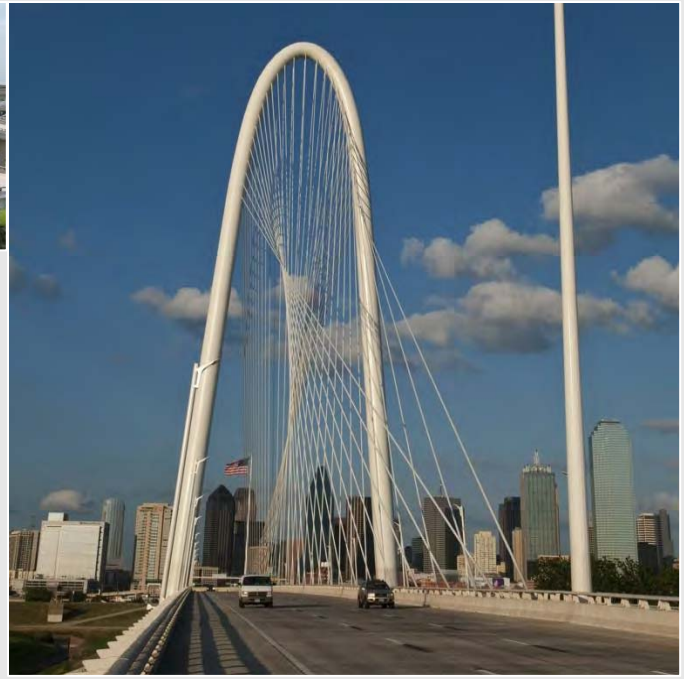
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TEXAS DEPARTMENT OF TRANSPORTATION



US 181 HARBOR BRIDGE PROJECT

Technical Advisory Committee

January 9, 2014

Today's Agenda

- Welcome and introductions
- Summary of key findings of Draft EIS
- Discussion of preferred alternative
- Discussion of proposed park improvements
- Discussion of proposed Environmental Justice mitigation
- Overview of upcoming project activities and design/build process
- Discussion of upcoming public involvement activities
- Adjourn

Key Findings of Draft EIS

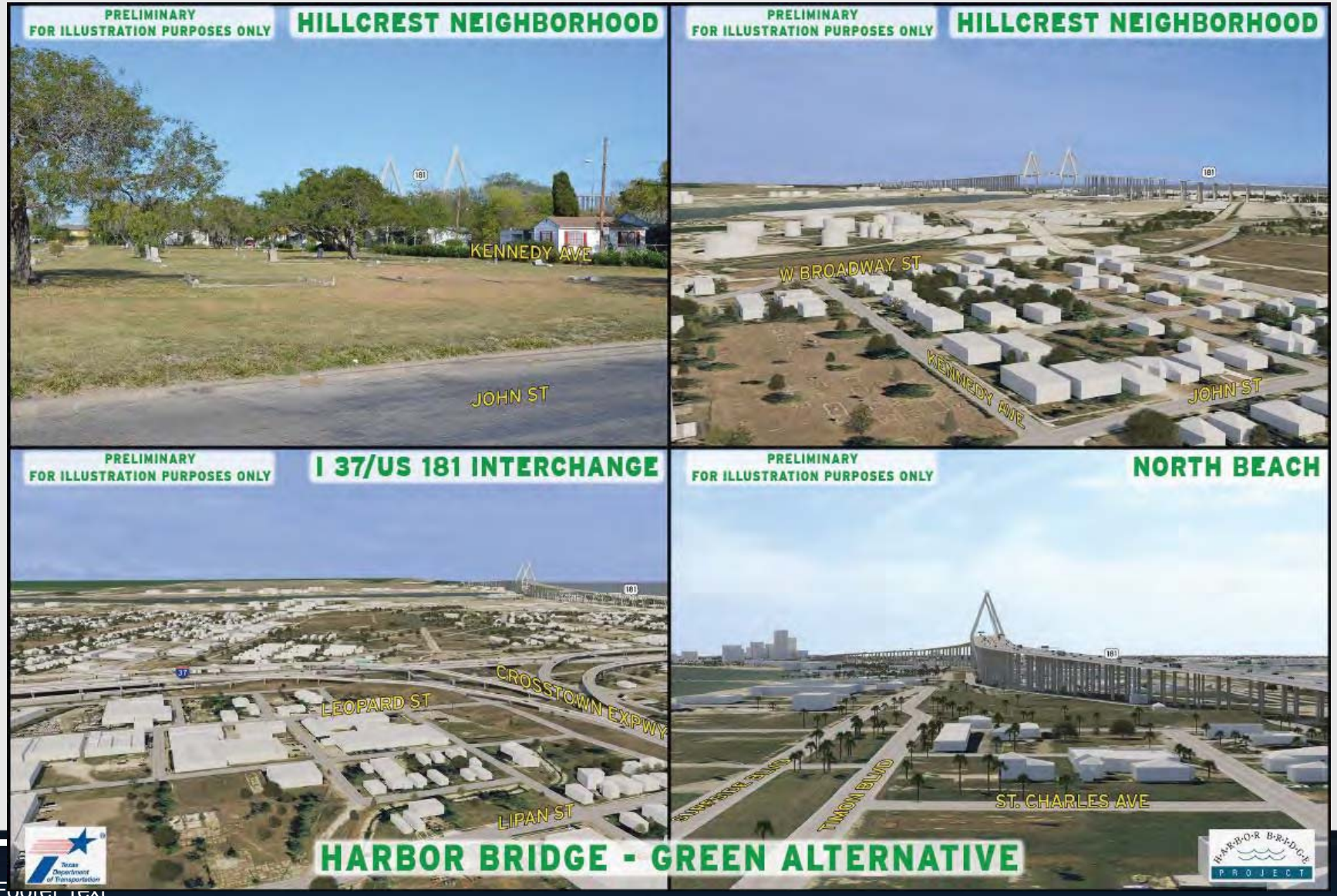
- Four reasonable alternatives plus no-build alternative evaluated
- Impacts on environment and community assessed
- Substantial input received from public regarding four alternatives
- Although avoidance of impact on local parks, recreational areas, wildlife refuges, and historic properties was the goal, all alternatives would have some impact.
- Draft EIS identifies a preferred alternative.
  - Best meets purpose and need of project
  - Has least impact to environment
  - Has greatest potential for lessening the effects of that impact
  - Maximizes engineering considerations

Why the Red Alternative

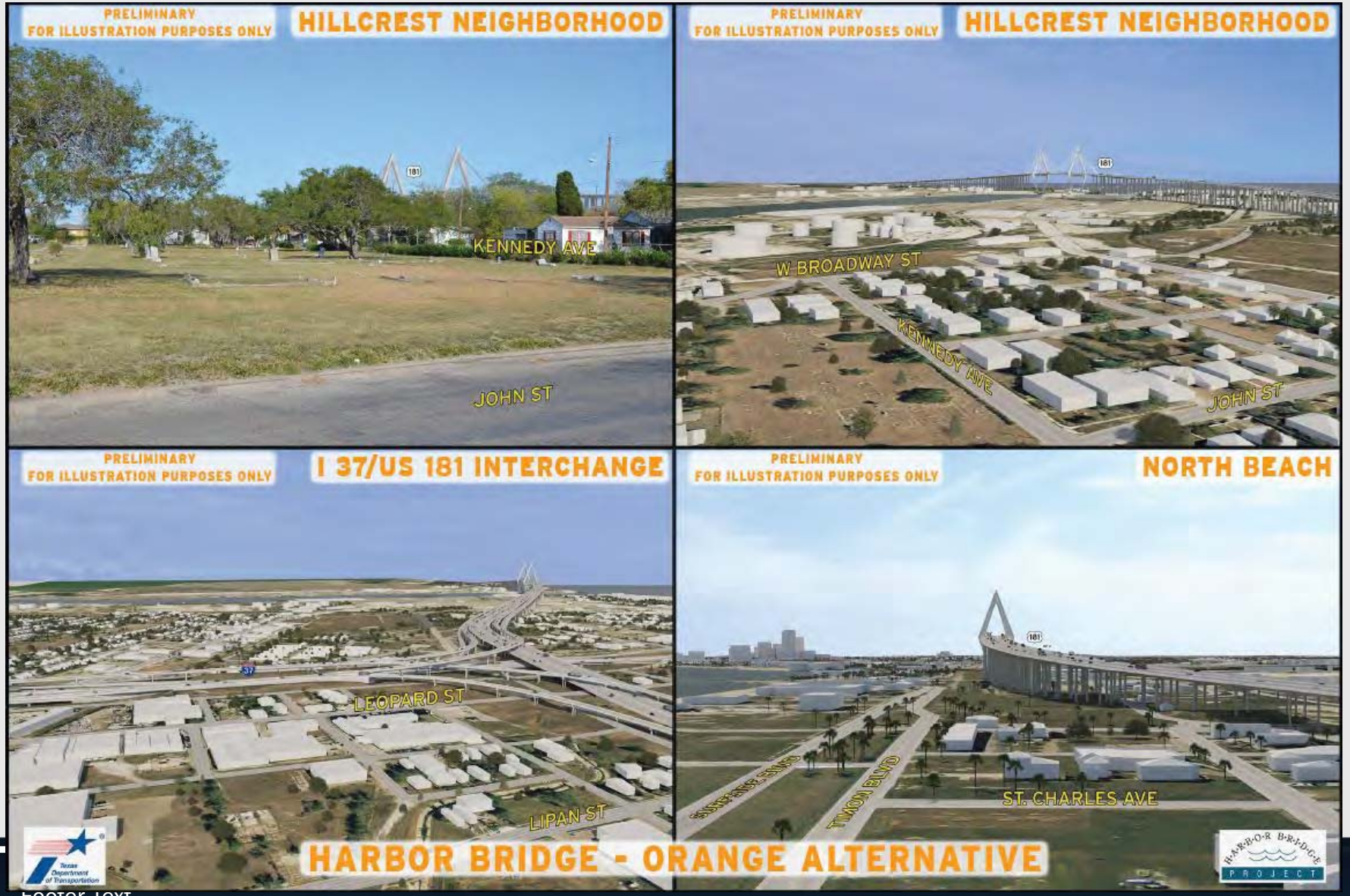
- Best meets Need and Purpose for project (safety, long-term operation)
  - Would remove US 181 barrier from downtown
  - Would improve mobility and access into and out of SEA District and downtown
  - Supports City's planning efforts for long-term sustainability
- Preserves much of existing connectivity between bridge and surrounding neighborhoods
  - Includes bicycle and pedestrian access
- Maximizes engineering considerations and accommodates navigational transportation needs of the Port of Corpus Christi
- Endorsed by Corpus Christi MPO, City of Corpus Christi, Port of Corpus Christi

But, decision not yet final

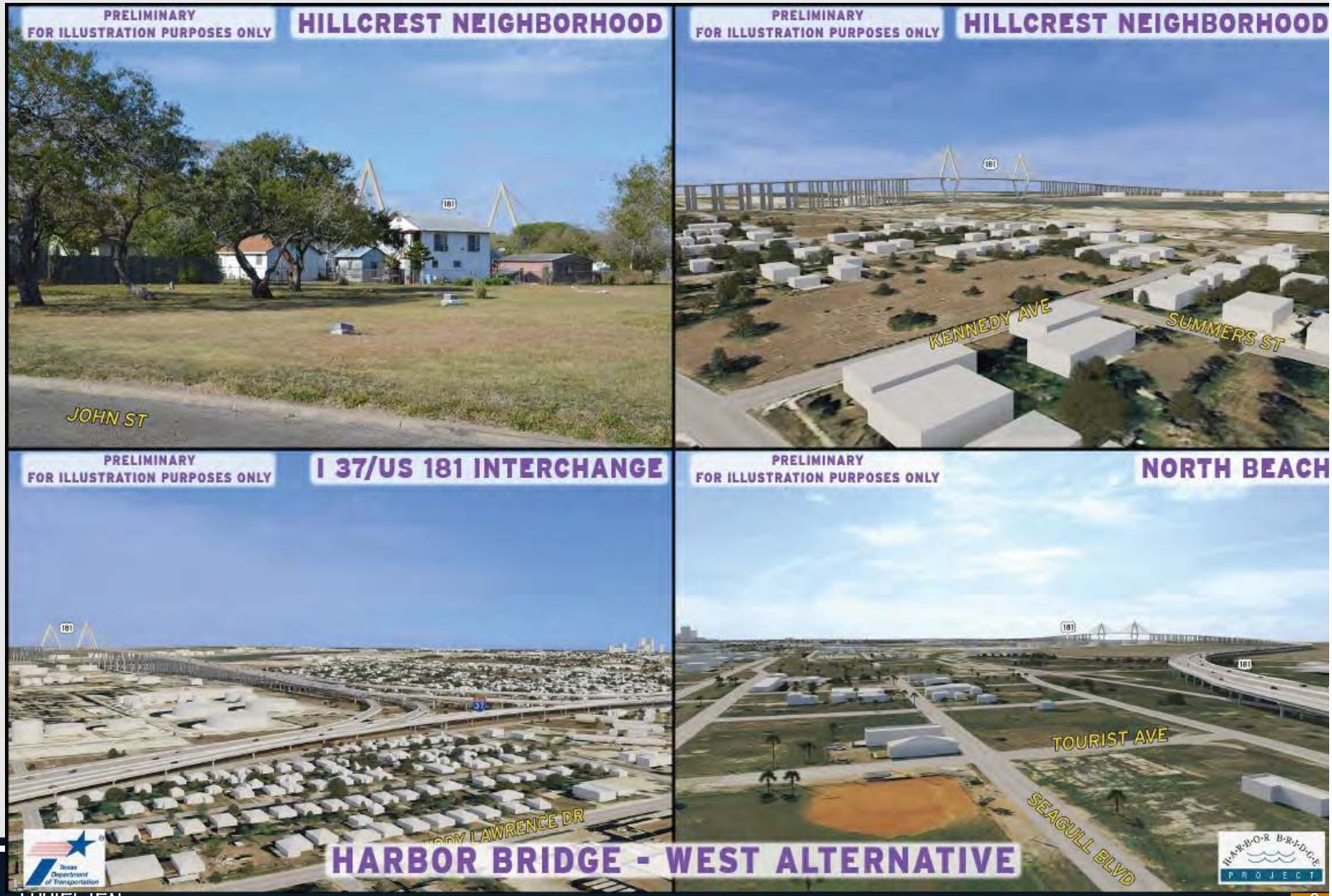
Green Alternative



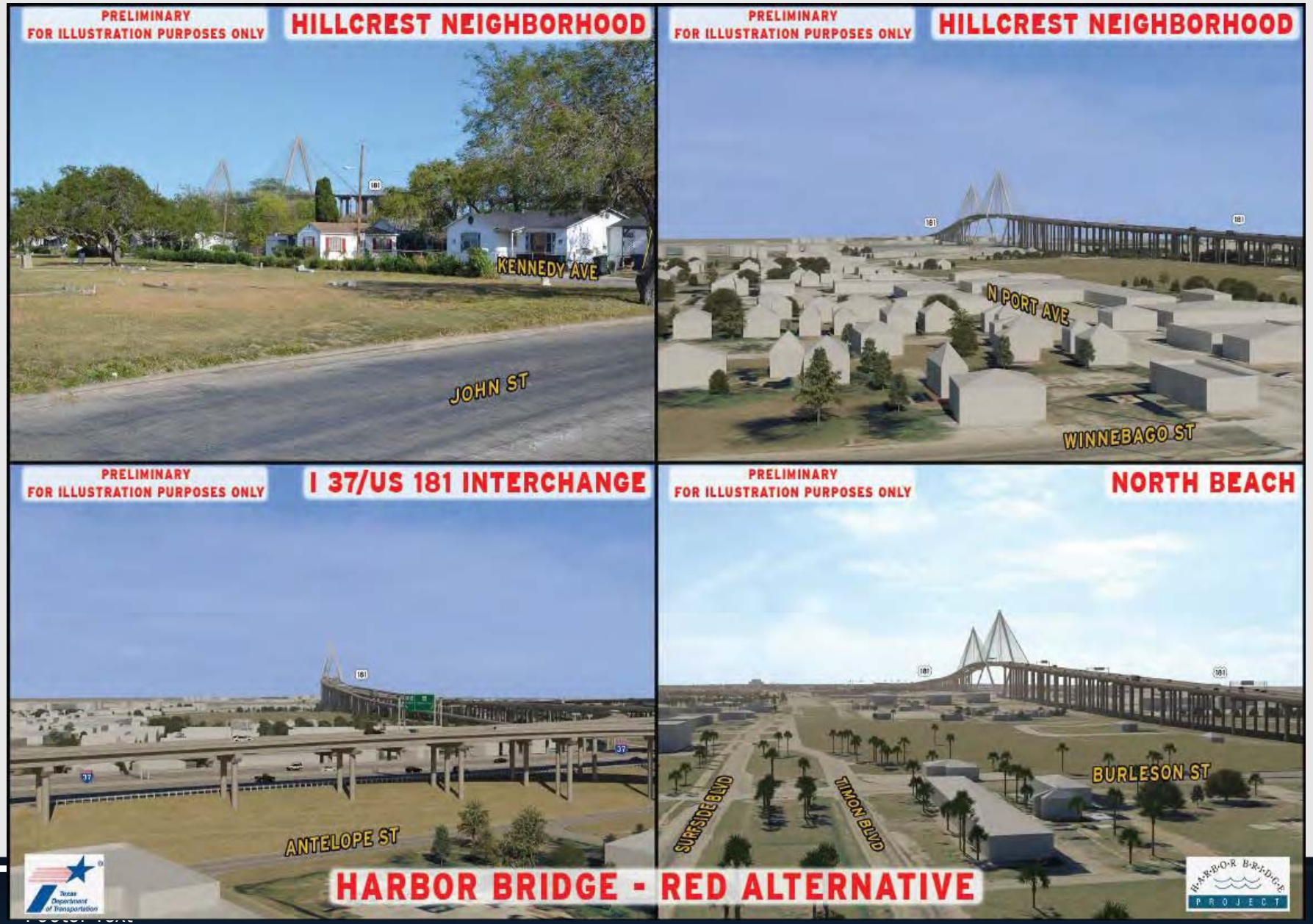
Orange Alternative



West Alternative



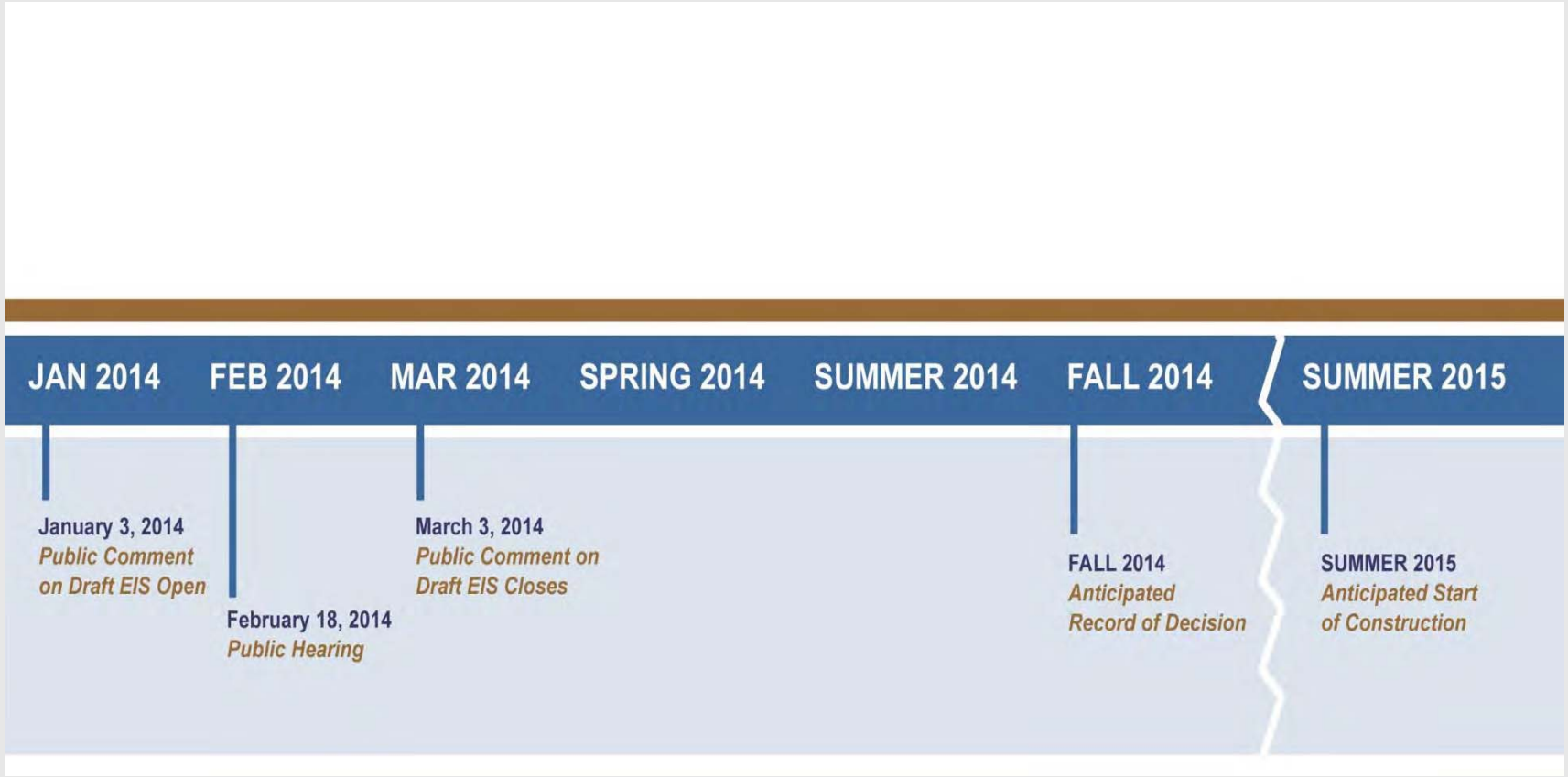
Red Alternative



Proposed Environmental Justice Mitigation

- Workforce support to provide services to those affected by business relocations
- Recreational improvements for neighborhoods
- Opportunities for neighborhood residents to participate in design of areas around bridge/roadways
- Financial support for improving neighborhood streets (including bicycle/pedestrian improvements)
- Identification of additional housing and transportation options, and economic opportunities
- Local Transportation Planning that focuses on minority and low-income communities

Project Activity Timeline



Public Involvement in January 2014

- Eight neighborhood open house meetings beginning next week
- "Storefront" meetings with TxDOT project managers every Tuesday and Thursday from Jan 7 to Feb 27:
  - Tuesday, 5-6 pm at La Retama Library
  - Thursday noon – 1 pm at Oveal Williams Senior Center
- TxDOT project managers available to talk about Draft EIS:
  - 8am – 5 pm at TxDOT District Office
- Public Hearing from 5 – 8 pm on Feb 18 at Solomon Ortiz Center

Follow us on ccharborbridgeproject.com

Citizens' Advisory Committee Meeting

Harbor Bridge Replacement Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 9, 2014 – 6:00 – 8:00 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Preliminary design drawings (schematics) of the Preferred Alternative, as identified in the Draft Environmental Impact Statement.
2. Four schematics (for each alternative) for back of room
3. Boards showing proposed 4(f) parks mitigation
4. Board showing proposed mitigation for impacts to low-income and minority neighborhoods

Welcome and introductions

Christopher Amy, TxDOT Environmental Coordinator for the Harbor Bridge Project, opened the Citizens' Advisory Committee (CAC) meeting, welcomed participants, and asked each member to introduce themselves. He introduced the project team and then introduced the meeting facilitator, Susan Springer. Seventeen CAC members signed in at the meeting and were introduced. In addition, six members of the public were in attendance.

Chris explained to the CAC that the Draft Environmental Impact Statement had been issued the week before this meeting (1/3/14) and that it identified the Red Alternative as the Preferred Alternative. Ms. Springer reviewed the CAC meeting agenda and meeting ground rules. She explained the format of the meeting—group discussions of the Preferred Alternative and proposed mitigation.

Group Discussions of the Preferred Alternative, Section 4(f) park mitigation, and mitigation for impacts to minority and low-income neighborhoods.

CAC members were divided into four separate groups to review and discuss the Preferred Alternative, 4(f) park mitigation, and the proposed mitigation for impacts to

minority and low-income neighborhoods. Two project team members sat at each table to facilitate and take notes on the table discussions.

Preferred Alternative:
To spark discussion of the Preferred Alternative, the facilitator posed these questions:

What are your impressions of the Preferred Alternative?

What concerns or confuses you? What excites you?

How will this alternative affect you/Corpus?

Responses:

Many CAC members supported the Preferred Alternative, although some stated a preference for the Green Alternative. Those who liked the Red Alternative noted that it seems to be the best overall for the community as well as for the Northside; has less impact on parks and historic resources; would have fewer environmental impacts; and offers opportunities for redevelopment. The CAC members who did not support the Red Alternative had questions about how this alternative was selected and why the Blue Alternative was dropped.

The concerns of CAC members regarding the Red Alternative generally had to do with its impact on Northside neighborhoods, both culturally and environmentally as well as access to the Red Alternative from the Northside and other areas. These concerns included the following:

- Current flooding at turn-around north of Beach Ave.
- Congestion where the Red Alternative ties into SH 286.
- Ability to access the Oveal Williams Center from the south.
- Need to preserve closest bus stop to Oveal Williams Center (now on Winnebago).
- Traffic on surface streets downtown, especially during special events or emergencies (including evacuations).
- Context-sensitive design required for any new bridge/roadway.

Questions asked by CAC members regarding the Preferred (Red) Alternative included the following:

- How many homes are affected by the Green Alternative?
- How many meetings before the Public Hearing?
- Why are we not doing 3D renderings on all alternatives if FHWA has not approved the Red Alternative?

Proposed Section 4(f) Park Mitigation

CAC members generally had mixed reactions to the proposed park mitigations.

General comments included the following:

- Ben Garza Park improvements were seen as positive by many.
- It would be great to have a new park (Washington) where the community could hold celebrations.
- The park trail can be valuable and encourage exercise.
- Mitigations should be more meaningful to the affected community.
- Enhancing Williams Park is okay if TC Ayers Park goes away. The community should provide input on disposition of the Booker T. Washington Elementary School.
- St. Paul United Methodist Church would like an increased connection to the downtown area.
- No one will benefit from the proposed park mitigation.

Concerns about the park mitigation expressed by CAC members included the following:

- There were security concerns for all the park areas, as well as concern for contamination at parks.
- Current users of TC Ayers Park may find the distance to a new Washington park site too far.

Proposed Mitigation for impacts to Minority and Low-Income Neighborhoods (Environmental Justice):

Many CAC members did not find the proposed mitigation adequate considering the impacts of the project. Those who felt this way indicated that maintaining historic churches and sites needs to be part of a mitigation plan. A business development fund would be valuable. One member suggested that the community needs a vision to believe in. Other members indicated that the current parks are not safe environmentally and therefore it would not be appropriate to encourage young people to go there for recreation. Other members basically liked the proposed mitigation measures but suggested creating a Northside historic district and making sure that the community understands the proposed mitigation and has an opportunity for input.

CAC members expressed the following specific concerns about the proposed mitigation:

- The view shed of a “sea of columns” would have a negative effect on quality of life.
- Need for adequate bus routes and service.
- Mitigation description is vague.

Questions asked by CAC members about the proposed mitigation included:

- Original estimates were $400 mil, why are the estimates now double that? Have you looked at costs for all of the alternatives?
- What will you do with the feedback you receive here today?
- Will you provide transportation to community meetings and hearing?
- Can you make visualization animations for all four alternatives?

TECHNICAL ADVISORY COMMITTEE

Technical Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 11, 2012 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and group introductions/explanation of ground rules
- Group discussion of mission of the Technical Advisory Committee
- Review/group discussion of Harbor Bridge Project history and current status
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives
- Discussion of alternatives analysis process
- Review of Project Timeline
- Group discussion of public involvement activities
- Public comments
- Meeting summary and plans for next meeting

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www.ccharborbridgeproject.com

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Technical Advisory Committee Meeting

January 11, 2012

Welcome

John A. Casey, P.E.

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- Explanation of ground rules
- Group discussion of mission of the Technical Advisory Committee
- Review/group discussion of Harbor Bridge Project history and current status
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives
- Discussion of alternatives analysis process
- Review of Project Timeline
- Group discussion of public involvement activities

TAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

TAC Mission

- To review/monitor environmental studies and engineering products, and provide feedback to TxDOT
- To promote public awareness and understanding of the Harbor Bridge Project
- To share information learned at TAC meetings with others in their field and bring back to TAC meetings any feedback received
- To assist TxDOT in identifying environmental impacts and mitigation strategies for those impacts.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286



- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

What is the Harbor Bridge Project?



Project History and Status

- 2001 – Harbor Bridge Project initiated
- 2003 – Feasibility Study completed
- 2004 – Environmental and schematic development initiated
- 2005 – First scoping meetings held
- 2007 – Project limits extended and second round of scoping meetings held

Project History and Status

- 2007 – The project put on hold due to lack of funding
- 2009 – Project reinitiated with new project limits
- 2010 – FHWA determined project should be developed under SAFTEA-LU
- 2011 – New Notice of Intent to prepare an EIS published

Need for Harbor Bridge Project

- Additional details were incorporated into the Need
- Safety Risks (Including Hurricane Evacuation)
  - Lack of shoulders
  - Steep vertical grades
  - Sharp horizontal curves
  - Non-standard ramp lengths and spacing



- Structural restriction to navigational access to the Port of Corpus Christi





Need for Harbor Bridge Project

- Increased difficulty in maintaining the structure's operability over the long-term
- Limited connection to local roadways
- Limited capacity to meet future traffic demands





Purpose of the Harbor Bridge Project

- **Mitigate geometric deficiencies for the highway, including the Harbor Bridge (reduce sharp curves and steep grades)** to improve safety for the travelling public including during hurricane evacuations
- **Reduce the structural restriction to navigational access at the Port of Corpus Christi (raise the bridge height)**, thereby promoting expansion and economic opportunity in the area
- **Maximize the long-term operation** of the Harbor Bridge structure
- **Improve the connectivity** to the local roadway system
- **Meet current standards for capacity on US 181, including** the Harbor Bridge, considering projected future traffic demand

Alternatives Under Consideration

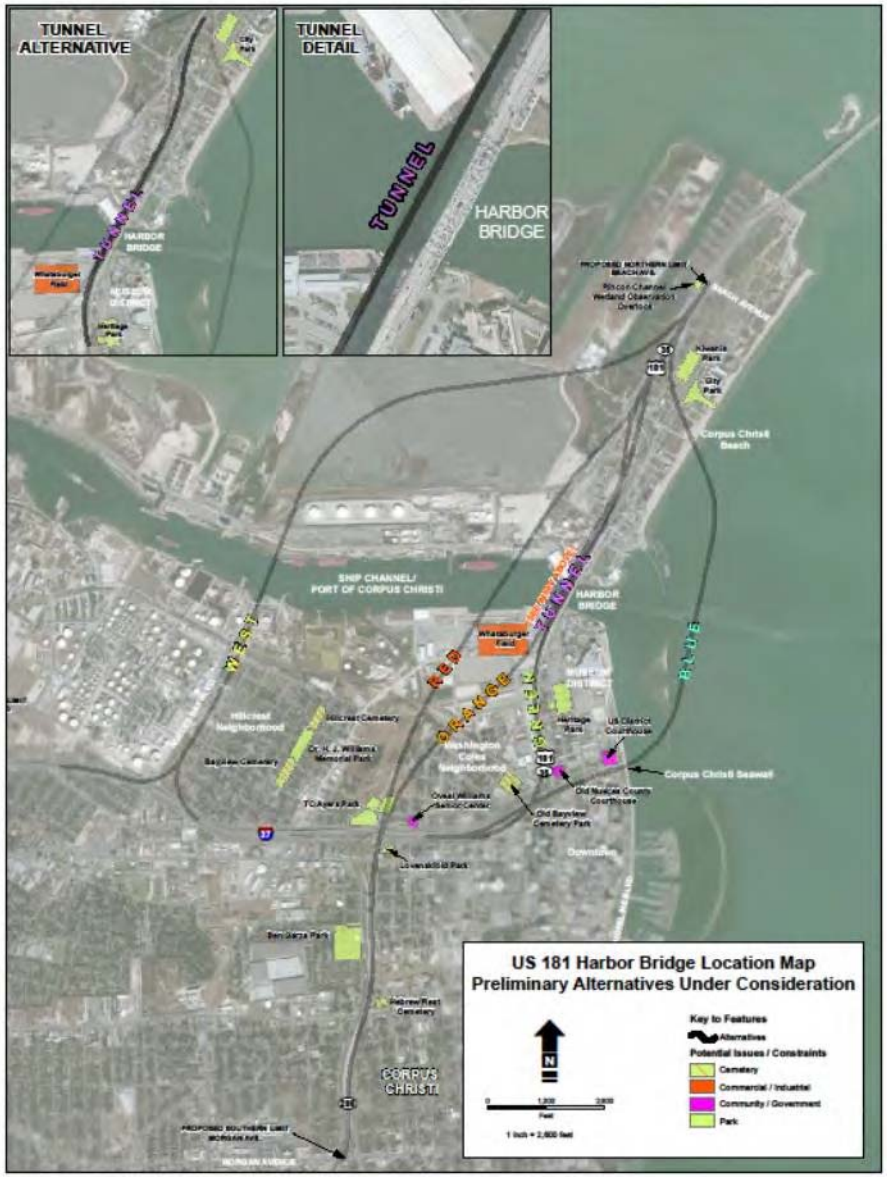
Feasibility Study and Scoping Process – Six build alternatives (plus the No Build) are being considered:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative
- Tunnel Alternative*
- West Alternative*



*new alternatives from 1st Scoping Meeting

US 181 Harbor Bridge Location Map



Summary of Preliminary Environmental Constraints

US 181 – Preliminary Considerations								
Constraints		Alternative Constraints						
		No Build	Red	Orange	Green	Blue	West	Tunnel
Environmental	Environmental Justice neighborhoods		X	X	X	X	X	X
	Wetlands, Ecology, and Threatened and Endangered Species					X	X	
	Hazardous materials		X	X	X		X	X
	Historic Resources		X	X	X	X	X	X
Right-of Way	Substantial Right-Of-Way		X	X		X	X	
	Impacts to Parks or Recreational Areas		X	X		X		
	Impacts to Major Existing or Planned Developments		X	X	X	X	X	X
Engineering	Safety Considerations	X			X	X		X
	Design Standards	X			X			X

Alternatives Analysis Methodology

- Methodology Further Developed
  - Measures of Effectiveness (MOEs) developed to evaluate whether a particular alternative meets the Need & Purpose
    - Each alternative will be evaluated against the Measures of Effectiveness
    - Alternatives may be eliminated from further evaluation if it is determined they do not satisfy the MOEs, and therefore the need and purpose of the proposed project
  - Alternatives that meet the Need & Purpose will be evaluated further

Measures of Effectiveness

Project Purpose	Criteria	Measure
Mitigate geometric (design) deficiencies to improve safety for travelling public	Corrects geometric (design) deficiencies	Adds shoulders to the bridge and approach sections; reduces the vertical slope; provides ramp lengths commensurate with design speed; provides sufficient spacing for exit ramps to meet driver expectancy; widens travel lanes
	Upgrades facility to current design standards where appropriate, allowing for warranted exceptions	Utilizes TxDOT's Roadway Design Manual and Bridge Design Manual, including associated references, in designing the proposed improvements
	Establishes a reliable hurricane evacuation route	Meets State criteria used to determine Hurricane Evacuation routes for the Corpus Christi area
Reduce structural restriction to navigational access to the inner harbor at the Port of Corpus Christi, thereby promoting the expansion of the Port and spurring economic opportunity in the area	Rehabilitate or replace the existing Harbor Bridge to allow for a structure with greater vertical clearance above the channel	Provides a vertical clearance sufficient to accommodate the sizes and types of vessels that will facilitate the expansion of the Port of Corpus Christi inner harbor and the spurring of economic opportunity in the area

Measures of Effectiveness

Project Purpose	Criteria	Measure
Maximize long-term operability of the Harbor Bridge structure	Reduces the cost and frequency of bridge maintenance	Uses non-corrosive building or maintenance materials, such as concrete, and other elements to limit the extent of routine and structural maintenance over the life of the bridge
	Extends the operational life of the bridge well beyond the expected life of the existing bridge	Uses a 100-year design-life for the rehabilitated or replaced bridge
Improve connectivity to the local roadway system	Upgrades the facility to current design standards where appropriate, allowing for warranted exceptions	Utilizes TxDOT's Roadway Design Manual, including associated references, in designing the proposed improvements
	Maintains local roadway accessibility relative to the existing condition	Provides at a minimum the same number of on- and off-ramps as currently exist; does not eliminate access to areas relative to the existing local roadway network
Meet current standards for capacity to accommodate future traffic demand	Increases capacity of the facility (mainlanes and ramps), including the bridge structure	Adds mainlanes if warranted following the project-level traffic analysis; adds shoulders; alters ramp design to increase capacity
	Upgrades the facility to current design standards where appropriate, allowing for warranted exceptions	Utilizes TxDOT's Roadway Design Manual, including associated references, in designing the proposed improvements

Measures of Effectiveness

- Any thoughts?
- The MOEs will be incorporated into the Draft Coordination Plan

Coordination Plan

- A Coordination Plan facilitates and documents TxDOT's and FHWA's interaction with the public and agencies
- Encourages public/agency input to develop the Need & Purpose, Project Build Alternatives and methodology
- Revised Draft Coordination Plan available on our website

Harbor Bridge Timeline

Prepare Draft Environmental Impact Statement (DEIS) followed by Final EIS and Record of Decision (ROD)

- Initiate project development with scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Public Meeting – 2012 - 2013
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final EIS – 2014 - 2016
- Public involvement throughout process

Harbor Bridge Timeline

- Environmental Clearance - ROD issued 2016 or as early as 2014
  - Considering Condensed FEIS
- Obtain permits and approvals – 2015 - 2017
- Prepare ROW Map and Acquire ROW – 2015 - 2017
- Develop construction plans – 2015 - 2017
- Start phase construction – 2017 - 2020



Public Involvement Activities

- Public scoping meetings
- Public meetings
- CAC and TAC meetings
- Project website
- Neighborhood/small group informal meetings
- Newsletters
- Project Timeline
- Others? Your ideas requested.

Public Involvement Opportunities to Share with Community

Stay involved in the Harbor Bridge Project by participating in the following:

- Follow the project online:
- Sign up to be on our mailing list
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Contact TxDOT Project Manager or Public Information Officer
  - Victor E. Vourcos, P.E. Phone: 361.808.2378 Victor.Vourcos@txdot.gov
  - Tom Tagliabue Phone 361.808.2481 Tom.tagliabue@txdot.gov

Public Comments

Meeting Summary

Technical Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 11, 2012 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Introductions

JOHN CASEY, TXDOT CORPUS CHRISTI DISTRICT ENGINEER WELCOMED THE MEMBERS OF THE MEETING. HE INTRODUCED HIMSELF AND INVITED ALL COMMITTEE MEMBERS TO INTRODUCE EXPLAIN WHAT THEY HOPED TO GET OUT OF TAC MEMBERSHIP. THE OVERALL SENTIMENT OF THE GROUP DURING INTRODUCTIONS WAS THE SENSE OF URGENCY TO MOVE FORWARD WITH THE PROJEC MEMBERS EMPHASIZED THE IMPORTANCE OF THE BRIDGE FOR COMMUNITIES ON BOTH ITS NO SIDES, EXPRESSED THEIR DESIRE FOR THE HARBOR BRIDGE PROJECT TO MOVE FORWARD QUIC THAT THERE IS SOME URGENCY IN THE NEED TO REPLACE HARBOR BRIDGE. SEVERAL INDIVID THEIR DISAPPROVAL OF THE TUNNEL ALTERNATIVE.

Mission of the Technical Advisory Committee

NANCY GATES, MEETING FACILITATOR, REVIEWED THE PROPOSED MISSION OF THE TAC.

- TO REVIEW AND MONITOR ENVIRONMENTAL STUDIES AND ENGINEERING PRODUCTS, A FEEDBACK TO TXDOT.
- TO PROMOTE PUBLIC AWARENESS AND UNDERSTANDING OF THE PROJECT
- TO SHARE INFORMATION LEARNED AT TAC MEETINGS WITH OTHERS IN THEIR FIELD AN TO TAC MEETINGS ANY FEEDBACK RECEIVED AS A RESULT OF THIS INFORMATION SHAR
- TO ASSIST TXDOT IN IDENTIFYING ENVIRONMENTAL IMPACTS AND MITIGATION STRATE IMPACTS.

TAC MEMBERS AGREED WITH THIS MISSION.

Harbor Bridge Project History and Current Status

VICTOR VOURCOS, WITH THE TXDOT CORPUS CHRISTI DISTRICT AND PROJECT MANAGER FOR T BRIDGE PROJECT GAVE A QUICK REVIEW OF THE PROJECT, WHICH CONSISTS OF PROPOSED IMP US 181 AT THE HARBOR BRIDGE OVER THE CORPUS CHRISTI SHIP CHANNEL. THE PROJECT WOU FROM BEACH AVE (AT US 181) ON THE NORTH TO MORGAN AVE. ON SH 286 ON THE SOUTH, SO I INCLUDE BOTH THE BRIDGE ITSELF AS WELL AS THE ASSOCIATED APPROACHES. THE LEAD FE

THE PROJECT IS THE FEDERAL HIGHWAYADMINISTRATION (FHWA) AND TXDOT IS CO-LEAD. TH
AGENCIES WILL BE WORKING TOGETHER THROUGHOUT THE PROJECT.

MR. VOURCOS EXPLAINED THAT TXDOT BEGAN THE HARBOR BRIDGE PROJECT IN 2001 AND CO
FEASIBILITYSTUDYIN 2003. IN 2004, THEYBEGAN THEIR INITIAL ENVIRONMENTAL PROCESS AN
DEVELOPMENT (CONCEPTUAL DESIGNS FOR A BRIDGE REPLACEMENT), WHICH INCLUDED TAC
2007, FHWA AND TXDOT DECIDED TO EXTEND THE PROJECT LIMITS TO ALLOW FOR THE FUTURE
WHAT ARE CALLED MANAGED (TOLLED) LANES ACROSS THE BRIDGE AND CONTINUING ON SH
THIS CHANGE IN PROJECT LIMITS, TXDOT HELD A NEW ROUND OF SCOPING MEETINGS THAT YI
TXDOT UNFORTUNATELYHAD TO PUT THE HARBOR BRIDGE ON HOLD BECAUSE OF A LACKOF
YEARS LATER, IN 2009, THEYWERE ABLE TO REINITIATE THE PROJECT. AT THAT TIME, TXDOT'S
DECIDED THAT THE MANAGED LANES WOULD NO LONGER BE INCLUDED AND THEREFORE TH
COULD GO BACKTO THE ORIGINAL PROJECT LIMITS AS PROPOSED IN 2005. IN 2010, FHWA DETE
THE PROJECT SHOULD BE DEVELOPED USING NEW REGULATORYPROCEDURES THAT HAVE CO
THE PROJECT FIRST BEGAN.

IN JUNE AND JULYOF 2011, TXDOT PUBLISHED A NOTICE OF INTENT TO PREPARE AN ENVIRONM
IMPACT STATEMENT (EIS). THIS WAS THE FIRST LEGAL STEP IN BEGINNING THE EIS PROCESS.
AGENCYSCOPING MEETINGS WERE HELD TO GATHER INPUT ON THE POSSIBLE PROJECT ALTE
AND OCTOBER 2011.

TAC MEMBERS ASKED IF THE ORIGINAL BRIDGE WAS BUILT FOR THE CURRENT LOAD AND ABO
LANES ON THE ORIGINAL BRIDGE. TXDOT INDICATED THAT THE BRIDGE WAS NOT BUILT FOR
BUT THE BRIDGE HAS BEEN UPGRADED. THE BRIDGE ORIGINALLYHAD TWO LANES IN EACH D
SHOULDERS ON BOTH SIDES. ONCE TRAFFIC WARRANTED IT, THE BRIDGE WAS RECONFIGURE
EACH DIRECTION AND NO SHOULDERS. A TAC MEMBER REPRESENTING THE PORT OF CORPUS
THAT ANYNEW BRIDGE WOULD NEED TO BE AT LEAST 205 HIGH TO ALLOW NEWER, LARGER S
PORT.

Review/Group Discussion of Project Need and Purpose

MR. VOURCOS THEN REVIEWED THE NEED FOR THE PROJECT, WHICH INCLUDES SAFETY(E.G., T
BRIDGE'S LACKOF SHOULDERS, STEEP VERTICAL SLOPE, CHALLENGING ROADWAYAPPROACH
NAVIGATION AND ECONOMIC DEVELOPMENT OF THE PORT OF CORPUS CHRISTI (CURRENT VE
A DETERRENT TO LARGER VESSELS); INCREASED DIFFICULTYIN MAINTAINING THE STRUCTUR
(RISING MAINTENANCE COSTS); LIMITED CONNECTION TO LOCAL ROADWAYS; AND THE EXIST
LIMITED ABILITYTO MEET FUTURE TRAFFIC DEMANDS. THE PURPOSE OF THE PROJECT CORRE
NEEDS: CORRECTING THE SHARP CURVES AND STEEP GRADES TO IMPROVE SAFETY, RAISING T
IMPROVE SHIP ACCESS TO THE PORT OF CORPUS CHRISTI, MAXIMIZING THE LONG-TERM OPERA
HARBOR BRIDGE STRUCTURE, IMPROVING CONNECTIVITYBETWEEN THE BRIDGE/US 181 AND
AND PROVIDING ADEQUATE CAPACITYON US 181 TO MEET PROJECTED FUTURE TRAFFIC.

THE GENERAL PUBLIC AND THE COOPERATING AND PARTICIPATING AGENCIES HAVE HAD AN
COMMENT ON THIS PROJECT NEED AND PURPOSE, AS HAS THE TAC.

Review/Group Discussion of Project Alternatives

MR. VOURCOS EXPLAINED THAT THERE ARE CURRENTLY SIX BUILD ALTERNATIVES PLUS THE N
EXISTING BRIDGE IN PLACE) UNDER CONSIDERATION, AS SHOWN ON THE HARBOR BRIDGE LO
WAS DISTRIBUTED TO EACH TAC MEMBER. THESE ALTERNATIVES ARE THE RED, ORANGE, GR
AND WEST ALTERNATIVES. THE TUNNEL AND WEST ALTERNATIVES WERE PROPOSED DURING
AGENCY SCOPING PROCESS IN 2011.

Discussion of Alternatives Analysis Process

MATT THOMPSON GAVE THE GROUP AN OVERVIEW OF THE NATIONAL ENVIRONMENTAL POLI
THE LAW THAT GOVERNS THE WAY AGENCIES, SUCH AS TXDOT, PERFORM EIS'S. THESE STUDI
REQUIRED FOR ANY MAJOR PROJECT THAT USES FEDERAL MONEY AND COULD SIGNIFICANTLY
OF THE HUMAN ENVIRONMENT. NEPA REQUIRES AGENCIES TO ASSESS THE ENVIRONMENTAL EFFECTS OF THEIR
PROPOSED ACTIONS BEFORE THEY MAKE ANY DECISIONS. THE ENVIRONMENTAL REVIEW PROC
EXTENSIVE PUBLIC INVOLVEMENT.

AS MR. THOMPSON EXPLAINED, THE EIS PROCESS BEGINS WITH PUBLICATION OF A NOTICE OF
STATING THE AGENCY'S INTENT TO PREPARE AN EIS FOR A PARTICULAR PROJECT. TXDOT PUB
NOTICE OF INTENT IN THE SUMMER OF 2011 IN THE *Federal Register*, *Corpus Christi Caller-Times*. WHEN THE NOTICE OF INTENT WAS PUBLISHED, IT PROVIDED INFORMATION ON THE FIR
AGENCY SCOPING MEETING, WHICH TOOK PLACE IN AUGUST. THE SCOPING PROCESS IS USED T
ON POSSIBLE PROJECT ALTERNATIVES, ISSUES, AND ALTERNATIVES, AS WELL AS TO GET FEE
NEED AND PURPOSE AND THE PROJECT COORDINATION PLAN. A SECOND SET OF PUBLIC AND
MEETINGS WERE HELD IN OCTOBER 2011 AND TWO NEW ALTERNATIVES SUGGESTED DURING
PROCESS WERE IDENTIFIED (THE WEST AND TUNNEL ALTERNATIVES).

MR. THOMPSON EXPLAINED THAT TXDOT'S ANALYSIS OF PROJECT ALTERNATIVES WILL BEGIN
EVALUATING EACH ALTERNATIVE TO DETERMINE WHETHER IT MEETS THE PROJECT NEED AN
PERFORM THIS ANALYSIS, TXDOT AND FHWA HAVE WORKED TOGETHER TO DEVELOP CRITERIA
EACH ALTERNATIVE CAN BE MEASURED TO DETERMINE IF IT MEETS EACH OF THE ELEMENTS
PURPOSE. THESE CRITERIA ARE CALLED THE MEASURES OF EFFECTIVENESS (MOES). IF AN ALT
NOT MEET THE NEED AND PURPOSE, IT WILL BE ELIMINATED FROM FURTHER EVALUATION. A
MEET THE NEED AND PURPOSE WILL BE EVALUATED FURTHER DURING THE EIS PROCESS. ACC
NEPA, THE EIS MUST "OBJECTIVELY EVALUATE ALL REASONABLE ALTERNATIVES, AND FOR ALTERNATIVES W
WERE ELIMINATED FROM DETAILED STUDY, BRIEFLY DISCUSS THE REASONS FOR THEIR HAVIN
ELIMINATED."

TAC MEMBERS ASKED MANY CLARIFICATION QUESTIONS RELATED TO HOW THEY ARE DETERM
DURING THE ALTERNATIVES ANALYSIS PROCESS. ONE TAC MEMBER ASKED IF THE MOES INCL
TXDOT RESPONDED THAT COST IS NOT A PRIMARY FACTOR AT THIS POINT IN THE ANALYSIS. M
NOTED THAT ALTERNATIVES CAN BE SUBMITTED AT ANYTIME DURING THE PROCESS.

Group Discussion of Public Involvement Activities

NANCY GATES REVIEWED THE PLANNED PUBLIC INVOLVEMENT ACTIVITIES FOR THE HARBOR AND EXPLAINED THAT PUBLIC INVOLVEMENT IS A KEY COMPONENT OF THE PROJECT BECAUSE NEEDED THROUGHOUT THE ENVIRONMENTAL DOCUMENTATION AND SCHEMATIC DEVELOPM

SHE NOTED THAT TXDOT HAS ALREADY HELD TWO PUBLIC (AND AGENCY) SCOPING MEETINGS HAS CONSIDERED ALL INPUT RECEIVED DURING THOSE MEETINGS, INCLUDING SUGGESTIONS ALTERNATIVES TO BE STUDIED. THE PROJECT COORDINATION PLAN HAS ALSO BEEN REVISED COMMENTS FROM AGENCIES AND THE PUBLIC.

THE TAC AND CITIZENS' ADVISORY COMMITTEE HAVE BEEN FORMED AND ARE HOLDING THEI MEETINGS TODAY (JANUARY 11, 2012). TXDOT ALSO IS AVAILABLE TO MEET WITH SMALL NEIG GROUPS OR ORGANIZATIONS AS REQUESTED. THE PROJECT WEBSITE (CCHARBORBRIDGEPROJ AND BEING UPDATED AS NEW INFORMATION BECOMES AVAILABLE. A PROJECT NEWSLETTER QUARTERLY AND ALSO WILL BE AVAILABLE ON LINE.

MS. GATES THEN POSED THE FOLLOWING QUESTIONS TO THE TAC:

- HOW CAN WE DO A BETTER JOB OF REACHING OUT TO THE COMMUNITY?
- WHERE SHOULD WE MEET WITH PEOPLE?
- ARE THERE PEOPLE THAT WE SHOULD CONTACT OR EVENTS IN WHICH WE SHOULD PAR

TAC MEMBERS HAD A NUMBER OF SUGGESTIONS IN RESPONSE TO THESE QUESTIONS. THEY SU THE PROJECT USE THE CITY'S PUBLIC ACCESS CHANNEL FOR PUBLIC OUTREACH, ASK OTHER G LINK TO THE HARBOR BRIDGE WEBSITE, AND PROVIDE PRINTED MATERIAL AT THE OVEAL WI PEOPLE, POST NOTICES AT SCHOOLS, AND RUN PUBLIC SERVICE ANNOUNCEMENTS FOR INDIV WEB ACCESS. SOME TAC MEMBERS ALSO SUGGESTED USING A UTILITY BILL INSERT TO COMM THE HARBOR BRIDGE PROJECT, SETTING UP A TABLE AT THE HOOKS GAME, AND ATTENDING I RECREATION PLANNING MEETINGS, AS WELL AS MEETING WITH EMPLOYEES OF LOCAL COMP SIDES OF THE BRIDGE. THEY SUGGESTED THE ORTIZ CENTER, SOLOMON COLES SCHOOL, AND I SCHOOL AS POSSIBLE FUTURE PUBLIC MEETING LOCATIONS. ANOTHER TAC MEMBER NOTED IMPORTANT TO COMMUNICATE CONSISTENT MESSAGES. TXDOT INDICATED THAT THEY ARE W PROJECT POWERPOINT TO ANY TAC MEMBER WHO WOULD LIKE TO USE IT TO MAKE A PRESENT COMMUNITY.

Followup to the TAC Meeting

FUTURE TAC MEETING TIMES/LOCATIONS

MOST TAC MEMBERS SEEMED TO THINK THAT MEETING AT THE OVEAL WILLIAMS CENTER WA FOR MOST MEMBERS BECAUSE OF ITS PROXIMITY TO DOWNTOWN CORPUS CHRISTI. THEY ALSO MID-AFTERNOON MEETING TIME IS A GOOD IDEA AND RECOMMENDED NOT HAVING ANY FUT MONDAYS. ONE TAC MEMBER ASKED FOR A MORE DETAILED MEETING AGENDA WITH SPECIFI TOPICS.

Public Comments

TIMELINE

VICKI CRNICH (TXDOT, ENV)): ASKED IF THE PROJECT TIMELINE WAS LINEAR (OR SEQUENTIAL).
ANSWER: IT IS SEQUENTIAL. MULTIPLE ACTIVITIES ARE TAKING PLACE SIMULTANEOUSLYTO M
FORWARD EFFICIENTLY.

H. CARTER: ASKED IF TIMELINE TAKES THE TUNNEL OPTION INTO CONSIDERATION.
ANSWER: THE SCHEDULE DOES TAKE ALL THE ALTERNATIVES INTO CONSIDERATION BUT IS S
DEPENDING ON THE FINAL ALTERNATIVE SELECTED.

Technical Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

June 21, 2012 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and introductions
- Review of ground rules and TAC mission
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives analysis
- Review/group discussion of Harbor Bridge Project status
- Review/group discussion of community impact analysis activities
- Group discussion of public outreach activities including next public meeting
- Public comments
- Meeting summary and plans for next meeting

Victor E. Vourcos, P.E., Project Manager
TxDOT Corpus Christi District
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Victor.Vourcos@txdot.gov

www.ccharborbridgeproject.com

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Technical Advisory Committee Meeting

June 21,2012

Welcome

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- Review of ground rules and TAC mission
- Review/group discussion of project Need and Purpose
- Review/group discussion of project alternatives analysis
- Review/group discussion of Harbor Bridge Project status
- Review/group discussion of community impact analysis activities
- Group discussion of public outreach activities including next public meeting
- Public comments
- Meeting summary and plans for next meeting.

TAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

TAC Mission

- To review/monitor environmental studies and engineering products, and provide feedback to TxDOT
- To promote public awareness and understanding of the Harbor Bridge Project
- To share information learned at TAC meetings with others in their field and bring back to TAC meetings any feedback received
- To assist TxDOT in identifying environmental impacts and mitigation strategies for those impacts.

What is the Harbor Bridge Project?

- Proposed improvements to US 181 at the Harbor Bridge at the Corpus Christi Ship Channel.
- Project would extend from Beach Ave on US 181 to Morgan Ave on SH 286

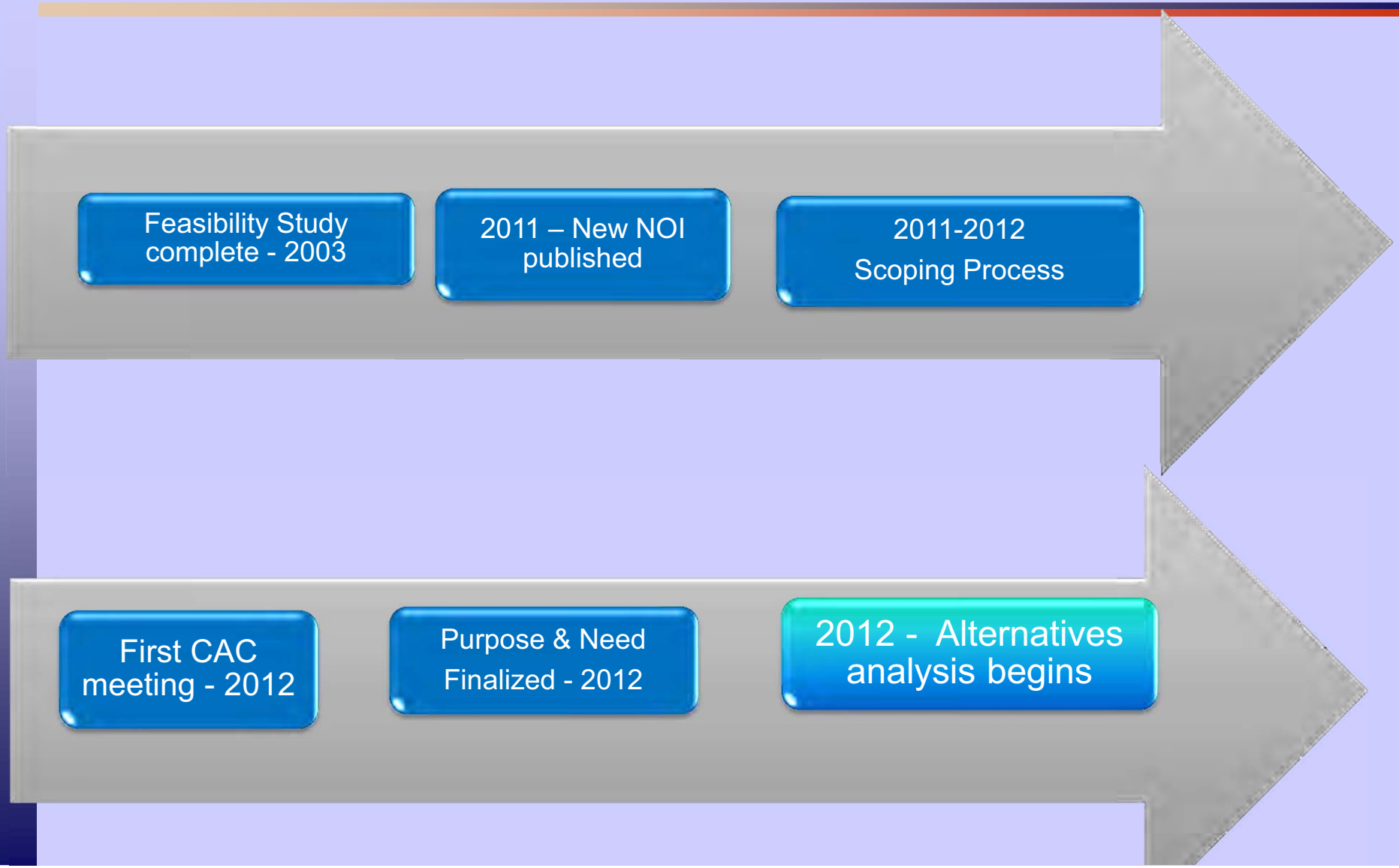


- Federal Highway Administration (FHWA) is the lead Federal agency for project
- TxDOT is the joint lead agency

What is the Harbor Bridge Project?



Project Timeline



Purpose and Need for Harbor Bridge Project

- Clear, well-justified purpose and need explains that expenditure of funds is necessary and worthwhile, and why impacts are acceptable based on project's importance.
- Purpose and need drives process for alternatives consideration, in-depth analysis, and ultimate selection.



Need for Harbor Bridge Project

To maintain long-term operation of the Harbor Bridge

- Corrosion of bridge steel and continued deterioration
- Harbor Bridge is “fracture critical”
- Increased difficulty and costs associated with maintaining the structure over the long-term



Need for Harbor Bridge Project

To minimize safety risks caused by design deficiencies

- Lack of shoulders on Harbor Bridge/US 181
- Steep grade on bridge and “s” curves on north/south ends of bridge
- US 181 southbound (south of bridge) does not meet current design standards
- Ramp lengths do not providing adequate acceleration/deceleration space
- Hurricane evacuation routes are prone congestion



Objectives of the Harbor Bridge Project

- Objectives fall under Project Needs
  - Used to evaluate alternatives during EIS process
  - Provide transportation infrastructure to expand economic opportunity
  - Consider connection between the bridge/US 181 and local roadways
  - Consider ability to meet future traffic demands on US 181

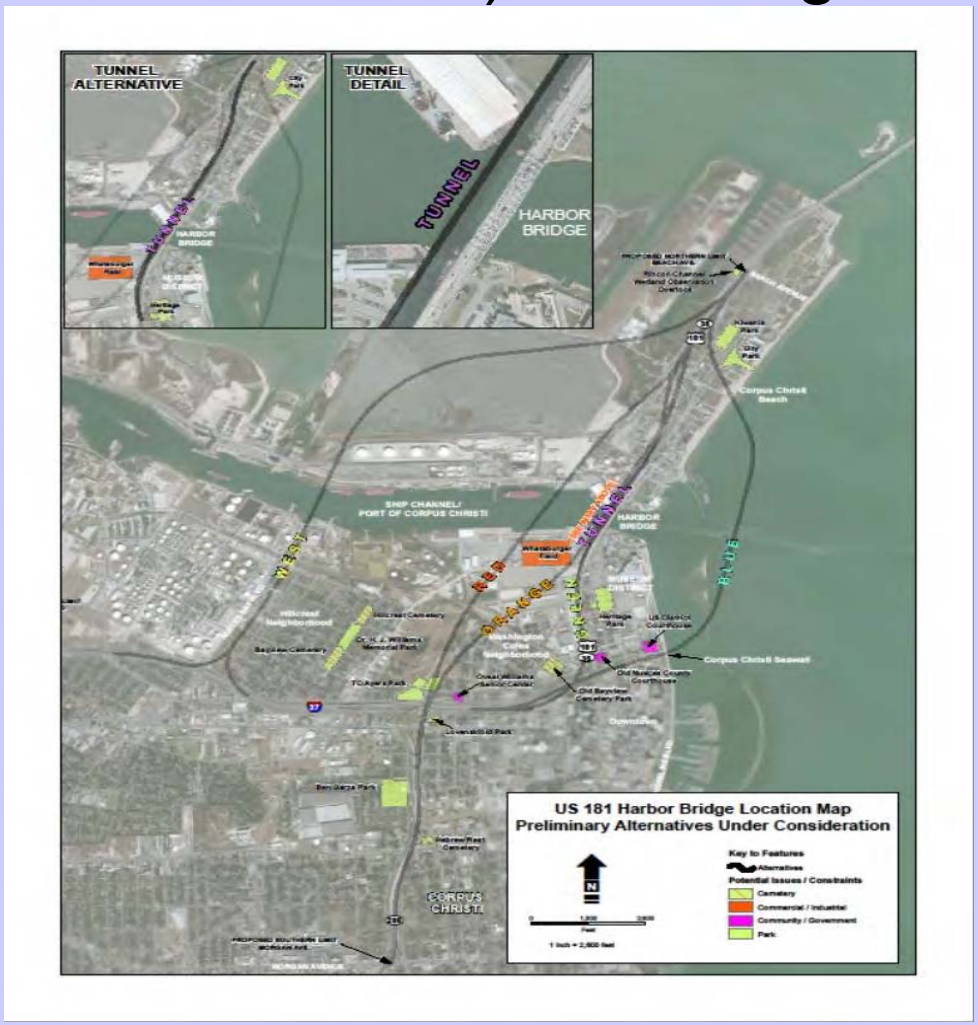


Alternatives Under Consideration

Six build alternatives (plus the No Build) are being considered:

- Red Alternative
- Orange Alternative
- Green Alternative
- Blue Alternative
- Tunnel Alternative*
- West Alternative*

*new alternatives from 1st Scoping Meeting



Scoping Process Now Complete

- TxDOT/FHWA have refined Purpose and Need
- Six alternatives have been evaluated to see if they meet Purpose and Need
- Four reasonable alternatives (plus the no-build) will be carried forward for analysis in the EIS

Harbor Bridge Project Reasonable Alternatives



Harbor Bridge Project Reasonable Alternatives

- Tunnel alternative eliminated from further consideration because:
  - It did not meet the safety need for the project
    - Does not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi Area
- Blue alternative eliminated from further consideration because:
  - It did not meet the safety need for the project
    - Does not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi Area

Status of Harbor Bridge Project Activities

Environmental Impact Statement underway: What would be affected if we build this project?

Data collection taking place for potential impacts to:

- Land use
- Ecology
- Socioeconomics of project area
- Neighborhoods and communities
- Air quality
- Hazardous materials
- Historic resources
- Impacts to parks or recreational areas
- Impacts to major existing or planned developments

Community Impact Assessment

- What effect would proposed project have on local communities?
- Important aspect of EIS analysis
- Process for evaluating the effects of proposed transportation projects on a community and the quality of life.

Community Impact Assessment

- Planned activities for assessing community impact in project area
  - Outreach plan for interacting with community groups and individuals
  - Evaluation of census and other socioeconomic data
  - Questionnaires
  - Small group meetings in neighborhood locations this summer and fall
  - Your input is important for addressing community concerns and issues

Coming Up Next on Harbor Bridge Project

Prepare Draft Environmental Impact Statement (DEIS) followed by Final EIS and Record of Decision (ROD)

- CAC and Technical Advisory Group (TAC) meetings – 2012 - 2014
- Public Meeting – 2012
- Prepare and review draft environmental document - 2012 - 2014
- Public Meeting – Design Guideline Workshop - 2013
- Public Hearing – 2014 - 2015
- Prepare and review final EIS – 2014 - 2016
- Public involvement throughout process

Public Involvement Activities

- Public meetings
- CAC and TAC meetings
- Project website
- Newsletters
- Neighborhood/small group informal meetings
- Others? Your ideas requested.



Public Involvement Opportunities to Share with Community

Stay involved in the Harbor Bridge Project by participating in the following:

- Follow the project online:
- Sign up to be on our mailing list
- Attend public meetings and public hearing
- Participate in small stakeholder meetings
- Read our newsletter
- Contact TxDOT Project Manager or Public Information Officer
  - Victor E. Vourcos, P.E. Phone: 361.808.2378
    Victor.Vourcos@txdot.gov

Public Comments

Meeting Summary

- Parking lot items
- Topics/information needs for next meeting?
- Meeting times/locations?

Thank you for your participation

Technical Advisory Committee Meeting

Harbor Bridge Replacement Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

June 21, 2012 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Land Use Maps on an aerial photo background showing land use information and preliminary right of way lines for four reasonable alternatives.
2. The Project Location Map showing each of the four reasonable alternatives.

Welcome and introductions

Victor Vourcos, TxDOT project manager for the Harbor Bridge Project, opened the TAC meeting and welcomed participants and asked each member to introduce themselves. He introduced the project team and then introduced the meeting facilitator, Susan Springer.

Ms. Springer reviewed the TAC mission (accepted by the TAC at the January 2012 meeting) and meeting ground rules. She reiterated that the meeting was intended to be a conversation rather than a presentation, and that TxDOT and the Federal Highway Administration (FHWA) consider the TAC to be an important link with the community and conduit for information exchange. TAC members voiced no objections to the mission and ground rules of the committee. Ms. Springer then introduced Mr. Vourcos, who began the technical presentation.

Review/group Discussion of Project Need and Purpose

Mr. Vourcos briefly reviewed the project background especially for new TAC members. He explained the project history and quick overview of the current status of the project.

Mr. Vourcos then explained to the group that the project Purpose and Need has been refined since the last meeting to reflect input from the public as well as FHWA and TxDOT. Mr. Vourcos explained that the project Purpose and Need explains why expenditure of funds is necessary and why impacts are acceptable based on the project's importance. The Purpose and Need is used to evaluate possible alternatives and ultimately make a selection of a preferred alternative.

The two needs for the project are:

- To maintain long-term operation of the Harbor Bridge
- To minimize safety risks caused by design deficiencies.

The first need is related to the fact that the Harbor Bridge is prone to corrosion (as a steel bridge over salt water) and is experiencing continued deterioration. The bridge is fracture critical, which means that the key structural elements supporting the bridge are not themselves supported by additional and redundant elements. Although this does not mean that the bridge is inherently unsafe, there is no second line of protection should one of these elements fail. Maintaining the Harbor Bridge over the next 30-45 years will require not only millions of dollars but also periods of time when the bridge would have to be closed to traffic.

The other need addresses the safety risks caused by design deficiencies on the bridge and its approaches. The current bridge does not meet current FHWA and TxDOT roadway and bridge design standards because of its lack of shoulders, steep grades on the bridge and sharp "s" curves on the north and south ends of the bridge, inadequate ramp lengths for acceleration/deceleration, all of which serve to reduce capacity and efficiency during a hurricane evacuation.

In addition to these project needs, Mr. Vourcos explained that there are three project objectives that will be used to evaluate project alternatives. These objectives have a lower level of importance during the evaluation process:

- Provide transportation infrastructure to expand economic opportunity
- Consider connection between the bridge/US 181 and local roadways
- Consider ability to meet future traffic demands on US 181.

TAC members asked:

- When was the bridge built? Response - It opened in 1959;
- What is the current standard for bridge grades? Response – There is a 5% grade on the approach to existing bridge. Any new bridge would have a 4% grade on the approaches to the bridge.
- What traffic capacity was the existing bridge designed for? Response - The design traffic volume is unknown but the original bridge was constructed with two lanes in each direction with shoulders. Several years later when traffic volumes warranted it, a third lane was added in each direction.

Review/group discussion of project alternatives analysis

Mr. Vourcos next summarized the process of how TxDOT has analyzed the six possible alternatives for the bridge (in addition to the no-build alternative). As of the January, 2012 TAC meeting, six alternatives were being considered: the red, orange, green, blue, west, and tunnel. Two of these alternatives (west and tunnel) had been suggested during the public scoping process that took place last summer and fall.

During the alternatives screening process, TxDOT compared each of these alternatives to the two project needs, which resulted in two of the alternatives being dropped from further consideration. The Blue and Tunnel Alternatives were both eliminated because they do not meet the safety need for the project. In both cases, they do not meet TxDOT's standard for appropriate hurricane evacuation routes for the Corpus Christi area. In the case of the tunnel alternative, redundant pumping systems would be

needed in the event of flooding during a storm surge. The Blue Alternative would result in another causeway that could become impassable in the event of a storm surge.

TAC members had the following questions:

- One TAC member asked if all of the remaining four alternatives would be environmentally cleared. Response: All four alternatives would be carried through the environmental clearance process as part of the draft Environmental Impact Statement (EIS). It is anticipated that a preferred alternative will be identified in the draft EIS.

Review/group discussion of Harbor Bridge Project status

Mr. Eddie Sutherland told the group that the scoping process for the Harbor Bridge project is now complete. The environmental analysis portion of the project is underway. Data is now being collected for potential impacts to land use, socioeconomics of the project area, neighborhoods, air quality, hazardous materials, historic resources, parks and recreational areas, and major existing or planned developments.

Review/group discussion of community impact analysis activities

Mr. Sutherland reviewed the community impact assessment that will be taking place beginning later this summer. This assessment looks at the effect of the proposed project on local communities and is part of the EIS analysis process. Planned activities for this assessment include an outreach plan for reaching as many community groups and individuals as possible, evaluation of census and other socioeconomic data, questionnaires, and small group "listening sessions" in various neighborhood locations.

Questions and Comments from TAC members:

- One member asked, how does TxDOT determine neighborhood boundaries for this assessment? Response: The consultant team will ask community members where they live, shop and work, and where they think their neighborhood boundaries are located.

- Another member suggested a robust awareness campaign to let them know about the project website. They thought that TxDOT almost needs an Awareness Campaign to educate people on the project; TV, radio, billboards; go to where people are and talk to them; reach out to community leaders.
- Another member stated that other groups have done surveys (Local Emergency Planning Committee; Texas A&M University Corpus Christi); use the Convention and Visitor's Bureau as a resource.
- One TAC member requested that TxDOT communicate with the public to let them know that the existing bridge is a "disaster waiting to happen."
- Another member suggested that TxDOT make use of the City's list of neighborhood organizations for this effort.
- Are there factors with alternatives that TxDOT/FHWA need to consider such as safety, homeland security, etc.)? It may help TxDOT/FHWA to coordinate with local industry representatives and organizations.

Group discussion of public outreach activities

Ms. Nancy Gates reviewed public involvement activities taking place on the Harbor Bridge project and urged the TAC members to share information with the community and encourage them to get involved in the project. The next public meeting is anticipated to be held in the late fall of 2012 or early winter of 2013. The Harbor Bridge website will be updated continuously and a newsletter will be coming out this summer. Any ideas about reaching out to the public are welcomed.

- Comment: Keith Arnold - People will want to know what happens with the existing US 181 approaches and the bridge.
- Question: Tom Niskala – Is there some mitigation proposed for the existing barrier created by I-37/US 181(freeway and approaches to the bridge) and the effect on community cohesion?

  Response: There has been coordination with the City of Corpus Christi about removing the approach (on fill) to the bridge and part of I-37 and creating a boulevard type of facility as an entrance to central business district and the museum/entertainment district.

Public comments

- Question: How will the bridge affect school district properties?
  Response: The consultant team is starting to study the affected environment in the project area such as neighborhoods and School districts. This will include coordination with school district representatives.
- Question: When will the public get a chance to look at possible bridge designs?
  Response: A bridge design guideline workshop will be held in 2013.
- Question: Will you be considering the look of the bridge from the various neighborhoods?
  Response: Yes, visualizations of the facility from the neighborhood perspective are being developed.

A group discussion of the four build alternatives yielded the following comments on the alternatives from TAC members:

West:

- Question: Could the West Alternative have a lower air draft clearance over the ship channel since the alignment is about a mile up the Ship Channel?
  Response: Air draft clearance would still be an issue since there is still a substantial amount of ship channel to the west of where the West Alternative would cross the Ship Channel. Height and location analyses are needed to see if the west alternative would allow more use of the main entrance to the Port without raising the bridge height.
- Comment from the Port: Cruise ship companies have not committed to the Port of Corpus Christi because of the current 138' air draft clearance. The Port is currently studying the potential for cruise ships to call at the Port. The minimum standard height of the bridge is currently 138 ft and the desired height is 205 ft. The cruise industry says that only 20-30% of their current fleet can fit below a 138-ft bridge.

- Comment: The West Alternative's proximity to refineries could be a concern for Dept. of Homeland Security; also would have wetland impacts.
  Response: Both issues will be coordinated and addressed in the DEIS.
- Comment: There may be safety issues associated with the west alternative coming into the Crosstown Expressway.
- Comment: On the north end of the west alternative are some environmentally sensitive areas (wetlands in Rincon Channel).
- Comment: Mr. David Krebs (Portland Mayor) – thinks the West Alternative has safety problems.

Green:

- Question: What is the Port's perspective on the effect on industry?
  Response: (By Port) Green Alternative affects existing development and some planned development.
- Question: Does the Green Alternative solve the slope issues?
  Response: Yes. It would reduce the grade from the current 5% to 4%.
  To get to desired bridge height, you have to start elevating immediately.
- Question: Does the green follow the same alignment as the current bridge and will it be within the existing right of way?
  Response: It would be parallel and to the west. The curvature would have to be addressed. It would be able to use some of the existing right of way but additional right of way would be required.
- Question: Would the green eliminate the blind entrance ramp on the south side?
  Response: Yes, the new bridge would have to be built to current design standards.
- Comment: The green is the only one of the four alternatives that would not benefit downtown Corpus Christi and invigorate the local neighborhoods by eliminating the existing barriers.
- Comment: Barry Wolfson - Bridge is a critical landmark. Some of the alternatives are pushing it away from the entrance to the Port. Would this affect the landmark

quality? Response: This will need to be part of the aesthetic analysis in the DEIS.

Orange:

- Question: What is the proposed elevation of the bridge?
  Response: The design process will determine the elevation, working with the Port, the City and the Counties.
- Question: What are the effects on existing development (e.g., Whataburger Field)?
  Response: We're very aware of these potential issues and have already been studying things such as the shadow effects of a new bridge on the Whataburger Field.
- Question: What heights are being considered for the new bridge?
  Response: The height will be determined by the environmental process. (See responses from the Port under the Green alternative.)

Red:

- Comment: The MPO representative stated that the Red Alternative is most effective from a regional mobility perspective. The Port representative stated that right-of-way would be easier to acquire from them on the Red Alternative and might allow widening at the mouth of the Ship Channel for their future improvements.
- Question: Is the Red Alternative too far back to maintain the "landmark" status?
  Response: TxDOT is planning to prepare photo-simulations and a "signature structure" is anticipated for any new bridge.
- Comment: The Red Alternative is favored by the Port because it provides the best connection to the existing system. It would allow the Port to remove the narrow area at the mouth of the Ship Channel.

Additional Comments from the Members:

- Comment: City representative stated that the old alignment can be removed for all alternatives except the Green.

Response: The area can be used for tourism and would allow direct access to Convention Center and Bayfront Science Park with a boulevard design.

- Comment: There are traffic problems when there are multiple events downtown.
- Question: How long will it take to construct a new bridge?
  Response: TxDOT is anticipating that it will take four years to build.
- Question: What percent of jobs in Corpus Christi are related to the Port activities?
  Response: The Port representative stated that there are approximately 5,000 jobs directly related to the Port and approximately 20,000 total jobs in the Corpus Christi area.
- Question: When will engineering drawings be available?
  Response: It is anticipated that they will be available in the fall of 2012.
- Question: Is there a list of business displacements?
- Response: Not yet, at this time the estimated additional right-of-way is very preliminary.
- Q: What are the cost differentials and heights for the four alternatives?
  Response: We don't have those numbers yet but should be available once the preliminary schematics are available later this year.

Meeting summary and plans for next meeting

The next TAC meeting will be held in the fall of 2012. TAC members requested additional information on the alternatives (along with ROW) and that information will be shared at this meeting.

Harbor Bridge Technical Advisory Committee Meeting

October 18, 2011, 2:30 – 4:30 p.m. at the Oveal Williams Senior Activity Center

AGENDA

- Welcome and introductions
- A hands-on group review of preliminary schematics (design) for the four project alternatives
- Update on neighborhood meetings that are taking place this fall.
- Your ideas on the public meeting planned for December 4, 2012
- Introduction of the community questionnaire for the Harbor Bridge Project
- Public comments
- Meeting summary and plans for next meeting.

For more information on the Harbor Bridge project, visit our website at **cctxharborbridgeproject.com.** The Harbor Bridge Feasibility Study, Citizens' Advisory Committee and Technical Advisory Committee information, community questionnaire, and other project information can be found there.

Texas Department of Transportation
Corpus Christi District

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Technical Advisory Committee Meeting

October 18,2012

Welcome

District Engineer

Victor E. Vourcos, P.E.

Harbor Bridge Project Manager

Texas Department of Transportation

Corpus Christi District Office

Today's Agenda

- Welcome and introductions
- A hands-on group review of preliminary schematics (design) for the four project alternatives
- Update on neighborhood meetings that are taking place this fall.
- Your ideas on the public meeting planned for December 4, 2012
- Introduction of the community questionnaire for the Harbor Bridge Project
- Public comments
- Meeting summary and plans for next meeting.

TAC Ground Rules

- Facilitated open discussion among committee members and project team members. Everyone is encouraged to participate.
- To ensure that all committee members have an opportunity to speak, please be respectful of our time limits.
- Members of the public are welcome to attend this meeting and will be given an opportunity to provide comments at the end of the meeting.

Harbor Bridge Project Reasonable Alternatives



Neighborhood Meetings

- Listen to community members, show design drawings and latest project information
- Seven planned; two completed
  - CC Beach Assn: 9/20
  - St Paul's: 10/15
  - Kelsey Memorial: 10/23
  - Garcia Arts Center: 11/5
  - Oak Park Elementary: 11/8
  - Portland Community Ctr: 11/12
  - Refinery Row: to be scheduled



Community Survey

- Give local residents an opportunity for input on the Harbor Bridge project
- Gather information on neighborhoods/communities potentially impacted by proposed replacement of Harbor Bridge
- May be completed on paper or online at:

  ccharborbridgeproject.com

- Information gathered by survey to be used in preparing draft environmental impact statement

Public Meeting

Harbor Bridge Public Meeting

- Date: Tuesday, December 4, 2012
- Location: Solomon Ortiz Center (tentative)
- Format: Open house, presentation, comment session
- Content:
  - Presentation of preliminary designs for project alternatives
  - Opportunities for public content

Meeting Summary

- Parking lot items
- Topics/information needs for next meeting?
- Meeting times/locations?

Thank you for your participation

Technical Advisory Committee Meeting

Harbor Bridge Replacement Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

October 18, 2012 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Preliminary design drawings (schematics) on an aerial photo background
2. Preliminary right-of-way lines for the four reasonable alternatives

Welcome and introductions

Victor Vourcos, TxDOT project manager for the Harbor Bridge Project, opened the Technical Advisory Committee (TAC) meeting, welcomed participants, and asked each member to introduce themselves. He introduced the project team and then introduced the meeting facilitator, Susan Springer. Fifteen TAC members signed in at the meeting and were introduced. There were two members of the public in attendance.

Ms. Springer reviewed the TAC meeting agenda and meeting ground rules. She explained the format of the meeting—group discussions of each of the four alternatives based on a review of the design drawings.

Hands-on group review of preliminary schematics (design) for the four project alternatives

TAC members were divided into four separate groups to review and discuss the four alternatives, one at a time. Two project team members sat at each table to facilitate and take notes on the table discussions. To initiate the table conversation, the table facilitator asked TAC members the following questions:

1. What effect (positive and/or negative) would this alternative have on your neighborhood:
    a. How you get into and out of the neighborhood (going to schools, shopping, downtown Corpus Christi)?
    b. The residences in the area?

c. The local recreational facilities?
d. The churches in the area?
e. The schools in the area?
f. The environment in the area (e.g., air, water, green spaces)?
g. The overall character of the area?

2. Can you think of anything or anyone else that this alternative might affect?

3. Are there any other issues associated with this alternative that TxDOT should consider?

4. Based on what you're learned today, which alternative would you prefer and why?

Results of table discussions

Red Alternative:

In general, the red alternative was viewed in a positive light. TAC members noted that this alternative would provide better access to the Ortiz Center and would offer new opportunities for economic development and different land uses in the entertainment district. Possible creation of a boulevard in this area would eliminate existing barriers to the American Bank Center, Whataburger Field, and other bayfront entertainment destinations. This alternative might enable the North Beach area to become a tax reinvestment zone.

In the opinion of TAC members, the red alternative would keep the Washington Coles neighborhood intact, would minimize the taking of private property, and might allow for buildings to be located beneath the elevated bridge structure. This alternative also would allow for the possibility of cruise ships calling on the Port of Corpus Christi. TAC members expressed the belief that this alternative would provide a better transition between a new bridge and the Crosstown Expressway.

TAC members also noted that this alternative would keep traffic away from the wastewater treatment plant and appears to be safer because it eliminates curves. They also noted that the red alternative would eliminate the need to close the aquarium parking lot.

Many of the negatives associated with this alternative have to do with the northern limit of the project (which actually applies to all four alternatives). TAC members stressed that TxDOT should not make the Beach St. exit an afterthought and indicated that there is a need to separate truck and tourist traffic in this location to avoid congestion. Several TAC members also indicated that this alternative would require drivers to have to travel farther to get to the entertainment district (when headed southbound over the bridge). One individual suggested that the red alternative would reduce tourists' ability to see the

bay from the bridge and others questioned why a new bridge structure would have to be so high.

Some TAC members questioned the noise and smell that would be associated with the red alternative, as well as the air quality effects. They also noted that they believed this alternative might divide neighborhoods.

Other issues that were discussed was how mitigation would be handled, the morning lineup of trucks coming from the Joe C. Fulton Trade Corridor onto US 181 N, and the new refinery tanks that are located near the red alternative. One TAC member raised the issue of how using property for non-monetized use would affect the area around the red alternative.

Orange Alternative

TAC members raised both positive and negative issues associated with the orange alternative, which generally was considered to be slightly less favorable than the red alternative.

Positive effects of the orange alternative included the fact that it would open the downtown with a boulevard and has the potential to provide a gateway to downtown Corpus Christi. It would provide good connectivity with other roads and would be consistent with the current location of the bridge. The orange alternative would provide a view of the aquarium from the bridge (important to tourism) and offer a connection to Bayview Cemetery as a tourist attraction, as well as to Artesian Park, according to TAC members.

TAC members noted that this alternative is beyond the acceptable separation distance from an explosive and flammable hazard as defined in the U.S. Housing and Urban Development guidebook. It would also leave Hillcrest intact, and would have fewer impacts on the Sports, Entertainment, and Arts District.

The negative effects, according to TAC members are the orange alternative's proximity to Whataburger Field, potential shading of the water park, and impacts on the Washington Coles neighborhood and EJ communities, including the continued separation of Washington Coles from downtown amenities. Some TAC members believe that this alternative would potentially displace more people, impact St Paul's United Methodist Church and TC Ayers pool, and create a barrier between Whataburger Field and the convention center. They noted that this alternative would create an incentive to people to leave Northside neighborhoods.

Other issues raised in association with this alternative are the height of the bridge (why so high?) and the absence of some access ramps because of the height of the structure. TAC members also noted that bays and estuaries might be affected by the orange alternative, along with the Resaca lift station (Broadway wastewater treatment plant).

Green Alternative
In general, the green alternative was viewed in a more negative than positive light by TAC members.

The positive effects of the green alternative according to TAC members would be that this alternative would be less expensive, would require less construction, and would cause less displacement and disruption than the other alternatives. This might make it easier to sell to the community. It represents the status quo because it would have minimal impact on the Washington Coles neighborhood, would avoid churches and schools, and generally would have less impact on the local area (including residents and neighborhoods along the Crosstown Expressway).

However, TAC members noted that this alternative has numerous negative effects. These include the current lack of continuity with other roadways and reduced access to downtown Corpus Christi (especially from Portland), as well as continued isolation of the Northside neighborhoods. In general, TAC members expressed their opinion that this alternative would not address safety issues, would make it more difficult to get into the entertainment district, and would not allow the widening of the ship channel to allow larger ships to enter the Port of Corpus Christi.

TAC members also indicated that this alternative would have a negative effect on the business district in North Beach and more impacts on the local businesses than the red alternative.

West Alternative
In general, TAC members considered the west alternative to have the most negative effects and to be the least desirable of the four alternatives.

The positive effects of this alternative would be that it would open up Port property and would have fewer impacts on residents. It would remove some barriers between neighborhoods and would open up the Northside neighborhood for development. It would provide cruise ship access to the Port of Corpus Christi, would form a buffer between the refineries and neighborhoods, and would help reestablish Hillcrest.

TAC members identified a number of negative effects including their belief that this alternative would make it more difficult to access downtown Corpus Christi or North Beach, would reduce the view of the bay from the bridge, and would have sharp curves moving north to south. They also indicated that they thought this alternative would be more costly, would impact wetlands in North Beach, and would present safety and security issues because of its proximity to the refineries.

TAC members noted that the west alternative could have a negative effect on tourism, generally is disconnected from the city, and could create construction issues over the disposal area. A number of TAC members indicated that the west was their least preferred alternative.

Update on neighborhood meetings taking place this fall
Nancy Gates reviewed the neighborhood meetings currently taking place. The objective of these meetings, held throughout the project area, is to listen to community members, show design drawings and latest project information, and have people complete a community survey.

Seven of these meetings are planned and two have been completed:

- CC Beach Association: 9/20
- St. Paul's: 10/15
- Kelsey Memorial: 10/23
- Garcia Arts Center: 11/5
- Oak Park Elementary: 11/8
- Portland Community Center: 11/12
- Refinery Row: to be scheduled.

Meetings have been well publicized through direct mailers (postcards), posters and flyers displayed in various community buildings and meeting places, church bulletins, and posters on local buses. The pastor of St. Paul's church organized a group that distributed meeting flyers throughout the Northside community.

TAC members were encouraged to invite community members to participate in these meetings and were given posters to place in appropriate locations.

Community Survey

The project team has developed a community survey designed to give local residents an opportunity for meaningful input on the Harbor Bridge project. The information gathered by the survey will be used in completing the community impact assessment for the Harbor Bridge Environmental Impact Statement.

The survey may be completed on paper or online at the project website (ccharborbridgeproject.com)

Public meeting planned for December 4, 2012

A public meeting for the Harbor Bridge Project will be held on December 4, 2012 at a location to be determined. The Solomon Ortiz Center is a potential meeting location

because it was used previously for the public and agency scoping meetings. This meeting will be used to gather additional public input on the preliminary design drawings that were reviewed by the TAC and CAC.

Meeting summary and plans for next meeting

The next TAC meeting will be held in the first quarter of 2013.

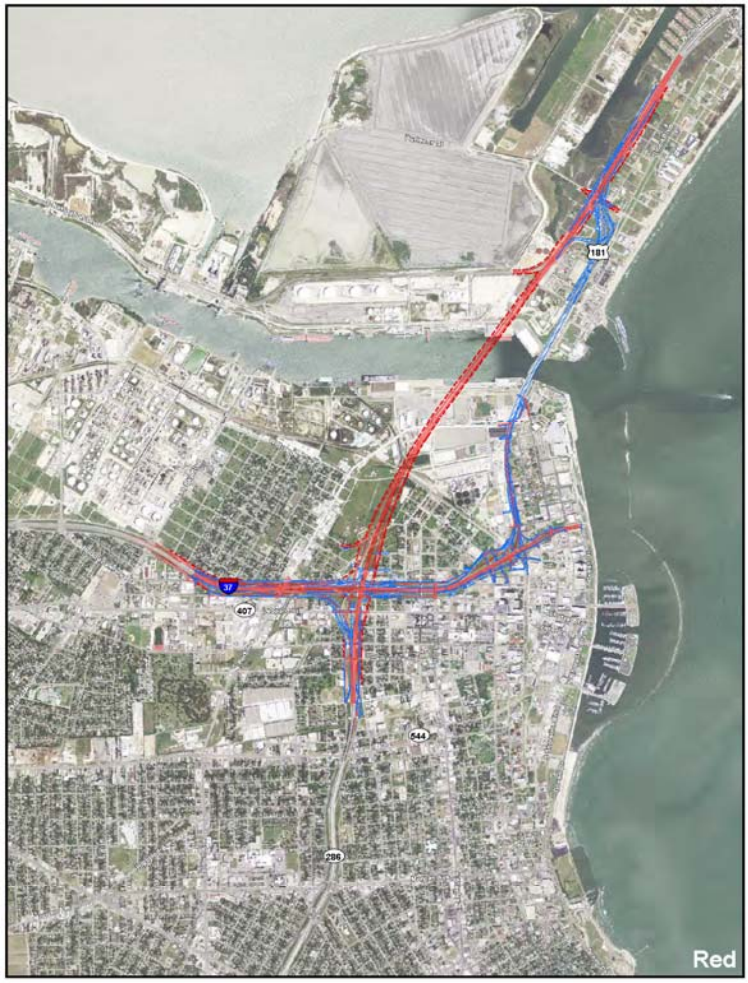
Harbor Bridge Technical Advisory Committee Meeting

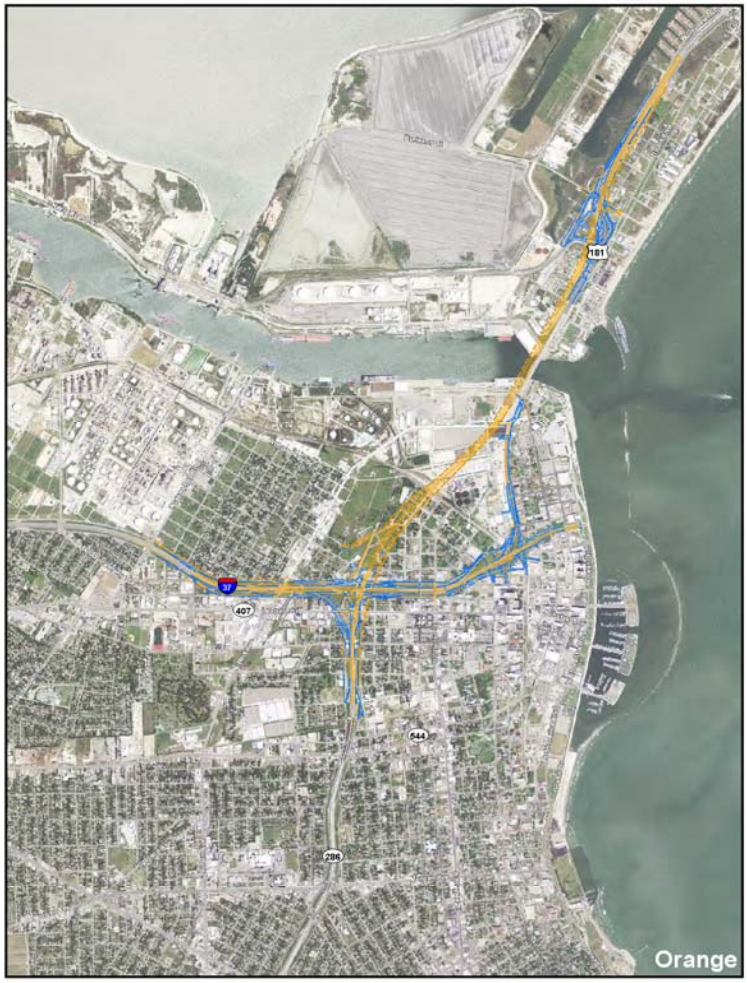
July 11, 2013, 2:30–4:30 p.m. at the Oveal Williams Senior Activity Center

AGENDA

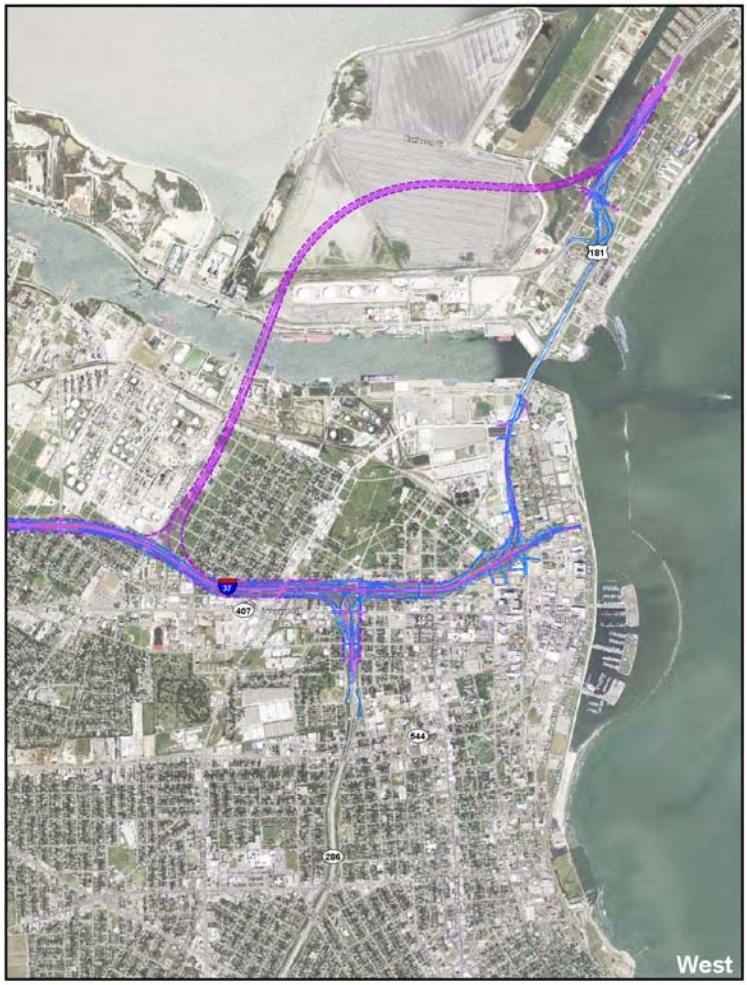
- Welcome and introductions
  - Overview
  - Update on project schedule
- Group discussion of changes in preliminary design for four proposed project alternatives
- Upcoming public involvement opportunities
  - Group discussion of ideas for encouraging continuing community involvement
- Looking ahead: next CAC/TAC meetings and public hearing
- Public comments
- Adjourn

For more information on the Harbor Bridge project, visit our website at ccharborbridgeproject.com.


Red


Orange


Legend
Proposed Green R.O.W.
Proposed Red R.O.W.
Proposed Orange R.O.W.
Proposed West R.O.W.
Existing Features to be Removed
Green Alternative
Orange Alternative
Red Alternative
West Alternative
0 1,150 2,300 Feet
1 in = 2,300 feet
N
Green


West

Technical Advisory Committee Meeting

US 181 Harbor Bridge Project

July 11, 2013 – 2:30 pm – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

Meeting Summary

Display Items

1. Dec 2012 preliminary designs for four proposed project alternatives
2. July 2013 revised preliminary designs for four proposed project alternatives

Welcome and introductions

Victor Vourcos and Chris Amy, TxDOT project managers for the Harbor Bridge Project, opened the Technical Advisory Committee (TAC) meeting, welcomed participants, and had everyone introduce themselves. Eighteen TAC members signed in (four substitution).

Mr. Vourcos and Mr. Amy gave an update on the Harbor Bridge Project. They explained that there have been changes in the preliminary designs for the four proposed build alternatives in response to input from the public. These changes include a smaller right-of-way footprint and improved access to areas of the city. They also gave an overview of changes in the project schedule, explaining that the pace of the project has been accelerated with expected completion of the environmental documentation this fall and a Public Hearing in early 2014. In addition, they noted some recent developments in funding for the project.

Table Group Discussion of Revised Preliminary Designs

Mr. Vourcos then introduced the meeting facilitator, Susan Howard. Ms. Howard reviewed the meeting agenda and reminded the TAC members of the general meeting guidelines. She described the meeting format: round table discussions with TAC members rotating from table to table (15-minute rotations) to review all four proposed alternatives and provide feedback on revised preliminary designs. TAC members were able to compare the preliminary designs for the four alternatives from the December 4, 2012 public meeting to the current designs, with additional information provided in a handout describing the changes in all the alternatives.

To begin the table discussion, a facilitator seated at each table asked TAC members the following questions:

1. What do you notice about the new design? What do you see?
2. What concerns or confuses you? What excites you?
3. What does this mean for you?
4. How do these design changes affect you/Corpus Christ?

Facilitators recorded the responses on easel pads at each table. Once the rotations were completed, Ms. Howard called upon each table facilitator to present the comments collected from his/her table. The comments on each proposed alternative are captured below.

TAC Member Comments – Red Alternative:

Benefits:

- Reduced impacts to cultural/historical resources
- Like connection to SH 286.
- Freeway/Blvd section to downtown
- People attending special events at Whataburger Field have various ways to leave facility.
- Access to south side of Port; entertainment district (e.g., restaurants)
- Connects downtown completely

Drawbacks:

- Leaving the Whataburger Field; potential congestion
- North-bound exit ramp at Beach Street- only way to get to tourist sites.
- No direct exit from Southbound US 181 to Laredo St.
- Added travel time from Portland to downtown Corpus Christi.
- Increased traffic on local streets - not enough capacity.
- Special events – create gridlock.
- North-bound truck traffic coming from port ➔ No direct access to bridge
- Truck traffic from Port Ave. to north-bound I-37 ➔ Need entrance ramp

Suggestions:

- Would like direct connectors back in from south-bound US 181 to east-bound I-37
- Would like the four direct connectors shown in 2012 layout restored
- Would like to see Staples St. as an at-grade intersection
- Need more direct access to bridge
- Between US 181 and Bay front would like no bridges and more of a city street design

TAC Member Comments – Orange Alternative:

Benefits:

- Aerial tram for people over Ship Channel
- Second favorite option
- Maintain a structure near the Bay front to promote tourism

Drawbacks:

- People are impatient.
- Limited access and flow into downtown
- Circulation in circle from Port to old Highway 181 to frontage road and through box interchange
- No direct connectors for Port traffic to north-bound US 181
- Reducing access to North Beach to one exit at Beach Ave.
- Alignment will form barrier between ball park and SEA district

Suggestions:

- Pedestrian tram across the Ship Channel
- There needs to be an access ramp from east-bound frontage road to I-37- east of US 181.
- There needs to be a cross streets under Highway 181 north of I-37 connecting Washington Coles and Hillcrest neighborhoods
- Braided ramps needed to/from I-37 west of Port Ave.

TAC Member Comments – West Alternative:

Benefits:

- Reduces downtown bridge and US 181 maintenance
- County prefers more access to downtown.
- Connectivity in downtown area
- Pulls entire Northside neighborhoods together, potential to renew activity.
- Direct connects to Portland from downtown Corpus Christi.

Drawbacks:

- Reduced access to North Beach development and tourist attractions
- North Beach single exit
- Ramp capacity major concern
- Downtown too far away from bridge
- Security is a concern through the port area and tank farm.
- Loss of bridge as downtown icon
- Access from local neighborhoods is limited.
- Accidents at tank farm will shut down freeway.
- Access to new bridge will be restricted- no photos.
- Encroaches into designated wetlands, Rincon Channel, flight paths.

- Dredge spoil placement – conflict with long-term placement
- Increased Eagle Ford Shale activity could conflict.
- New oil dock in Portland area conflicts with crossing.

Suggestions:

- Reported that Corpus Christi City Manager suggested pedestrian access across the Ship Channel

TAC Member Comments – Green Alternative:

Benefits:

- View from Whataburger Field
- Least expensive alternative
- Eliminates some old infrastructure; opens up for redevelopment
- Improved access to downtown at Staples
- Acquisition of Port building on north side (very important building to Port).
- Port connections/ramps satisfactory
- Morgan St. connection to downtown is straight; similar to existing.

Drawbacks:

- Green is a bad idea- doesn't provide continuity between SEA district and waterfront.
- Limits development
- Can't get on bridge from downtown to go to Staples- no exits to Whataburger Field- all have to go to Crosstown- prefer Red or Orange.
- Increased travel time to downtown Ortiz Center - opposite cruise terminal.
- Limits real estate development.
- Difficult access from San Patricio County
- Separates Washington Coles from downtown
- Portland access to downtown limits are shorter.
- Curve is an issue and with grade is complicated with weave to ramps.
- Not as good for community cohesion
- Redevelopment and cohesion is not as good. Limits pedestrian, cohesive walkable downtown. Roadway creates a physical barrier.
- Braided interchange to get trucks from Port to interstate without going through multiple intersections. Same concern for special event traffic to Whataburger Field, etc.
- Similar to existing/maintaining what we have
- Still have curve and grade problem.
- Other alternatives restore connectivity in downtown- does not allow for enough redevelopment.
- Leaving downtown doesn't have direct connection.
- Still hard to exit in Beach St. (for all alternatives)

- Leaving downtown/Shoreline going to North Beach very hard
- Decreasing connections between North Beach and downtown
- Neighborhood access limited to bridge
- Bus acquisitions in downtown
- Acquisition of Brewster St. venue, water park would also be impacted.

Suggestions:

- Needs access road over to SEA district.

Group discussion of public involvement activities

Ms. Howard then informed TAC members about other upcoming opportunities for public involvement. She mentioned the possibility of additional small neighborhood meetings like the ones held in fall of 2012 and asked for ideas to assist in planning those meetings. She prompted the group by asking for suggestions about possible meeting locations, existing meetings for presentations, locations for displays, etc.

Suggestions by TAC members:

- "City Hall in the Mall"
- Downtown Management District/Artwalk Board presentation
- Specific request made by Wes Pierson – To make more financial/funding information available to public.

Meeting summary and plans for next meeting

The next TAC meeting will be held sometime before the Public Hearing planned for early 2014.

Technical Advisory Committee Meeting

Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

January 9, 2014 – 2:30 – 4:30 pm
Oveal Williams Activity Center, 1414 Martin Luther King Drive, Corpus Christi, TX

AGENDA

- Welcome and introductions
- Summary of the key findings of the Draft Environmental Impact Statement (EIS) (including shortened schedule and combined Final EIS and Record of Decision)
- Discussion of the preferred alternative.
- Discussion of the proposed park improvements
- Discussion of the proposed Environmental Justice mitigation
- Overview of the remainder of the project activities and the design/build process
- Discussion of upcoming public involvement including neighborhood meetings, storefront meetings, and Public Hearing
- Adjourn

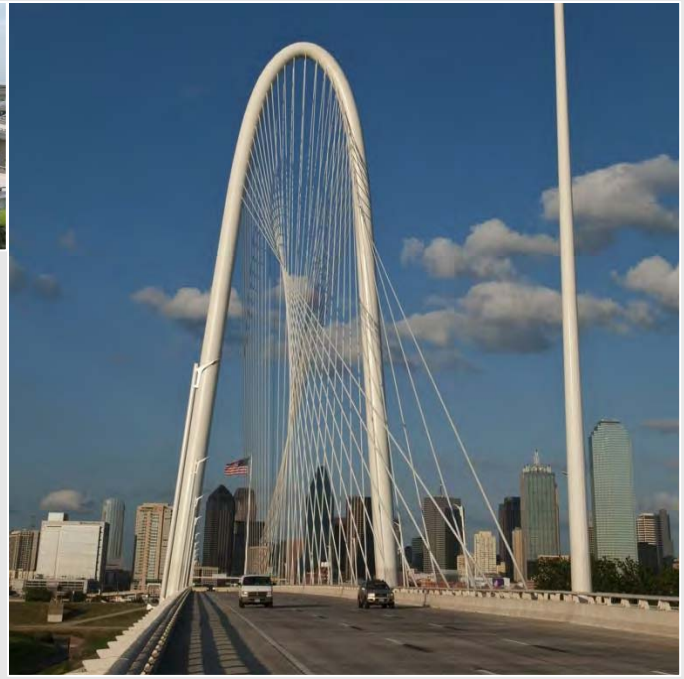
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TEXAS DEPARTMENT OF TRANSPORTATION



US 181 HARBOR BRIDGE PROJECT

Citizens' Advisory Committee

January 9, 2014

Today's Agenda

- Welcome and introductions
- Summary of key findings of Draft EIS
- Discussion of preferred alternative
- Discussion of proposed park improvements
- Discussion of proposed Environmental Justice mitigation
- Overview of upcoming project activities and design/build process
- Discussion of upcoming public involvement activities
- Adjourn

Key Findings of Draft EIS

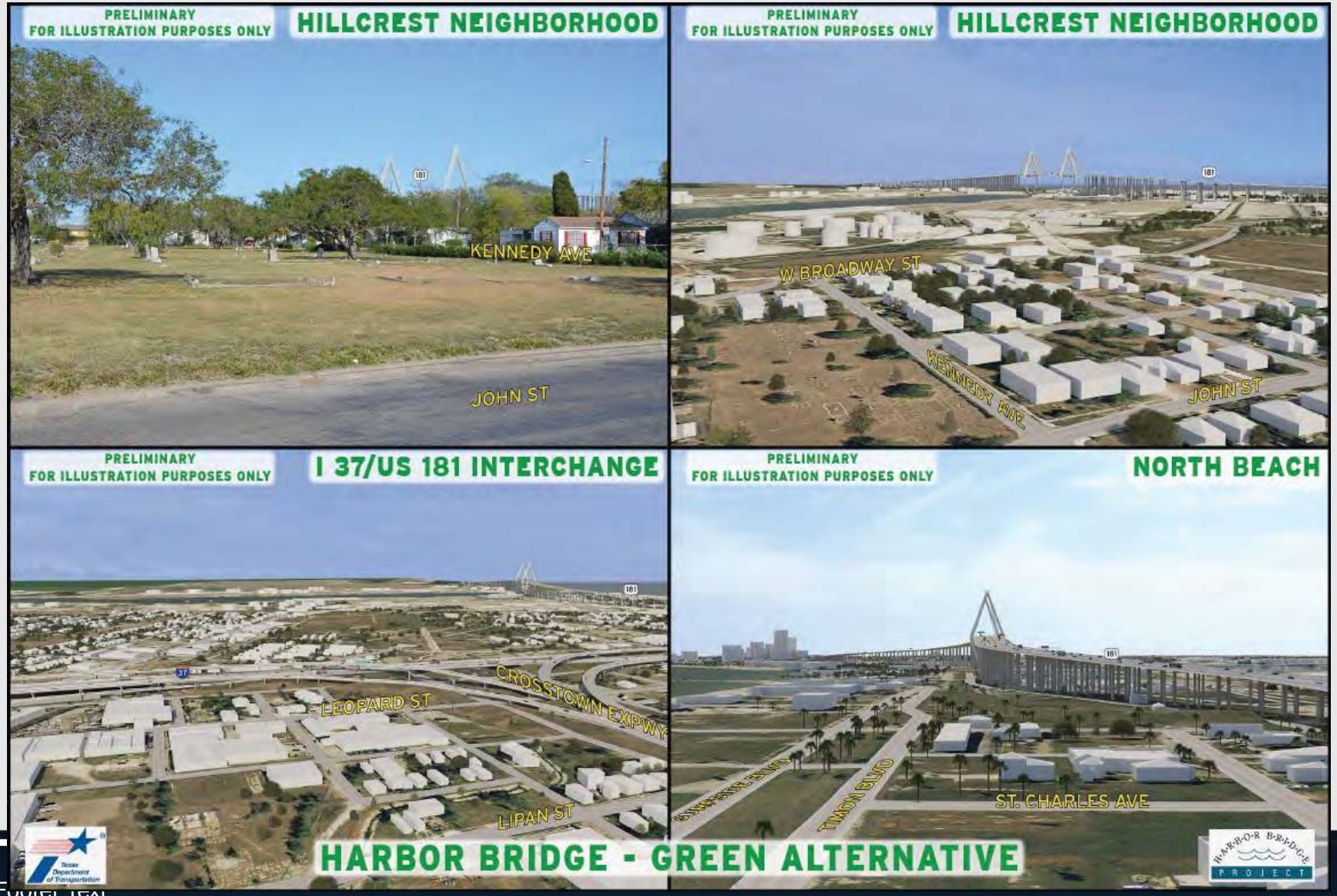
- Four reasonable alternatives plus no-build alternative evaluated
- Impacts on environment and community assessed
- Substantial input received from public regarding four alternatives
- Although avoidance of impact on local parks, recreational areas, wildlife refuges, and historic properties was the goal, all alternatives would have some impact.
- Draft EIS identifies a preferred alternative.
  - Best meets purpose and need of project
  - Has least impact to environment
  - Has greatest potential for lessening the effects of that impact
  - Maximizes engineering considerations

Why the Red Alternative

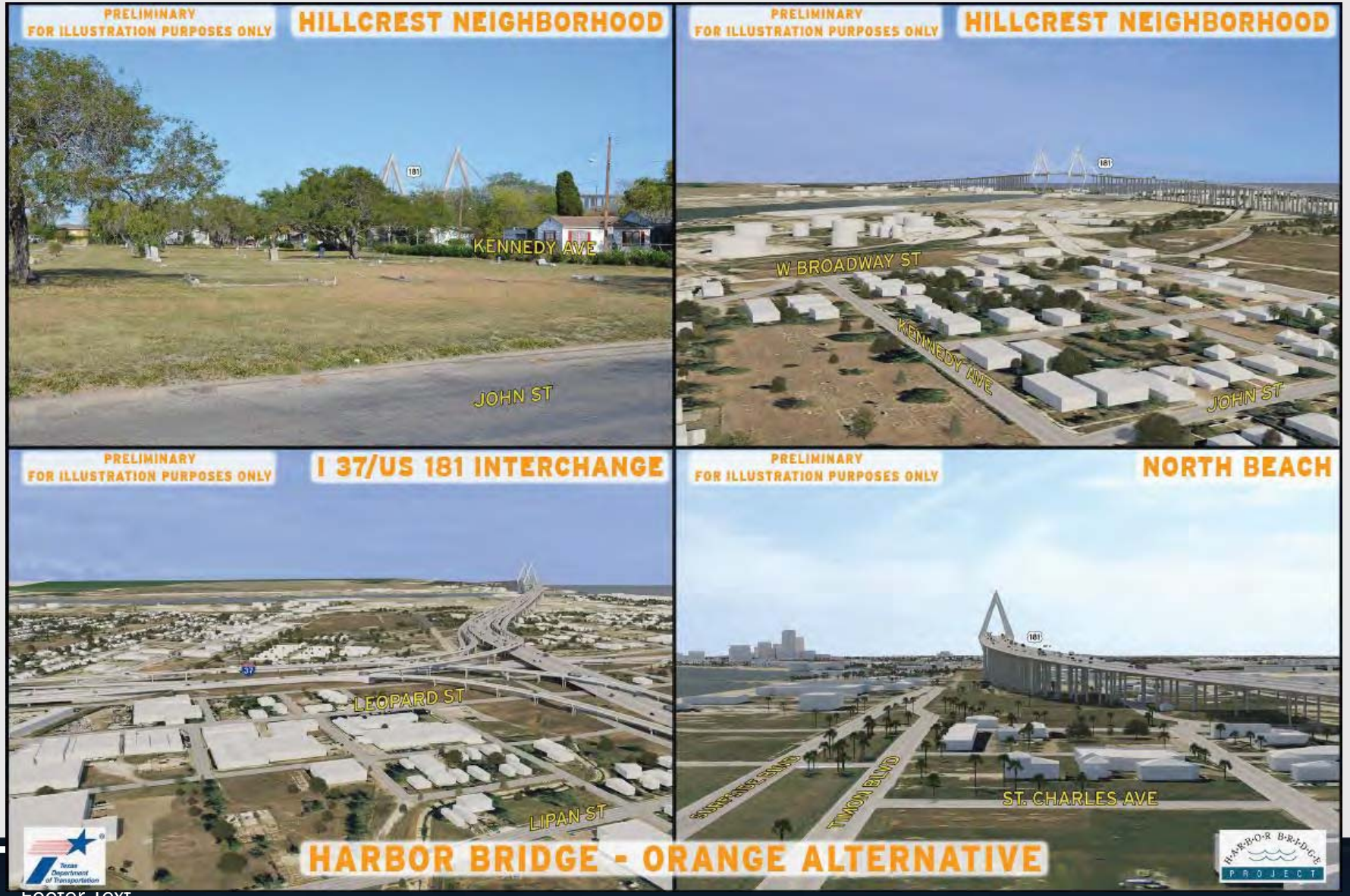
- Best meets Need and Purpose for project (safety, long-term operation)
  - Would remove US 181 barrier from downtown
  - Would improve mobility and access into and out of SEA District and downtown
  - Supports City's planning efforts for long-term sustainability
- Preserves much of existing connectivity between bridge and surrounding neighborhoods
  - Includes bicycle and pedestrian access
- Maximizes engineering considerations and accommodates navigational transportation needs of the Port of Corpus Christi
- Endorsed by Corpus Christi MPO, City of Corpus Christi, Port of Corpus Christi

But, decision not yet final

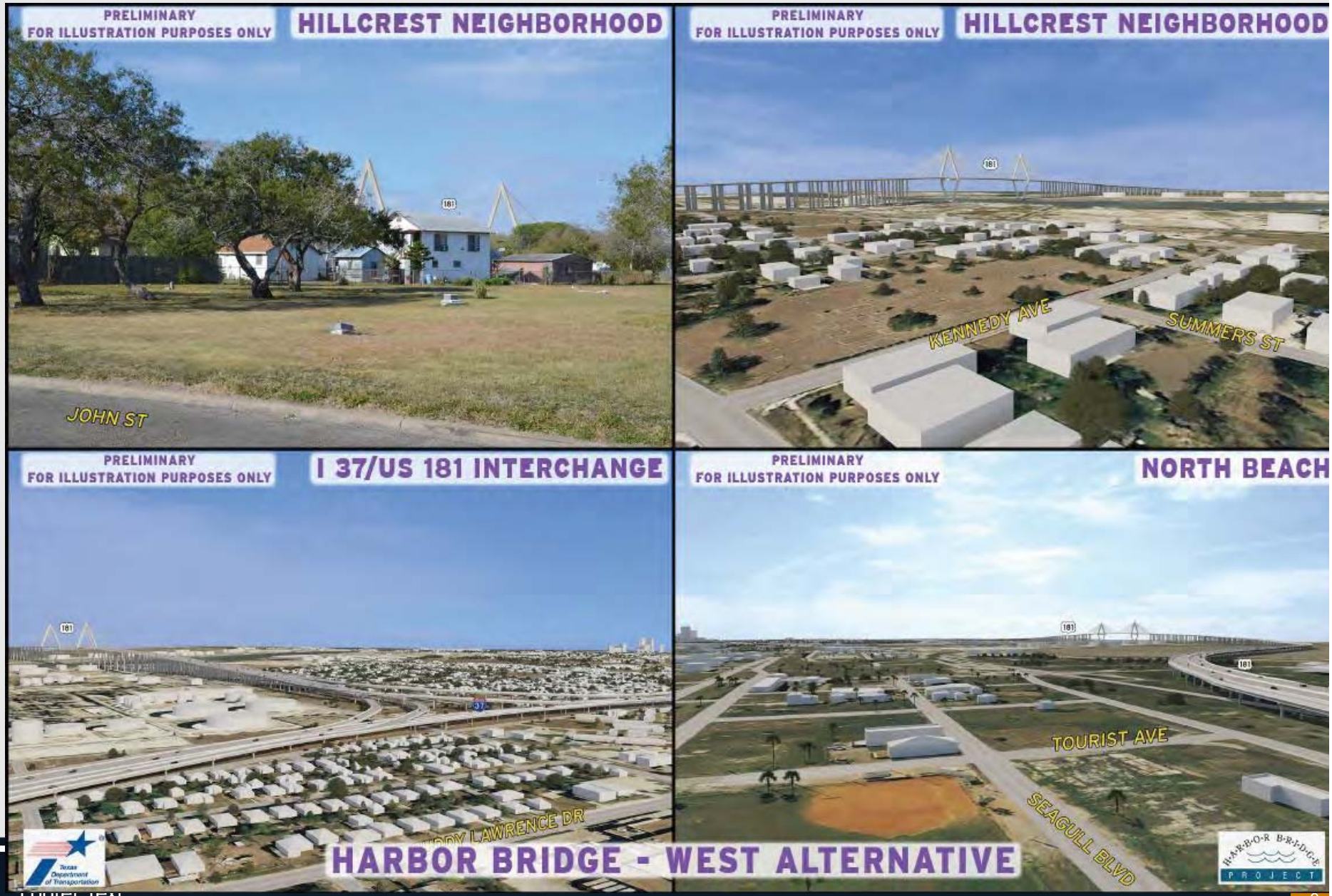
Green Alternative



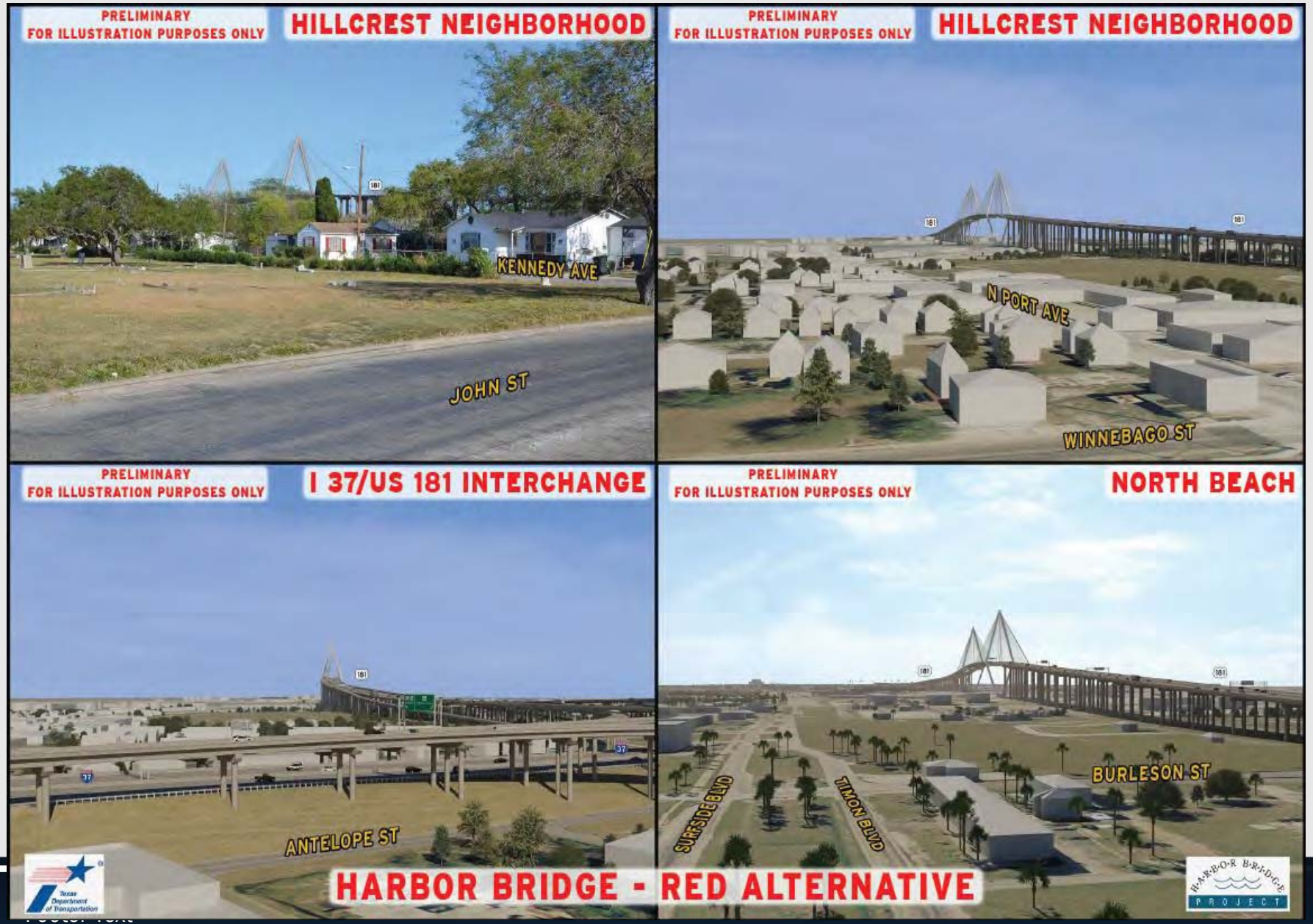
Orange Alternative



West Alternative



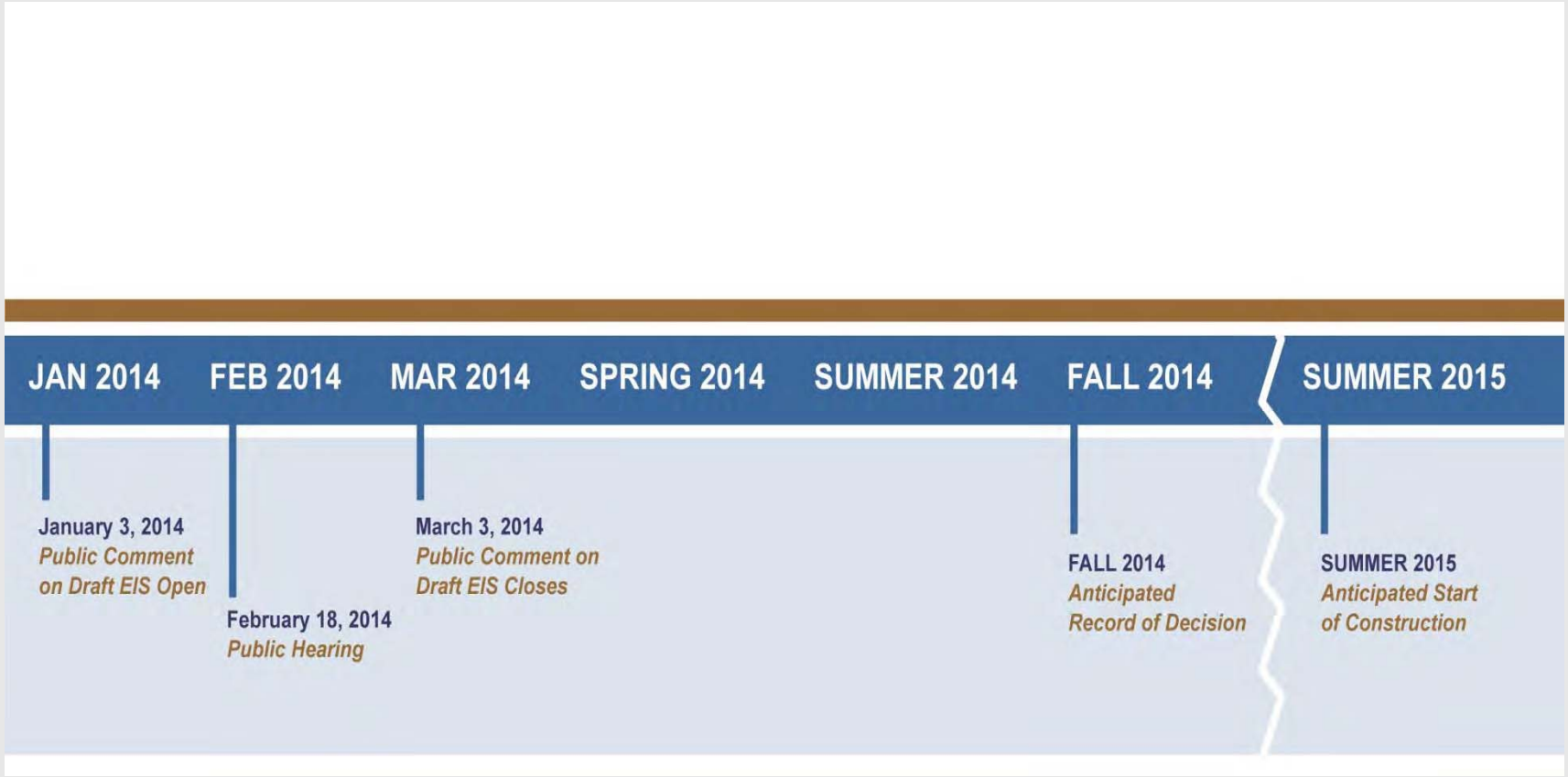
Red Alternative



Proposed Environmental Justice Mitigation

- Workforce support to provide services to those affected by business relocations
- Recreational improvements for neighborhoods
- Opportunities for neighborhood residents to participate in design of areas around bridge/roadways
- Financial support for improving neighborhood streets (including bicycle/pedestrian improvements)
- Identification of additional housing and transportation options, and economic opportunities
- Local Transportation Planning that focuses on minority and low-income communities

Project Activity Timeline



Public Involvement in January 2014

- Eight neighborhood open house meetings beginning next week
- "Storefront" meetings with TxDOT project managers every Tuesday and Thursday from Jan 7 to Feb 27:
  - Tuesday, 5-6 pm at La Retama Library
  - Thursday noon – 1 pm at Oveal Williams Senior Center
- TxDOT project managers available to talk about Draft EIS:
  - 8am – 5 pm at TxDOT District Office
- Public Hearing from 5 – 8 pm on Feb 18 at Solomon Ortiz Center

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NEWSLETTERS

A Newsletter from the
Texas Department of Transportation
Corpus Christi District
September 2005

NEWS from the Bridge

Harbor Bridge Replacement Project Enters Next Phase

The Texas Department of Transportation - Corpus Christi District has begun the next phase of its project to replace Harbor Bridge. According to the recommendations of a Feasibility Study that TxDOT completed in 2003, the nearly 50-yr-old Harbor Bridge is approaching the end of its useful life. A steel bridge over salt water, Harbor Bridge will need increasing amounts of costly maintenance as it ages. The replacement of Harbor Bridge presents an opportunity to address steep slopes, sharp curves, and lack of shoulders on the existing structure. Furthermore, as larger ships begin entering the Corpus Christi Ship Channel, they will require higher clearances than the existing bridge offers.

Four Harbor Bridge Alternative Corridors Evaluated During Feasibility Study

In the Feasibility Study, four alternative corridors were evaluated for replacing Harbor Bridge. As shown on the map, the green alternative follows the current route of the bridge. The blue alternative follows the path of the current southern approach to the bridge but then continues out into Corpus Christi Bay, avoiding the existing Northside neighborhood and Port facilities. The orange alternative is an extension of the Crosstown Expressway but returns to an alignment (route) parallel to the existing Harbor Bridge across the Corpus Christi Ship Channel. The red corridor alternative would provide the most direct connection between the existing IH37/SH286 (Crosstown Expressway) interchange and U.S. 181 north of the Ship Channel.

The Feasibility Study identified the fourth corridor as the preferred corridor for further study. An advantage of this corridor identified in the study is that this corridor would enable a new bridge to be built without the sharp curves and steep approaches of the existing Harbor Bridge, which would enhance safety.

Continued on page 2



Alternative Corridors Identified for Harbor Bridge Replacement

Harbor Bridge Replacement Project (cont.)

This alternative also was identified as being the most compatible alternative with the City of Corpus Christi's future development plans.

The preferred corridor is approximately 3,000 feet west of the existing Harbor Bridge. Although this corridor is about 600 feet wide, the actual path of the bridge and its approaches would be approximately one-fourth of that width.

The other alternatives were ranked lower than the preferred corridor for various reasons including safety, greater adverse environmental impacts, and incompatibility with future local development.

Environmental Documentation/Schematic Development Phase Now Underway

With the Feasibility Study completed, TxDOT is now working on two other key activities—preparing the environmental documentation that is required before the new bridge can be built and developing the preliminary engineering designs for a new bridge structure and its associated approaches and tie-ins to existing roadways.

Although the Feasibility Study identified a preferred corridor, TxDOT will consider the other alternatives, including a no-build alternative, as it prepares the Environmental Impact Statement (EIS) for the project. Over the next year, TxDOT and its consultants will be gathering and evaluating information on possible environmental impacts associated with building a bridge in various locations within the identified corridors. This process began during the Feasibility Study, but will be carried out in more detail during this phase of the project.

The first step in the EIS process was to hold "scoping" meetings with other government agencies interested in the Harbor Bridge, and with the public. These meetings, held this past June, were designed to solicit ideas on what TxDOT should consider as it conducts its environmental investigations. For instance, are there specific landmarks or structures that should be avoided? Are there neighborhood considerations that might have been overlooked? Are there other corridors that should be considered? This kind of information will help TxDOT decide what to look at in more detail while preparing the EIS.

Possible Bridge Alignments and Designs to be Developed

With the information from the scoping meetings, TxDOT's consultant engineers have begun looking at possible alignments and designs for the new bridge within the identified corridors. An early review from the Federal Highway Administration (FHWA), the agency that must eventually approve the plan for Harbor Bridge, indicated that TxDOT should focus most of its attention on the two corridors to the west of the current bridge alignment. The other two corridors are not considered to be reasonable for meeting the purpose and need for a replacement for Harbor Bridge.

TxDOT will also be meeting with its consultant bridge architects, and with local architects, to start determining the most appropriate type of structure for the replacement bridge.

TxDOT to Consider Tolling of New Bridge

During this phase of the project, TxDOT will be considering the use of what are called "managed" lanes on the replacement bridge (see page 3). These lanes would require drivers to pay a toll and may be separated from the rest of the traffic either by pavement striping or a physical barrier. Managed lanes would allow drivers to move more quickly over the new bridge and through downtown Corpus Christi during times of traffic congestion. More importantly the money that such lanes would generate would mean that construction of the new bridge could begin as early as 2010 versus a construction start date as late as 2030 without this needed revenue (see project timeline on page 3).

What is an Environmental Impact Statement?

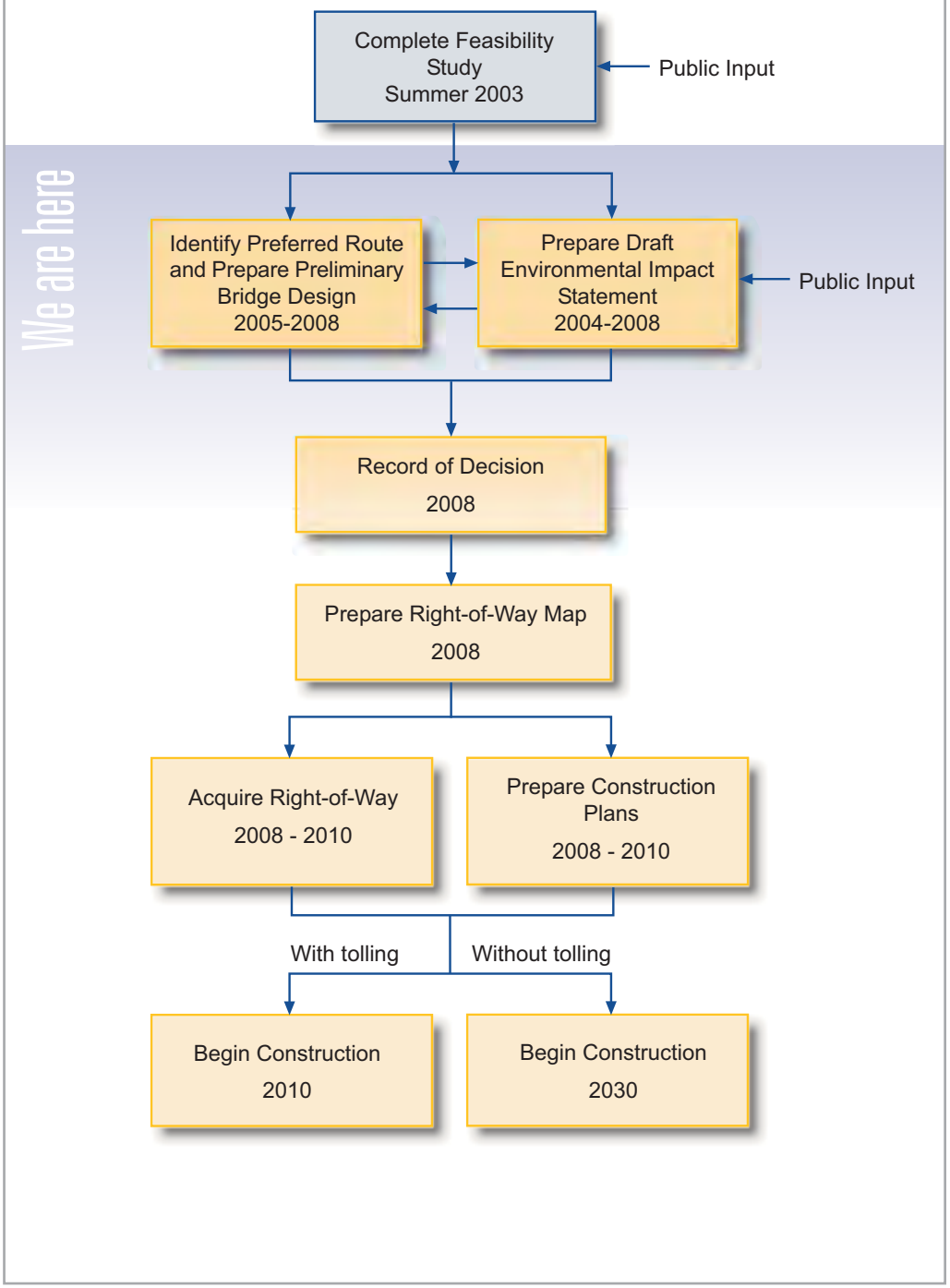
- Document required by the National Environmental Policy Act for large projects that use federal funds
- Provides detailed analysis of probable environmental consequences associated with the construction of the preferred alternative
- Examines the environmental consequences of the no-build alternative
- Includes public involvement at the beginning of the EIS development and throughout the process
- Requires coordination with state and federal regulatory agencies
- Must be approved by the U.S. Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA)

Public Input Key Element in Study

As it was in the Feasibility Study, input from the public is a key component in the current phase of the project. During the feasibility study, TxDOT formed a Citizens' Advisory Committee (CAC) as a means of communicating with interested individuals and organizations. This group, which met three times, offered many ideas, opinions, and concerns, and helped TxDOT form a vision of what a replacement bridge should offer. In evaluating the alternatives, the project team used input from the CAC, from citizens at the public meetings, and from the maritime industry and the ship pilots who navigate the Ship Channel.

During the environmental documentation process, the CAC will again play a key role (see article on page 5). In addition, TxDOT will distribute newsletters such as this one, hold public meetings and a public hearing, and will have a project website where local citizens can get information as well as submit comments.

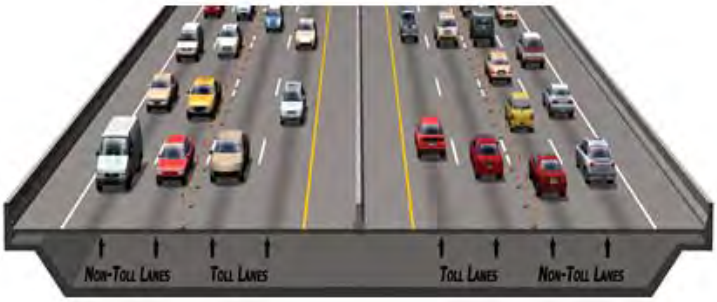
Anticipated Project Activities Through Construction of a Harbor Bridge Replacement



Tolling and Harbor Bridge

TxDOT is considering the use of tolled, also known as "managed," lanes on the replacement for Harbor Bridge. Drivers would pay a small fee to drive in these lanes (one or more lanes in each direction).

The following information provides answers to some of the most commonly asked questions about the use of tolling.



Typical Managed Lane Section

1. Why don't our taxes cover the funding for a new bridge?

The traditional method of financing new roads and bridges has been revenue from the state and federal gasoline tax. Texans pay 20 cents per gallon in state taxes (same rate since 1991), and 18.4 cents in federal taxes (same rate since 1997). As shown below, TxDOT gets 59 cents for every state fuel tax dollar collected. As vehicles become more fuel efficient, motorists use less gas and therefore less revenue is collected. This, plus the fact that the gas tax has not kept pace with the increasing costs of highway construction and materials, means that TxDOT only generates enough money to pay for about a third of its transportation needs statewide.

2. What will tolling accomplish?

With a network of managed roads across Texas, including some in Corpus Christi, the state will be able to close the gap between available funding (from the gas tax) and the cost of needed improvements, such as a replacement for Harbor Bridge. What this means is that it will be possible to complete many new projects more quickly than can be done with the traditional approach for funding new roads and bridges.

3. Why would tolling be used on the replacement for Harbor Bridge?

As explained above, the money generated by tolls would provide additional funding that TxDOT needs to begin construction of the new bridge much earlier than would be possible without this funding. The project timeline shown on page 3 of this newsletter shows the projected bridge construction schedule with and without the use of managed lanes for tolling.

4. How would TxDOT determine the amount of the toll?

TxDOT would determine the exact amount of the toll on the basis of the projected future traffic across the bridge and the costs of constructing and maintaining the bridge.

5. How would these managed lanes work on the new bridge?

As shown in the figure above, one or more "managed" lanes on the new bridge would be separated from the other lanes by either pavement striping or physical barriers. Traffic in these managed lanes would move more swiftly during times of congestion, thus giving drivers an opportunity to reduce their travel times. However, using the managed lanes would always be voluntary; no one would be forced to use these lanes.

The method of collecting tolls in the managed lanes has yet to be determined.

How is state fuel tax spent?



Public Schools 24¢ ($716.5 million)

TxDOT 59¢ ($1.423 billion)

Other 4¢ ($129.2 million)

DPS 13¢ ($383.9 million)

TxDOT: 2004

CAC

Citizens' Advisory Committee Will Continue to Play Key Role in Project

Harbor Bridge Citizens' Advisory Committee (Corpus Christi) Members (Confirmed as of 15 August 2005)

Kelly Arkadie
Betty Black
Harold Branch
Frank Brogan
Andrew DuArté
Kirk Fauver
Dr. Manuel Flores
The Honorable Henry Garrett, Mayor of Corpus Christi
Rudy Galvan
Tom Galyon
Michael Gunning
Bud Harris
Albert Hinojosa
George Hodge
Shirley Jordan
Councilmember Bill Kelly, City of Corpus Christi
Esther Knowles
Lorenzo Knowles
The Honorable David Krebs, Mayor of Portland
Scott Kucera
Waunell Madison
The Honorable John Edward Marez, City Council Member
Thelma Morgan
Roland Mower
Tom Niskala
Margie Rose
Tom Schmid
Gloria Scott
David Seiler
The Honorable Terry Shamsie, Nueces County Judge
Pat Suter
Manuel Tagle
Lamont Taylor
Roger TenNapel
Norma Urban

Since public involvement is so important in determining the future of Corpus Christi's bridges, TxDOT formed a Citizens' Advisory Committee (CAC) shortly after the Feasibility Study began. Membership on the committee was open to anyone with an interest in the study and a commitment to attend a series of meetings over the next two years.

The CAC's mission is to offer the community an opportunity for a timely exchange of information with TxDOT. TxDOT will present information on potential plans for a replacement bridge as it becomes available, and will solicit the ideas and reactions of committee members.

Two CACs in This Phase of Project

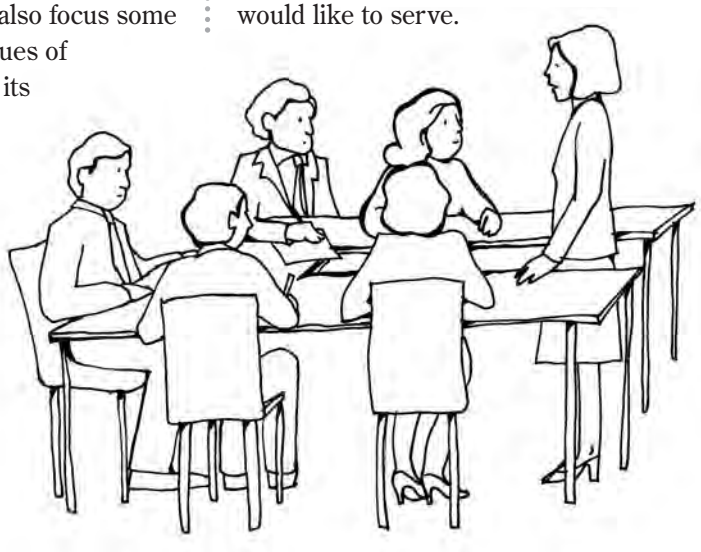
During this phase of the Harbor Bridge project, there will be two CACs—one in Corpus Christi and one in Portland. The two locations will make it easier for committee members to attend meetings near their home or place of business. Both of these committees will have similar meeting agendas, although each committee will also focus some of its attention on issues of particular interest to its particular location.

In the past, CAC members have provided valuable input to TxDOT in many areas. For instance, they have shared their ideas about what a replacement for Harbor Bridge should offer and what the advantages and disadvantages of various corridor alternatives might be. CAC members have also provided valuable insights into where and when public meetings should be held, as well as how best to reach out to the wider community with study information.

First CAC Meetings Set for Sept. 27, 28

The first CAC meetings of 2005 will be on Tuesday, September 27th at the Oveal Williams Senior Center, 1414 Martin Luther King Dr., in Corpus Christi, and on Wednesday, September 28th at the Portland Community Center, 2000 Billy G Webb, in Portland. Both meetings will run from 6 - 8:30 p.m.

A list of the individuals who already are serving on the Corpus Christi CAC is shown in the box at the left. If you are interested in participating in one of these committees, please contact Victor Vourcos, TxDOT Project Manager at 361-808-2378 or VVOURCOS@dot.state.tx.us, and let us know on which committee you would like to serve.



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E-mail: _____

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Victor Vourcos
TxDOT Corpus Christi
1701 S. Padre Island Drive
Corpus Christi, TX 78416
phone: 361-808-2378
fax: 361-808-2407
email: vvourcos@dot.state.tx.us

TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416

NEWS from the Bridge

A Newsletter from the
Texas Department of Transportation
Corpus Christi District
April 2006

Public Meeting to be Held on April 25

Please join us for a public meeting on the replacement of the Harbor Bridge and route alternatives. This meeting, to be held on Tuesday, April 25, 2006, offers the community a chance to learn about:

- The latest developments in the Harbor Bridge replacement project;
- Options for financing the new bridge;
- The alternative alignments under consideration for the new bridge and its approaches; and
- A preview of an upcoming Bridge Design Guideline Workshop for the community.

During the open house at the beginning of the meeting, you may visit and ask questions at information stations on the environmental documentation process, financing options for the new bridge, public involvement, the bridge design process, and the proposed bridge alignments. TxDOT and its consultant team will make a presentation on these same topics immediately after the open house and you may offer your suggestions during the public comment session that wraps up the public meeting.

We look forward to seeing you on April 25.

You are invited to an Open House and Public Meeting on The Replacement of the Harbor Bridge and Route Alternatives

Tuesday, April 25, 2006
Open House: 5:30 - 6:30 p.m.
TxDOT Presentation: 6:30 - 7:15 p.m.
Public Comment Session: 7:15 - 8:00 p.m.
Oveal Williams Senior Activity Center
1313 Martin Luther King Dr.
Corpus Christi, TX

For more information, call Victor Vourcos at TxDOT: 361-808-2378

Citizens' Advisory Committee Meet

Corpus Christi and Portland citizens who have signed up to be members of the Citizens' Advisory Committee (CAC) for the Harbor Bridge Replacement project have met twice in the last eight months.

The CAC was initially established during the feasibility study phase of the Harbor Bridge project to offer the community an opportunity to learn about the project as it develops and to offer their ideas during this process. Membership is open to anyone with an interest in the project and who is willing to make a commitment to attend several meetings a year for a couple of years.

The CAC meets in two locations—Corpus Christi and Portland—to make it convenient for those who live on both sides of the Corpus Christi Ship Channel.
(continued on page 2)

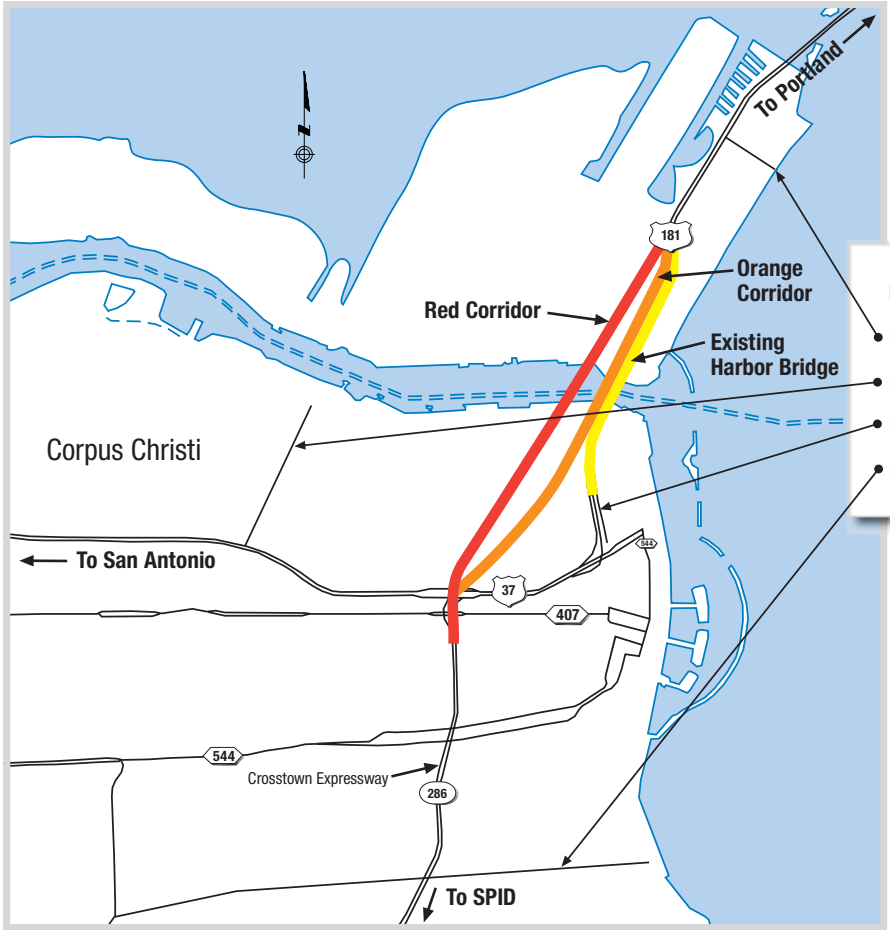


CAC members learn about project status during the March 2006 CAC Meeting in Corpus Christi

Preliminary Engineering Design Continues to Evolve

Since our last newsletter was published in September 2005, TxDOT and its consultant, URS Corporation, have been making progress toward identifying possible alignments for the new bridge and its approaches.

At the end of the feasibility study phase of the project in 2003, four possible bridge corridors were identified. Two of those corridors were not feasible for further consideration because they do not meet the requirements for a new bridge (e.g., they do not alleviate safety issues or they create new problems in terms of environmental effects).



Harbor Bridge project limits for both orange and red corridor alternatives

Therefore, TxDOT is focusing its efforts on possible alignments in two corridors—identified in the Feasibility Study as the red and orange corridors (see map). After developing a preliminary version of the potential alignments, the TxDOT team presented these alternatives to representatives of the City of Corpus Christi and the Port of Corpus Christi in January of this year. With feedback from these entities, TxDOT made a few changes in the alignments and then presented them to the CAC meetings in early March.

As described previously, CAC members provided valuable information by noting issues associated with potentially changing on- and off-ramps along the Crosstown Expressway (SH 286), I-37, and U.S. 181. Once again, the design team has considered these comments in the latest version of the potential alignments that will be presented for public comment at the public meeting on April 25.

Citizens' Advisory Committee (continued from page 1)

At the meeting in late September 2005, CAC members learned about the status of the Harbor Bridge project and offered their suggestions on upcoming project activities. In early March 2006, the CAC met again, this time to talk about potential financing options for the new bridge, the current status of the project, and an upcoming design guideline workshop for the local community (see article, page 3).

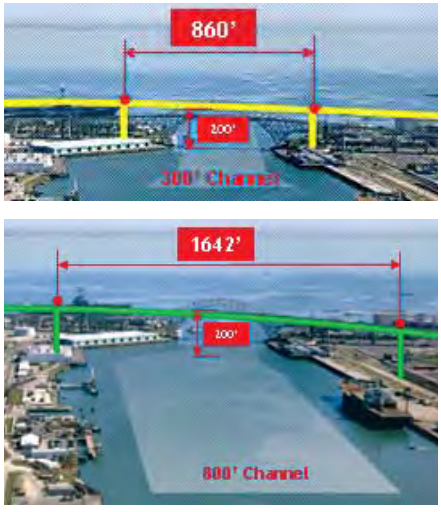
At the March meeting, CAC members got a chance to look at the drawings of the alternative alignments, including the proposed new interchange with the Crosstown Expressway (SH 286). They were able to voice their opinions regarding proposed changes in access including the removal or relocation of ramps and the closing of some city streets.

Design Guideline Workshop Coming up in May

In early May, the community will have a chance to begin helping to determine the "look" of a new bridge to replace the Harbor Bridge. Many valuable ideas about the new bridge have already come from community members during CAC and other meetings.

Now local residents will be able to think about what a new bridge should look like and how it should best be integrated into the local setting. Should the new bridge be a symbol of the Corpus Christi area as the Harbor Bridge is, and, if so, what sort of symbol would be most appropriate?

To give the entire community a say in the new bridge, a Bridge Design Guideline Workshop will be held on May 11 at the Ortiz Center in Corpus Christi. Nationally renowned bridge designer, Miguel Rosales, and URS Corporation's National Director for Major Bridges, Steve Stroh will be on hand to lead the workshop presentations and discussions. Miguel is president and principal designer for RGA, a transportation architecture and engineering firm based in Boston, MA.



Each of the orange and red alternative bridge cooridors has a different span length for a new bridge. These different lengths affect the design of the new bridge and associated approaches.

The workshop will run from 3 - 8 p.m. Everyone is welcome to come at any time during those hours to look at exhibits, ask questions of the bridge designers, and record a comment. At 4 and 6 p.m., the bridge designers will make a presentation explaining the various bridge design possibilities for a Harbor Bridge replacement, and will ask some questions of those in attendance. These questions will include the following:

- What structures and buildings are representative of the Harbor Bridge area?
- What features of the existing Harbor Bridge are valuable/attractive?
- Should the new bridge stand out or blend in with the surroundings?
- What visual elements of the new bridge would be important to you?

Even if you can't attend the workshop, you may participate in the design process by going to the Harbor Bridge Replacement Project website at www.harborbridgereplacement.com. Beginning May 11, you can complete an online survey that will show you some example bridge types and allow you to communicate your ideas about what a new bridge should look like. This survey will be available until the end of May. Similarly, you may also send written comments on the potential bridge design to TxDOT by the end of May.

Beginning in early June, the bridge designers will review and compile all of the community comments on bridge design. At the next public meeting for the project, they will present their findings and request additional public input. Watch future newsletters and the project website for the date and time of the next public meeting.

Status of Environmental Documentation Activities

Work on the environmental documentation portion of the Harbor Bridge Replacement project also has been taking place while the preliminary engineering design has been underway. In fact you may have seen some of the consultant team as they conducted a historic resource survey early in 2006.

This survey is part of the information gathering effort needed to prepare the Environmental Impact Statement (EIS) for the new bridge. The goal of this effort is to identify and evaluate all the possible environmental issues, including socioeconomic effects, associated with building a new bridge in any of the alternative alignments being considered.

The project team is currently planning to complete a draft EIS by late fall 2006. This draft document must be submitted to the Federal Highway Administration and TxDOT for review and revision. Sometime in the spring of 2007, the draft document will be available for the public to review and comment on during a public comment period and a public hearing.

Specific dates for the public comment period will be published in the newspaper, in a future edition of this newsletter, and on the Harbor Bridge Replacement website (www.harborbridgereplacment.com)

For more information on the Harbor Bridge Replacement Project, contact:

Victor Vourcos, P.E.
TxDOT Corpus Christi
1701 S. Padre Island Drive
Corpus Christi, TX 78416
phone: 361-808-2378
fax: 361-808-2407
email: vvourcos@dot.state.tx.us



Help Us Design Our New Bridge at the Design Guideline Workshop for the Harbor Bridge Replacement

Thursday, May 11, 2006
Open House: 3 p.m. - 8 p.m.
Presentations: 4 p.m. and 6 p.m.

Solomon Ortiz Center
402 Harbor Drive
Corpus Christi, TX 78401

For the latest information on the Harbor Bridge Replacement Project, visit our website at:

H·A·R·B·O·R B·R·I·D·G·E
REPLACEMENT PROJECT

www.harborbridgereplacement.com

TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416

A Newsletter from the
Texas Department of Transportation
Corpus Christi District
May 2007

NEWS from the Bridge

Public Scoping Meeting to Address Harbor Bridge Project's Expanded Geographical Limits

In early 2007, the Federal Highway Administration (FHWA) and TxDOT decided to extend the geographical limits of the Harbor Bridge project to more fully address issues associated with how a possible new bridge and its approaches would connect with existing roadways. This means that the project now has expanded project and study limits, as shown on the map on page 3. Any project right-of-way acquisition and construction would take place within the **project limits** only; the **study limits** are areas that may be affected by the project in terms of traffic, but will not undergo any new construction associated with the Harbor Bridge project.

As shown on the map, the new project limits are as follows:

(continued on page 2)

Please Join Us for a Public Scoping Meeting on the Expanded Project Limits for the Harbor Bridge Project

Thursday, May 17, 2007
Open House: 5:30 - 6:30 p.m.
TxDOT Presentation: 6:30 - 7 p.m.
Public comment session: 7 - 8 p.m.
Oveal Williams Senior Activity Center
1414 Martin Luther King Drive • Corpus Christi, TX

For more information, call Victor Vourcos at TxDOT: 361-808-2378

Those interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the district public information officer, Frances Garza at 361-808-2231 at least two days before the meeting. Because the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days before the public scoping meeting. TxDOT will make every reasonable effort to accommodate these needs.

What is the Harbor Bridge Project?

The Texas Department of Transportation (TxDOT), Corpus Christi District, is determining whether the Harbor Bridge, which spans the Corpus Christi Ship Channel at U.S. 181, should be replaced. A Feasibility Study completed by TxDOT in 2003 concluded that US 181 and the Harbor Bridge must be improved to maintain a safe and efficient transportation corridor.

The Harbor Bridge project is now in the environmental documentation/schematic development phase. With substantial public input, TxDOT is now preparing an Environmental Impact Statement that evaluates several potential alignments for a new bridge, as well as a "no-build" scenario (leaving the current bridge in place).

In 2007 the project was expanded to include improvements to SH286/Crosstown Expressway.

General Project Timeline

- Public involvement throughout project
- Feasibility Study: completed in 2003
- Environmental documentation and schematic development: 2004 - 2009

Public Scoping Meeting *(continued from page 1)*

the northern limit is the US 181 and Beach Avenue interchange located north of the Corpus Christi Ship Channel but south of the Nueces Bay Causeway; the southern limit is the SH 286 and SH 358 (South Padre Island Drive) interchange; the eastern limit is the Interstate Highway (IH) 37/US 181 intersection with Shoreline Boulevard; and the western limit is the IH 37 and Nueces Bay Boulevard interchange. The new project limits total approximately 7.5 miles in length from north to south along US 181 and SH 286, and 2.1 miles in length from east to west along IH 37.

The new study limits are as follows: the northern limit is the US 181 and SH 35 interchange just south of Gregory; the southern limit is the SH 286 (Crosstown Expressway) and SH 358 (South Padre Island Drive) interchange; the eastern limit is Shoreline Boulevard; and the western limit is the IH 37 and SH 358 (North Padre Island Drive) interchange.

Because of the expansion of the project area, TxDOT will be holding a public scoping meeting on May 17 to enable the local community to learn more about the expanded project and study limits, and to provide comments about the Harbor Bridge project.

During the open house at the beginning of the meeting, you may visit and ask questions about the Harbor Bridge project and look at detailed maps showing the expanded project and study areas. TxDOT and its consultant team will make a presentation immediately after the open house and you may offer your suggestions during the public comment session that wraps up the public scoping meeting.

We look forward to seeing you on May 17.

TxDOT Holds Informal Neighborhood Meetings for Those in Expanded Project Area

During the last week in April 2007, TxDOT held two informal neighborhood meetings specifically for those who live and/or work in the expanded project area along SH 286 (Crosstown Expressway). About 50 people attended these meetings to learn about how the Harbor Bridge project might possible affect an area of the Crosstown Expressway near their place of business or residence.

TxDOT representatives and their consultant team were on hand to review the status of the project and to answer questions. Those in attendance had numerous questions about possible changes in access to the Crosstown Expressway, potential use of managed lanes (with tolls) in addition to the existing traffic lanes, and various right-of-way issues.



For the latest information on the Harbor Bridge Project, visit our website at:

H·A·R·B·O·R B·R·I·D·G·E
PROJECT

www.harborbridgeproject.com



Harbor Bridge Project and Study Limits

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Corpus Christi, TX 78416
phone: 361-808-2378
fax: 361-808-2407
email: vvourcos@dot.state.tx.us

Victor Vourcos
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416

A Newsletter from the
Texas Department of Transportation
Corpus Christi District
July 2011

NEWS from the Bridge

Harbor Bridge Project has Restarted

Work on Harbor Bridge Project has resumed after a hiatus of several years. This project consists of proposed improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel from Beach Avenue (on US 181) to Morgan Avenue on SH 286. The Federal Highway Administration (FHWA) is the lead Federal agency for this project and the Texas Department of Transportation (TxDOT) is the joint lead agency.

In 2010, TxDOT's administration determined that the Harbor Bridge improvements previously discussed with the community during a 2007 public meeting would no longer include managed lanes (tolled lanes) on US 181 or SH 286 as had been proposed at that time. Therefore they decided that the project and study limits for the Harbor Bridge project would be reduced to correspond to the original project limits that were first introduced during a public meeting in 2005 (see map on page 2).

The map illustrates the four possible alternatives for a corridor in which a new bridge could be constructed to replace the existing Harbor Bridge. These alternatives were identified, with input from local stakeholders and the public, during a Feasibility Study completed in 2003.

The current phase of the Harbor Bridge Project is the preparation of an Environmental Impact Statement (EIS) and conceptual designs for a bridge alignment. The purpose of the EIS is to describe the potential effects of a bridge replacement on the physical, biological, and social elements in the project's environment. During the EIS process, TxDOT will evaluate the effects of locating a new bridge (and associated approaches) in various possible alternative alignments, including a "no build" alternative (leaving the existing bridge in place).

Please Join Us for a Public Scoping Meeting on the Harbor Bridge Project

Tuesday, August 9, 2011
Open House: 5:30 – 6:30 p.m.
TxDOT Presentation: 6:30 – 7 p.m.
Public comment session: 7 – 8 p.m.
TxDOT Corpus Christi District Office—Training Center,
1701 S. Padre Island Crive, Corpus Christi, TX

Those interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the district public information officer at 361-808-2481 at least two days before the meeting. Because the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days before the public scoping meeting. TxDOT will make every reasonable effort to accommodate these needs.


BEGIN PROJECT
BEACH AVE.
BEACH AVENUE
35
181
Corpus Christi
Beach
SHIP CHANNEL/
PORT OF CORPUS CHRISTI
HARBOR
BRIDGE
BLUE
Whataburger
Field
RED
ORANGE
GREEN
MUSEUM
DISTRICT
Nueces Bay Blvd
Hillcrest
Neighborhood
Hillcrest Cemetery
Bayview Cemetery
Dr. H. J. Williams
Memorial Park
Washington
Coles
Neighborhood
Heritage
Park
181
35
Corpus Christi Seawall
Old Nueces County
Courthouse
Oveal Williams
Senior Center
TC Ayers Park
Old Bayview
Cemetery Park
37
Downtown
Lovenskiold Park
Ben Garza Park
Hebrew Rest
Cemetery
CORPUS CHRISTI
END PROJECT
MORGAN AVE.
MORGAN AVENUE
286
US 181 Harbor Bridge Location Map
Preliminary Alternatives Under Consideration
N
0
1,100
2,200
Feet
1 inch equals 2,200 feet
Key to Features
Alternatives
Potential Issues / Constraints
Cemetery
Commercial / Industrial
Community / Government
Park

Public Involvement is Key Element of EIS

A key component of the EIS is public and stakeholder input, including extensive coordination and information-sharing among public officials and local residents about possible environmental consequences, as well as scientific investigations into key pertinent issues. Public input is heavily considered throughout the six phases of an EIS:

1. Scoping (identification of issues to be studied)
2. Screening potential alternatives
3. Analyzing and evaluating a short list of alternatives in detail
4. Comparing alternatives and preparing the Draft EIS (DEIS) by comparing the impact of each alternative on the environment
5. Distributing the DEIS to federal, state, and local agencies, and interested members of the public
6. Responding to comments, revising, and preparing the Final EIS (FEIS) that will identify the Preferred Alternative.

In June and July 2011, FHWA and TxDOT published a Notice of Intent in the *Federal Register* and *Texas Register*, signifying that the EIS process was beginning for the Harbor Bridge Project. The first step in that process is scoping to obtain information about the alternatives being considered and to consider any new alternatives suggested by agencies or the public. A public scoping meeting will be held on the evening of August 9, 2011 at TxDOT's Corpus Christi District office (see meeting announcement in this newsletter) to gather input from local residents. Federal, state, and local agencies will have their own scoping meeting earlier that same day.

During the public scoping meeting, TxDOT will offer information on why the Harbor Bridge project is being conducted and how the EIS process will work. A draft need and purpose for the project, as well as the draft Coordination Plan for the project, will be presented for public review and comment. The draft Coordination Plan documents how the lead agencies (FHWA and TxDOT) will interact with other agencies and the public throughout the EIS process. This Coordination Plan is meant to promote an efficient and streamlined process, and good project management through coordination, scheduling, and early resolution of issues.

A second set of public/agency scoping meetings will be held later in 2011. At that time TxDOT will report on the changes made in the Coordination Plan and project need and purpose, and alternatives to be considered as a result of public and agency suggestions.

Public involvement for the Harbor Bridge project involves much more than just scoping, however. This newsletter is one way in which TxDOT is communicating information about the project. A project website (www.ccharborbridgeproject.com) is now online with additional project information and will be updated regularly to reflect project process. It is also a place for you to enter comments on the project and to request that you be added to the project mailing list.

In addition, several public meetings are planned for the future as well as more informal meetings with local stakeholders and the public including a Citizens' Advisory Committee (CAC) and a Technical Advisory Committee (TAC). The CAC will be comprised primarily of local residents and businesses in the project area whereas the TAC will consist of local elected officials, civic organization representatives, and others. More information on opportunities to participate in these committees will be available shortly.

For the latest information on the Harbor Bridge Project, visit our website at:

H·A·R·B·O·R B·R·I·D·G·E
P R O J E C T

www.ccharborbridgeproject.com

Would you like to be on our mailing list?

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Title/Company: _____

Address: _____

City: _____ State: _____ Zip: _____

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Please send or fax this form to:

Victor Vourcos
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
phone: 361-808-2378
fax: 361-808-2407
email: Victor.Vourcos@txdot.gov

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A Newsletter from the
Texas Department of Transportation
Corpus Christi District
July 2012

NEWS from the Bridge

www.ccharborbridgeproject.com

Harbor Bridge Project Moves Forward with Four Alternatives

The news from the Harbor Bridge project is that the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) have completed an initial review of six alternatives, or corridors where a potential replacement for the Bridge might be located (see map on pg 2). The Tunnel and Blue alternatives have been eliminated from further consideration after a process that analyzes how all six possible alternatives meet the project's Purpose and Need statement.

How did we get to this point?

In August and October of 2011, TxDOT held two public "scoping" meetings on the Harbor Bridge Project. These meetings were part of the scoping process for the project, which is part of the environmental review (in this case, an Environmental Impact Statement or EIS) required for projects that will receive federal funding. Scoping is an open process that gives the public and other Federal, state, and local agencies an opportunity to suggest alternatives for the proposed project, and to identify important issues that should be considered during the preparation of the EIS document. The National Environmental Policy Act (NEPA) is the law that describes how an EIS must be developed and documented.



Public scoping meetings held in 2011 gave the public and agencies a chance to suggest project alternatives and identify important issues.

As a result of the 2011 scoping meetings, members of the public suggested two new alternatives for replacing the Harbor Bridge: a West Alternative and a Tunnel Alternative, as shown on the map. These new alternatives were added to the existing alternatives (green, blue, orange and red) already under consideration.

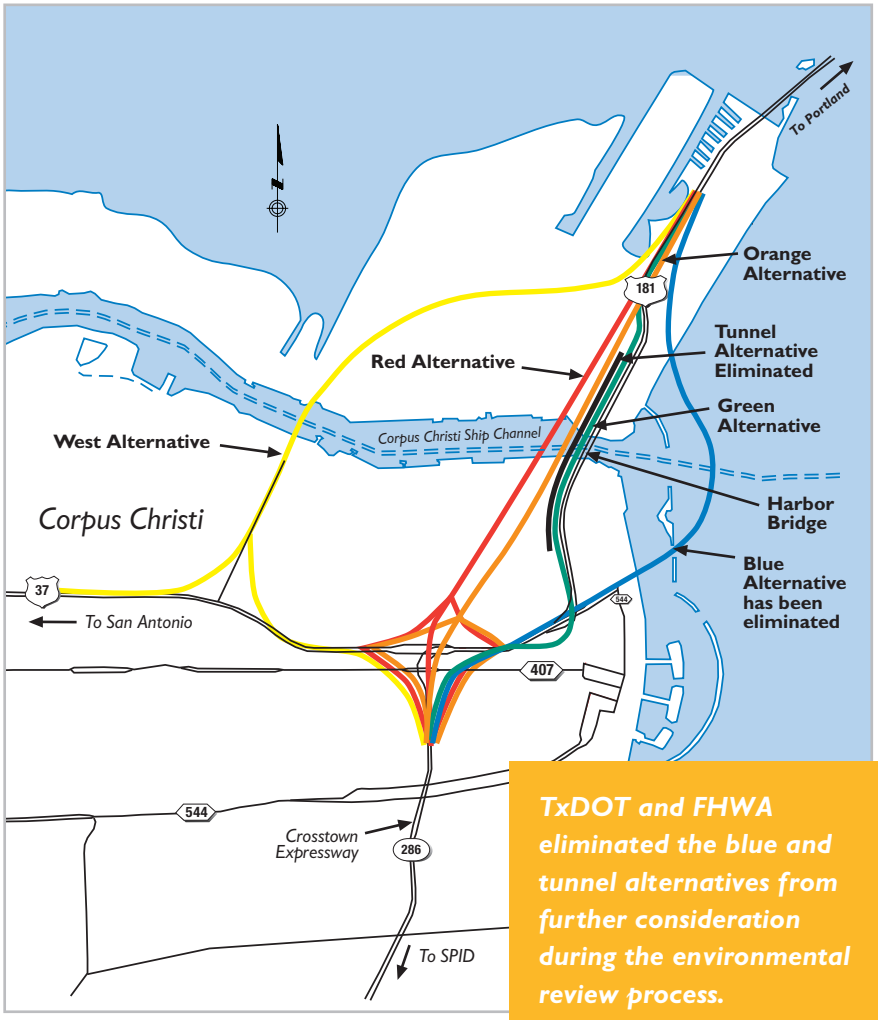
Alternatives compared to project Purpose and Need

After all of the alternatives were identified and mapped, TxDOT's/ FHWA's next task was to complete the project's Purpose and Need Statement, and analyze each alternative to see how well it met that statement. Any alternative that didn't meet the project's Purpose and Need would not need to be considered during the environmental review process. The project's Purpose and Need statement must clearly identify the need(s) of the proposed project and the problem that the project is to correct, and justify why federal funds should be spent on the proposed project.

TxDOT and FHWA used input from agencies and the public in preparing the Purpose and Need statement for the Harbor Bridge Project. The two primary needs are defined as follows:

1. To maintain the long-term operation of the Harbor Bridge. The current bridge is constructed of steel and requires routine cleaning and painting to minimize the corroding effects of salt-laden air, year-round windy conditions, and warm temperatures. In addition, the

continued



TxDOT and FHWA eliminated the blue and tunnel alternatives from further consideration during the environmental review process.

Harbor Bridge is what is called a fracture critical structure, which means that the key structural elements are not supported by any additional or redundant elements. This doesn't mean that the existing bridge is unsafe, only that there is no second line of protection in the bridge's design.

The structural rehabilitation needed to extend the life of the existing Harbor Bridge another 15 – 20 years began in 2010. Over the past 30 years, maintenance costs have exceeded $70 million and at least $50 million (along with the need to close the bridge for an indefinite time for rehab work) is needed to keep the bridge in operation another 40 years.

2. To minimize safety risks caused by design deficiencies. The Harbor Bridge doesn't meet current FHWA and TxDOT roadway and bridge design standards. For example, the existing Harbor Bridge and US 181 approaches do not have shoulders. Thus, traffic does not move freely even when minor traffic crashes and breakdowns happen on the bridge. In addition, the US 181 approaches to the Harbor Bridge are on a 5% vertical slope (five feet of rise for every one-hundred feet travelled). The current design standard is set at a maximum of 4% slope. When combined with curves on both the north and south ends of the existing bridge, this steep grade creates a situation where vehicles are travelling at downhill speeds and entering sharp "S" curves at faster-than-posted speed limits.

Certain ramp lengths do not provide enough adequate speed-up or slow-down distances to meet current design standards. In addition, US 181 southbound just south of the Harbor Bridge does not meet current design standards. While approaching downtown Corpus Christi on southbound US 181, motorists must decide whether to travel to downtown Corpus Christi, I-37/SH 286, or Staples Street from the same point on the highway. For drivers unfamiliar with the Corpus Christi area, this need to make a quick decision increases the likelihood of accidents.

Additionally, both US 181 (including the Harbor Bridge) and I-37 in the project area are designated major hurricane evacuation routes. US 181 is the primary evacuation route for San Patricio County and an alternate route to I-37 for the city of Corpus Christi. Given the design deficiencies just described, US 181 could become congested in the event of an accident or vehicle breakdown during an emergency hurricane evacuation.

Four alternatives to be analyzed in draft EIS process

When all of the alternatives were analyzed by how they well they met these needs, both the tunnel (which would be located beneath the Ship Channel) and the Blue Alternative (which would be a crossing of the Ship Channel extending out into Corpus Christi Bay) did not meet the second need listed above. Neither of them would address the need to minimize safety risks because neither would meet TxDOT's requirements

continued

for hurricane evacuation routes. Therefore, TxDOT and FHWA concluded that only the red, orange, west, and green alternatives would be evaluated further during preparation of a draft EIS document.

This decision, along with the completion of the Purpose and Need statement, concluded the scoping process for the project. Although additional alternatives may be suggested at any time during the EIS process, the current plan is to move forward with evaluating potential impacts of the four remaining alternatives and the No-Build Alternative (the alternative that would leave the existing Harbor Bridge in place).

In addition to the two needs described above, the Purpose and Need statement also includes three objectives that will be used to analyze the reasonable alternatives in the draft EIS. These objectives are:

- Provide the transportation infrastructure to expand the economic opportunities in the area;
- Consider the connectivity to the local roadway system; and
- Meet design-year capacity standards on US 181, including the Harbor Bridge, and consider projected future traffic demand.

Advisory Committees meet twice so far in 2012

In January and then again in June 2012, the Harbor Bridge Citizens' Advisory Committee (CAC) and Harbor Bridge Technical Advisory Committee (TAC) met to learn more about the project and to offer their opinions and ideas to TxDOT and FHWA.

The two advisory committees were established at the end of 2011 and will meet about three times a year at the Oveal Williams Senior Activity Center. Members nominated themselves or were nominated by others, and were approved by TxDOT.

The two groups have slightly different missions. The CAC was established to represent neighborhoods and neighborhood-based organizations, and advocacy groups, as well as regular Harbor Bridge commuters. CAC members promote awareness of the Harbor Bridge Project and keep TxDOT and FHWA informed about local community concerns and information needs regarding the project.

The TAC, on the other hand, is made up of individuals who represent the local municipalities, civic organizations, professional groups, and elected officials. They provide community feedback as well, but also offer additional insight into some of the more technical aspects of the project.

At the January CAC and TAC meetings, members learned about the status of the project and about the process being used to evaluate possible project alternatives. They offered suggestions about how TxDOT and FHWA can most effectively engage the local community.

At the June meetings, members were the first to learn of TxDOT/FHWA's decision to eliminate two project alternatives after they did not meet the project's Purpose and Need Statement, and to hear about the finalized project Purpose and Need statement. Committee members voiced their opinions on the alternatives and requested additional information.

The next round of CAC and TAC meetings will take place this Fall. At that time, members will be able to view and react to preliminary drawings of the remaining four alternatives. These drawings will give more detail on the footprint of each potential bridge replacement corridor. To read more about CAC and TAC meetings (including meeting minutes and PowerPoint presentations), please visit our Harbor Bridge website at www.ccharborbridgeproject.com.



Citizen's Advisory Committee members offer community insight and opinions about the Harbor Bridge Project.

All CAC and TAC meetings are open to the public. Individuals are welcome to attend and are given an opportunity to make comments at the end of each meeting. A notice of the next CAC and TAC meeting date will appear on the Harbor Bridge website once that date has been set.

What's coming up next?

For more information on the Harbor Bridge Project, or to be added to our mailing list, visit our website at ccharborbridgeproject.com or contact Victor Vourcos at Victor.Vourcos@txdot.gov or at 361-808-2378.

- **TxDOT continues to prepare the draft EIS.** This document will provide a detailed description of the proposed project, the purpose and need, reasonable alternatives, and the social, economic, and environmental setting as it now exists in the project study area.

  One of the most important portions of the document is the analysis of anticipated beneficial and adverse environmental, social, and economic effects of the reasonable alternatives. The "no-build" alternative is always included as a benchmark against which the impacts of other alternatives can be compared. The draft EIS is scheduled for completion by 2013.

- **Public involvement activities continue.** The Harbor Bridge website is updated whenever new information becomes available. The CAC and TAC will continue to meet about three times a year.

- **Community "listening sessions" will be held as part of the community impact assessment.** CAC members have been asked for names of groups that might be interested in communicating with TxDOT regarding neighborhood concerns about bridge replacement. Please contact Victor Vourcos if your organization would like to participate in these sessions, which will begin this Fall.

- **A public meeting will be held in the late Fall of 2012 or early Winter of 2013.** Check the next newsletter and the Harbor Bridge website for the announcement of that meeting.

- **TxDOT is scheduling presentations to local neighborhood associations, civic groups, or other organizations.** If you would like to schedule a presentation and question/answer session, please contact Victor Vourcos.

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A Newsletter from the
Texas Department of Transportation
Corpus Christi District
November 2012

NEWS from the Bridge

ccharborbridgeproject.com

Public Meeting Notice

Please Join Us for a Public Meeting on the Harbor Bridge Project

Review with staff the preliminary designs for four project alternatives

Visit with TxDOT historians about historic resources in the project area

Tuesday, December 4, 2012
Open House: 5 - 6:30 pm
TxDOT Presentation: 6:30 - 7 pm
Public Comment Session: 7 - 8 pm

Congressman Solomon P. Ortiz
International Center
Nueces Room
402 Harbor Drive,
Corpus Christi, TX

If you have special communication or accommodation needs, please contact the district public information officer at 361-808-2481 at least two days before the meeting. Because the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days before the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

For additional information, contact Victor Vourcos at 361-808-2378 or visit our website at ccharborbridgeproject.com.

What's New?

Preliminary Alternative Designs Available for Viewing at Public Meeting

At the public meeting on December 4, 2012, you have an opportunity to look at and comment on the preliminary designs for the four alternatives now being considered for the proposed replacement of the existing Harbor Bridge and compare them to the No-Build Alternative (leaving the existing bridge in place). TxDOT and the Federal Highway Administration (FHWA) have not yet made any decisions about which alternative is preferred (including the No-Build) and your input will be considered as they move forward with the project.

Each of these proposed designs is still preliminary and subject to change, but shows a basic footprint for the red, green, orange, and west alternatives (shown on the map on page 2). They give enough detail that you can see the proposed on- and off- ramps and the streets, as well as local areas and communities that might be affected by that alternative. If you live in or own a business in the project area, you can find your street and property on these design drawings.

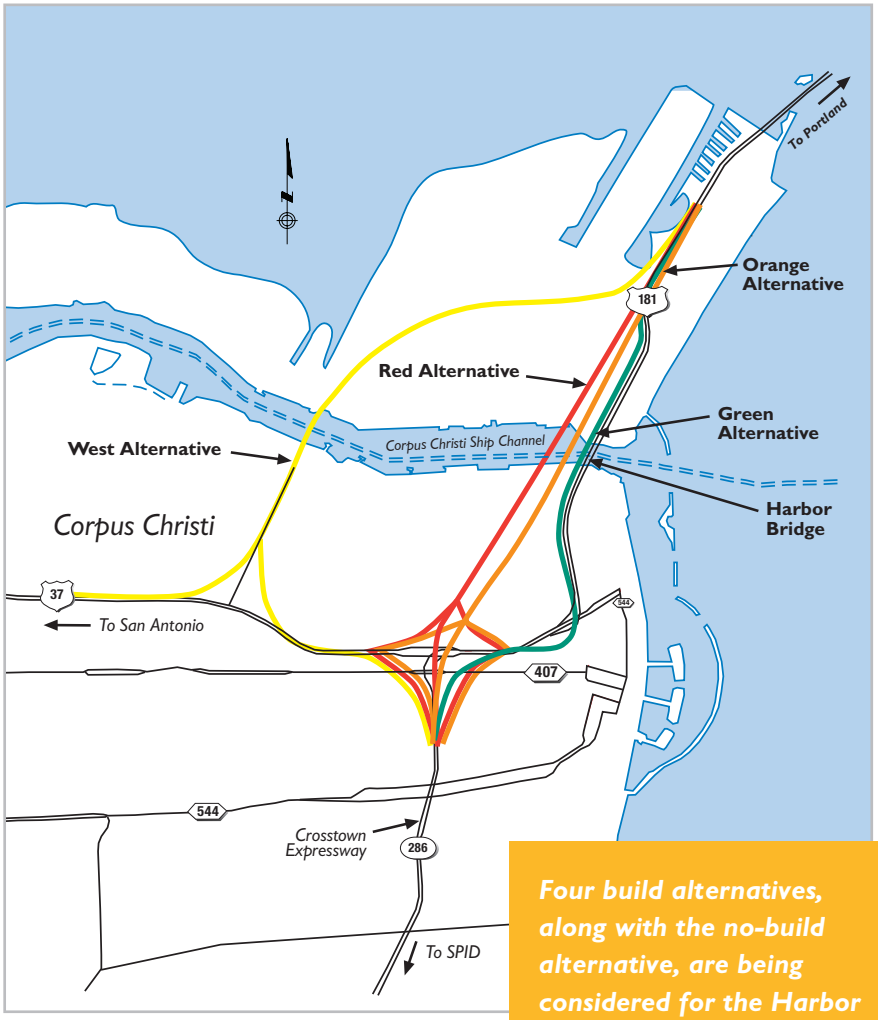
Public meeting participants will be encouraged to carefully study the alternative maps and point out any features that might be missing, as well as ramps and streets that provide access points to neighborhoods and businesses or local landmarks that should be considered. During preparation of the Environmental Impact Statement (EIS), which is now underway, project team members will be identifying and analyzing the potential effects of each alternative (including the No-Build) on the local community and environment. With input from the public, they can have a more accurate picture of just how each proposed and the No-Build alternative might affect the local community.

Also available at the meeting will be visualizations of the proposed bridge alternatives. These visualizations will enable someone to see what an alternative would look like if he/she were standing in a particular spot in a neighborhood.

Visualizations have been created for all four possible build alternatives. The No-Build alternative would look the same as it does now.

The public meeting will include an open house (during which participants may review the alternative maps and visualizations, as well as other information), a short presentation by TxDOT, and a public comment session. Those with special needs or who need Spanish translation are urged to contact TxDOT before the meeting (see meeting ad for specifics).

continued



Four build alternatives, along with the no-build alternative, are being considered for the Harbor Bridge Project.

Project Area Historic Resources Being Identified

Another part of the EIS process for the Harbor Bridge project is to identify potential historic properties in the proposed project area in order to comply with the National Historic Preservation Act's Section 106 review process. These properties are buildings, houses, or other structures that are at least 50 years old.

Project team members, working closely with TxDOT historians, are identifying historic properties in the project area and will be determining whether any of the four project alternatives might have any potential adverse effects on the properties. Using this process, project team members are also identifying ways to avoid, minimize or mitigate any adverse effect if they are identified.

Project team historians will be at the public meeting on December 4th to talk with anyone with an interest in one or more of the historic properties. Anyone with a concern or other interest can sign up to be on an "interested parties" list for further communications with the project team.

Neighborhood meetings give Local Residents a Chance to Communicate with Project Team Members

From September to November of this year, TxDOT and its consultants have been holding a series of neighborhood meetings to find out what community members are thinking about the proposed replacement of the Harbor Bridge. Designed as informal question and answer sessions, these small group meetings, which have attracted nearly 200 people, have been held in eight locations in the project area:

North Beach Association *(North Beach)*

St Paul's United Methodist Church *(Northside)*

Kelsey Memorial United Methodist Church *(Central)*

Garcia Arts Center *(Crosstown West)*

Oak Park Elementary School *(Westside)*

Portland Community Center

Oveal Williams Senior Center

St. Theresa's Catholic Church *(Dona Park/Academy Heights)*.



Community members had many ideas about proposed project alternatives.

"These kinds of meetings help TxDOT and their consultants to get a better understanding of the local community and give us a chance to answer questions about the project in an informal setting," says Victor Vourcos, TxDOT project manager for the Harbor Bridge Project. "We're happy to meet with any group that has questions or would like to share their opinions about our proposed project."

The neighborhood meetings serve a dual purpose: they are part of the project's public involvement activities and also provide important information for the Community Impact Assessment that is being developed as part of the EIS. This assessment will profile each potentially affected neighborhood, determine any potential impacts of the project on that neighborhood, and identify any necessary solutions.

Complete a Community Survey and voice your opinions about the Harbor Bridge Project and how it might affect your neighborhood. Fill out one online at www.ccharborbridgeproject.com or request a paper copy from Victor Vourcos at Victor.Vourcos@txdot.gov or at 361-808-2378.



Those who attended the recent meetings had many questions and comments for the Harbor Bridge Project team. Many of the questions had to do with proposed on and off ramps, the proposed height of a new bridge and bridge approaches, and the schedule for the project, as well as how individual project alternatives would affect neighborhoods, churches, and recreational areas.

Another important part of the community meetings was the introduction of the Harbor Bridge community survey. This survey is intended to gather information about potential impacts of the project alternatives on local residents and business owners. If you have not filled out one of these surveys, please go online and fill one out at ccharborbridgeproject.com or ask us for a hard copy (see contact information in this newsletter). We want to hear from you.

CAC and TAC Met Again in October

The Citizens' Advisory Committee (CAC) and Technical Advisory Committees (TAC) met again in October 2012. These committees were formed to enable local community members to easily interact with TxDOT and the FHWA during the Harbor Bridge project. They provide valuable feedback on proposed project plans and serve as a link between the project sponsors (TxDOT and FHWA) and the local community. For instance, when TxDOT wanted to know the best ways of reaching out to the community, CAC and TAC members offered suggestions about how public meetings could be advertised and where the best meeting locations might be.

At the October meetings, CAC and TAC members got an opportunity to look at the preliminary designs for the project alternatives. Each group got a chance to review the proposed alternative designs in detail and offered their opinions regarding possible positive and negative effects of each design alternative, as well as any other possible issue associated with each alternative including the No-Build.

For more information on the CAC and TAC meetings, visit our website at ccharborbridgeproject.com



CAC members reviewed the preliminary designs for the four proposed project alternatives.

What's coming up next?

For more information on the Harbor Bridge Project, or to be added to our mailing list, visit our website at ccharborbridgeproject.com or contact Victor Vourcos at Victor.Vourcos@txdot.gov or at 361-808-2378.

- **TxDOT will continue to prepare the draft EIS.** You may see members of our project team in your community as they collect information on historic resources, hazardous materials, and other natural and human resources. The draft EIS is scheduled for completion by 2013.
- **Public involvement activities continue.** The Harbor Bridge website is updated whenever new information becomes available. The CAC and TAC will continue to meet about three times a year. The next CAC and TAC meetings will take place during the first quarter of 2013.
- **Expect another public meeting--this time a Design Guideline Workshop—in 2013.** This workshop will enable the community to look at potential bridge designs and offer ideas and comments about which ones seem most appropriate for this community while comparing them to the No-Build Alternative.
- **TxDOT welcomes requests for presentations from local neighborhood associations, groups, or other organizations.** If you would like to schedule a presentation and question/answer session, please contact Victor Vourcos.

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A Newsletter from the
Texas Department of Transportation
Corpus Christi District
June 2013

NEWS from the Bridge

www.ccharborbridgeproject.com

Public Meeting Draws Community Interest

On the evening of December 4, 2012 at the Solomon Ortiz Center, more than 130 members of the public and stakeholders got their first chance to look at and review the preliminary designs for the four proposed build alternatives for replacing the Harbor Bridge. (The no-build alternative is also being considered and this would involve leaving the bridge as it is now.)

As Lonnie Gregorcyk, Texas Department of Transportation (TxDOT) District Engineer for the Corpus Christi District Office explained to the crowd, "No decisions regarding alternatives have been made. This process is what helps us arrive at the right decision. This is a big project for our community."

The purpose of the public meeting was to provide updated information on the Environmental Impact Statement (EIS) being prepared for the Harbor Bridge Project. For the December 4 meeting, this included introducing the latest version of the preliminary designs and offering an opportunity for TxDOT and the Federal Highway Administration (FHWA) to receive comments on the designs and the project in general. In addition, the Historic Resources Survey Report prepared for the project was available for people to review and offer comments.



Six Proposed Alternatives Reduced to Four

The previous Harbor Bridge public meetings consisted of two rounds of public and agency scoping meetings (the process used to gather input on a project's Purpose and Need and proposed project alternatives at the beginning of a project) held in 2011. After the second of these scoping meetings, six proposed build alternatives were identified: the Red, Orange, Green, Blue, West, and Tunnel alternatives. The first four proposed alternatives came from a Feasibility Study completed in 2003 and the remaining two were proposed by members of the public.

According to the National Environmental Policy Act (NEPA), which established the requirements for conducting an EIS, the six proposed alternatives had to be compared to the Purpose and Need for the project before the EIS could move forward. Specifically, each proposed alternative had to be evaluated to see if it addressed maintaining the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and the safety risks caused by design deficiencies. After this evaluation, TxDOT and FHWA determined that the Tunnel and Blue alternatives did not meet this Purpose and Need because they could not adequately address safety risks primarily having to do with hurricane evacuation. Therefore these two alternatives were eliminated from further consideration in the EIS.

continued

HB Public Meeting *(continued)*



TxDOT and FHWA eliminated the blue and tunnel alternatives from further consideration during the environmental review process.

In addition to listening to a presentation and reviewing the preliminary designs for the four remaining proposed alternatives (the Red, Orange, Green, and West alternatives [as shown on the map]), meeting participants looked at visualizations of these alternatives. For instance, suppose you are standing at the corner of Palm Street and Broadway Avenue looking west down Broadway toward Port Avenue. You could see a picture of what the proposed Red and Orange bridge replacement alternatives would look like in the distance. Visualizations of the four proposed alternatives were presented from various vantage points in Corpus Christi.

Other information presented at the meeting included the results of a survey of local historical properties. This survey was completed in the late fall of 2012 to identify properties in the Harbor Bridge project area that are listed or eligible to be listed on the National Register of Historic Places. TxDOT historians and their consultant were on hand to answer questions about this part of the environmental process for the proposed bridge replacement (see article on historic properties on page 3).

Those who attended the meeting had various comments and questions for the project team. For instance, they wanted to know why TxDOT had eliminated two of the six proposed project alternatives; how much the project will cost, and how long it will take to complete. Questions asked during the public comment session were answered as they were asked. A summary of the public meeting as well as copies of the handouts and exhibits can be found on the Harbor Bridge website at ccharborbridgeproject.com.

Since the December 4 meeting, TxDOT has been further refining the proposed preliminary designs for the four Harbor Bridge alternatives. In response to public input received at and after this meeting, project design engineers have come up with ideas for improving driver access to local city streets. These changes would mainly affect the proposed red and orange alternatives, and would result in fewer impacts on local community resources and the environment.

We want to hear from you!

Your opinions and feedback on the Harbor Bridge project are essential to ensuring that any proposed bridge replacement reflects the community's ideas. To learn more about the Harbor Bridge project, follow us on our website at ccharborbridgeproject.com. Harbor Bridge project team members are available to speak with your organization, your neighborhood group, or you at your request. To contact the TxDOT project manager, Victor Vourcos, please visit the website or call 361-808-2378.

Historic Property Survey

Part of Environmental Study

For this project, TxDOT, in cooperation with FHWA and the Texas Historical Commission (THC), is consulting with the public about the effect of the proposed project on properties that are listed or are eligible for listing on the National Park Service's National Register of Historic Places. The National Register is the official list of the Nation's historic places worthy of preservation and is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

What does this mean for the Harbor Bridge project? Section 106 of the National Historic Preservation Act has certain requirements that must be met. To meet these requirements, TxDOT had a historic resource survey performed by qualified architectural historians. Specifically they looked at local properties and asked:

- Is the property associated with historically significant events, people, architecture, cultural activities, etc?
- Is the property at least 50 years old?
- Does the property look similar to the way it has looked in the past?

To identify historic properties in the project area, TxDOT historians conducted extensive local research, mainly at the Corpus Christi Public Library's Local History and Genealogy Room as well as a review of previous survey reports for the City of Corpus Christi at the THC. In addition, field surveyors visited Corpus Christi three times to identify and document historic resources with a map and photographs.

The result of this work is the *Historic Resources Survey Report*, now available at the Corpus Christi Public Library (805 Comanche) and on the Harbor Bridge website (ccharborbridgeproject.com), which identified 851 historic-age (over 45 yrs old) buildings or properties in the project area. Of those, 25 resources are listed or were determined eligible for listing on the National Register and 20 of 25 were determined to be individually eligible for the National Register.

Individuals and organizations with a particular interest in the identified historic properties can become consulting parties and provide their opinions directly to TxDOT. These groups and individuals include the Nueces County Historical Commission, the Corpus Christi Landmarks Commission, the Historic Bridge Foundation, and property owners or neighbor associations whose property might be directly affected by one or more of the proposed alternatives.

Additional information about the Section 106 process can be found on the Harbor Bridge website.

Community Impact Analysis



In October and November of 2012, you may have seen, heard about, or attended one of the eight Harbor Bridge neighborhood meetings or listening sessions held throughout the project area. TxDOT held these meetings to collect general information about the neighborhoods and communities potentially affected by the proposed replacement of Harbor Bridge. The meetings allowed local residents to talk directly with the Harbor Bridge project team about the project and how they believed it might affect their neighborhood.

The opinions expressed by community members both in person and in a survey distributed at the meetings will become part of the community impact analysis and included in the EIS now being developed for the proposed project. More than 200 people shared their views with TxDOT and this feedback is being considered as the project moves forward through the environmental analysis. For example, it is important for the project team to understand what people consider to be the most important qualities of their neighborhoods and how the proposed bridge replacement might affect those qualities.

More information on these meetings may be found on the Harbor Bridge website at ccharborbridgeprojet.com.

What's coming up next?

- CAC and TAC meetings in July of 2013

For more information on the Harbor Bridge Project, or to be added to our mailing list, visit our website at ccharborbridgeproject.com or contact Victor Vourcos at Victor.Vourcos@txdot.gov or at 361-808-2378.

CAC/TAC meetings



Two groups of people who are playing key roles in the Harbor Bridge Project met in October 2012. The Harbor Bridge Citizens' Advisory Committee (CAC) and the Technical Advisory Committee (TAC) held their third meeting of 2012 at the Oveal Williams Center. Members of these committees represent community and local stakeholder interests, and offer TxDOT feedback on project issues and developments. In turn, they bring community concerns to the committee meetings so that the project team can better understand how the proposed project might affect the local area.

During the October CAC and TAC meetings, committee members reviewed the preliminary designs for the four proposed build alternatives and offered their opinions about the positive and negative aspects of each of these alternatives. During each of the meetings, members were divided into groups and given a chance to ask project team members about the details of the preliminary designs. Each individual had a chance to react to what he or she was seeing and to communicate his/her opinions as well as thoughts on how the larger community might react to the preliminary designs.

Committee members also made suggestions about the best ways to raise awareness of the December 4 public meeting. TxDOT and FHWA followed through with many of these valuable ideas including using public service radio advertisements, posting meeting information in local businesses, and sending postcards to those living in the project area.

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NEIGHBORHOOD MEETINGS

US 181 Harbor Bridge Project
Corpus Christi North Beach Association Meeting
The Breakers Condominiums
4242 Gulfbreeze Boulevard, Corpus Christi, Texas
Thursday September 20, 2012
5:00 – 7:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- The meeting was a regularly-scheduled meeting of the Corpus Christi Beach Association (CCBA), which TxDOT and consultant staff attended
- CCBA president Betty Black also invited business owners and other interested parties outside of the CCBA membership

Staff Attendance:

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt, Carol Scott, Doreen Harrell
- **TxDOT:** Victor Vourcos, Chris Amy

Meeting Summary:

Approximately 25 North Beach community members were in attendance as well as City planning staff members and City Council Member Chris Adler. Contact information was collected through a sign in sheet (see attachment), and information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com). The format of the meeting was the presentation of a general overview of the project followed by questions and comments. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project.

A general overview of the Harbor Bridge project was presented. The need and purpose of the project were clearly stated followed by a short summary of each proposed build alternative. The four proposed build alternatives were depicted on large board graphics, including information regarding potential road and ramp closures associated with the design of the proposed project and other changes in access. Meeting attendees were informed of the ongoing effort to gather information about each potentially impacted community through a survey. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. A large map of the North Beach community area, as defined in the CIA, was also presented in order to gather feedback on identified community facilities and resources.

After the 20 minute presentation concluded, community members were asked to respond to the information with questions, comments and concerns in a discussion format. Generally, members were in support of the project, but expressed concerns about the potential disruption of traffic patterns and increased commute time and access to downtown and North Beach attractions associated with one or more of the alternatives.

Following large group discussion regarding the Harbor Bridge project, the association meeting agenda moved to other issues related to North Beach. Attendees discussed concerns related to North Beach and the city projects, such as clean up of the beach and addressing the homeless population in the community.

After the conclusion of the formal meeting, a few individuals approached the photographs to draw attention to areas on the map that were considered valuable to the community.

Questions and Comments:

Q: Where does West Alternative tie-in? A: Nueces Bay Blvd.

Q: Do all alternatives tie in at Beach Ave? A: Yes.

Q: Any other North Beach exits? A: Preliminary design includes one exit, Beach Ave.

C: Important to have more than one southbound on-ramp from North Beach. Traffic will become a major back-up of people trying to get back to CC.

C: West Alternative veers people further away from tourist attractions and would not support bicycle and pedestrian access to Aquarium and Lexington from Downtown.

Q: What's the plan for the Joe Fulton Corridor? Will there be an exit ramp to Joe Fulton from the new bridge? A: Engineers are considering an alternative ramp that would tie in to Joe Fulton. It would be included in construction plans as alternative route during construction.

Q: Enough room for fly-over bridge exit to Burleson? A: Engineers will consider that.

C: Pedestrians would not want to walk way out along the West Alternative. People want a connection from downtown to North Beach.

Q: How vested is the Port in the project: A: The Port is in favor of the proposed project. Explained that Port Industries (different group than the Port Authority) has come forward with a statement indicating that from a business standpoint a new bridge is not a factor.

Q: Once new bridge is built, will the existing bridge be removed. A: Yes.

Q: Is demolition of old bridge included in the cost? A: Yes.

Q: Proposed on-ramp from North Beach? A: Yes, at Beach Ave.

C: (On behalf of John Sloan and residents of the Harbors) suggest change to Red alternative, moving it west of the Rincon Channel, hence less impact on the residents. A: This would require the replacement of or substantial modifications to the Nueces Bay Causeway.

C: Red alternative also good because opens area to the east of the bridge for more tourism and attractions, cruise industry and enhanced real estate opportunities.

C: How long would it take to get to downtown from North Beach using direct connectors under the proposed alternatives? A: A bit longer time depending on the alternative, but safer in terms of highway design.

Q: Where would the exit be from North Beach to CC downtown? A: For the Green Alternative, you would exit at Staples Street and take the turnaround. The Red and Orange Alternatives would have you take a direct connector to I-37 at the Crosstown interchange. For the West Alternative, you would take the direct connector to I-37 at the Nueces Bay Boulevard interchange.

Q: Consider a pedestrian/bicycle path that is elevated above road instead of next to traffic. A: Engineers are considering options for bike/ped access in cooperation with the City.

Q: Is the reason for a higher bridge in order to accommodate larger ships? A: Yes, but that is not a part of the project Need and Purpose. It would be a part of the objective to provide transportation infrastructure to expand economic opportunities in the area.

Q: Isn't Port interested in attracting bigger ships? A: Yes, but this is not a primary purpose of the project.

Q: Sounds like doing a lot for pedestrians – thought about additional exits for pedestrians? A: Yes, no detailed plans yet.

C: Most people here live north of Beach Ave., this project will ultimately have major impact on our day-to-day existence.

C: Making elevation higher allows more materials to be shipped into port instead of using smaller ferry ships.

C: Port gets more ships, they get more money.

Q: What is the plan for routing southbound during construction? Looks challenging. A: Will include Joe Fulton Corridor. Depending on the alternative selected, there may need to be special plans for traffic during construction (particularly for Green and Orange).

Q: Any idea of the time frame: how long? A: Design and EIS completed by 2014-2016. Construction 2020-2025.

Q: Is everything considered in cost you mentioned? A: Yes.

Q = Question from public; C = comment from public; A = response from TxDOT

US 181 Harbor Bridge Project
Northside Neighborhood Meeting
St. Paul United Methodist Church
1202 Sam Rankin Street, Corpus Christi, Texas
Monday October 15, 2012
6:00-8:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Post cards delivered along direct mail routes 28 & 29 (700 addresses) and to the St. Paul's mailing list
- Posters and flyers left at neighborhood churches, Oveal Williams Center, Coles High School, Northside Manor Apartments, Washington Head Start
- Posters placed on city buses
- Local news and radio stations advertised the event
- St. Paul sent 12 volunteers door to door in the Northside neighborhood extending to Hillcrest neighborhood. Volunteers reached 200 houses on Saturday October 13, 2012 distributing details on the Monday October 15th meeting.

Staff Attendance:

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt, Carol Scott, Doreen Harrell, Fanny Chirinos (Spanish speaker)
- **TxDOT:** Chris Amy

Meeting Summary:



Approximately 30 community members attended the meeting. Displays included a poster for each proposed build alternative, a community poster highlighting the Northside neighborhoods, and a large-scale historic aerial photograph (1956) depicting the area before I-37 was constructed in the late 1950s and early 1960s. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Many attendees completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA).

The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

TxDOT made a short presentation on the current status of the project, the purpose of the meeting (as gathering input on community cohesion and concerns about the project), and the intent of the project community survey. Following the short presentations, there was a question and answer session, including the following questions and comments.

Questions and Answers:

Q: Is there any other way to not move people around and to not even have the project? I strongly disagree with the project. A: There are a few options in this case, there is an alternative that includes "No Build," in which case there would be routine maintenance of the bridge, but there would not be effects to the neighborhoods. This is one of the five options for the project.

Q: What is the time frame of the project? We have been hearing about the project for a decade, what makes this time different? A: Construction would not begin until after 2017 – this time frame depends on funding. TxDOT is working closely with the state legislature on funding sources.

Comment: Many people are interested in the design of the bridge and realize Harbor Bridge is an attraction; bridges can be an icon for the city and a tourist attraction.

Q: How does the bridge go over the refinery (referring to West Alternative)? Is this safe? What if there is an explosion in the area? A: This is something that is being taken into consideration. This alternative could not be eliminated based solely on the proximity to the refineries, but potential safety issues will be studied

Q: Are there bike paths proposed for the new structure? A: Yes, eastern side of each alternative will have a shared use path.

C: if the bridge follows the West alternative, I will not use the path – nowhere really to go, does not connect downtown with North Beach.

Q: What is it that you want to hear from the community, what do you want to hear from us? A: What are the positives and negatives of the alternatives and how do they affect your neighborhood and what areas are important to you.

Q: If the alternative passes all of the environmental regulations, who casts the vote to make the decision? A: A collective effort between TxDOT and FHWA.

Q: Is there anyone who opposes the structure? A: Yes, we have received both positive and negative feedback for replacing the bridge.

Q: If there is a start date after 2017, with all of the people affected, do houses and businesses need to be cleared from the right of way by that date? What happens to renters? A: No, the right of way acquisition process includes contacting affected property owners and working through the process with. The process for right of way acquisition would begin before the construction date. For a business, they would be compensated to relocate; for residents (owners or tenants), they would be compensated and assisted in relocation to ensure that decent, safe and sanitary housing is provided. If there is a major community resource that is affected, the resource would potentially be moved to a new location to serve the same purpose.

Q: Which of these alternatives is better for the neighborhood? A: Depends on your perspective on what constitutes a benefit for the communities.

C: Green or West would be best to keep the neighborhood intact.

Q: Are they going to make the bridge higher? A: Yes, not one of the needs of the project, but all of the designs could accommodate a 205' high bridge. We are working with the Coast Guard as a cooperating agency.

C: This seems like a good idea to bring in more ships to increase jobs in the port.

Q: You had mentioned earlier that an issue was putting the bridge over salt water is bad for the bridge; if the green alternative is in the same location wouldn't this be an issue? A: No, the bridge would be made of concrete which would not be affected by the salt water in the way the current steel structure is.

Q: When you get all of the feedback from us, there are people around the table making the decision, who is the "we" and how would the community know what decision is made? A: FHWA would publish the recommended alternative in the Federal Register and a Public Hearing would be held to receive public input. A court reporter will be present to officially record public comments.

Q = Question from public; C = comment from public; A = response from TxDOT

For the last portion of the meeting, attendees engaged in small group conversation with project team members and were invited to examine maps of the neighborhood and the four proposed build alternatives. Surveys were made available in English and Spanish as attendees signed in, and several surveys were completed during the meeting.

US 181 Harbor Bridge Project
South Central Neighborhood Meeting
Kelsey Memorial United Methodist Church
Education Annex
1610 Comanche Street, Corpus Christi, Texas
Tuesday October 23, 2012
5:00 – 7:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Post cards delivered along direct mail route 31 (436 addresses) and to the KMUMC mailing list
- Advertisement placed in KMUMC October newsletter
- Posters and flyers left at KMUMC, other neighborhood churches, the Salvation Army, Good Samaritan Rescue Mission, and Evans Elementary
- Posters placed on city buses
- Local news advertized the event

Staff Attendance

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt**,** Carol Scott, Doreen Harrell, Fanny Chirinos (Spanish speaker)
- **TxDOT:** Victor Vourcos

Meeting Summary:



Approximately 15 community members attended the neighborhood meeting held in the education building of Kelsey Memorial United Methodist Church. Attendees were primarily church members but also included a member of the Rockport Chamber of Commerce, a representative of the Port of Corpus Christi, and City of Corpus Christi staff. Displays included a poster for each build alternative, a community poster highlighting the South Central neighborhoods, and a large-scale historic aerial photograph (1956) depicting the South Central area before I-37 was constructed in the late 1950s and early 1960s. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Many attendees completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA).

The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

The first hour of the meeting consisted of community members analyzing the posters and discussing their questions and concerns with TxDOT. General comments consisted of questions regarding displacement of businesses and facilities and the potential impact to the parking lot of the Kelsey Memorial Church. After the first hour concluded, a presentation was given by TxDOT to update the attendees on the status of the project as well as to answer questions. Community surveys in English and Spanish were available for the attendees as well as a meeting brochures and information booklets provided by TxDOT regarding right of way acquisition. Community surveys in English and Spanish as well as brochures were left at the church to be available to community members during the food drive on Saturday October 27, 2012. The surveys were stamped with a "please return to church office" for collection.

Questions and Comments:

Q: What are other considerations besides cost, safety and maintenance? A: Public input, design standards and environmental effects.

Q: What about the water park and baseball field? A: Alternatives were designed to avoid Whataburger Field; the water park is recent and has not influenced the design to this point.

Q: Who will have the final word? A: After the EIS is completed, as a team, FHWA makes the decision.

Q: Will FHWA pay for the project? A: Combination of state, federal and local money.

Q: What type of bridge is easier to maintain? A: A majority concrete bridge will be better able to withstand the salt water environment with less maintenance than the existing steel structure.

Q: Will the bridge be higher? A: We want to have a bridge that will serve the community for its 50-100 year life span. We are working with the Port and the MPO for input on the height, currently looking at about 200 ft.

Q: How will this affect Kelsey Memorial Church? A: Red and Orange alternatives might take larger portion of parking lot than Green and West; none of the alternatives would displace the Church or the education building.

Q: How would traffic affect the building (vibration)? A: Highway capacity would not be increased (no additional travel lanes). Having the highway closer to the building would not likely have substantial vibration impacts, but there could be an increase in traffic noise.

Q: Have you explained ramp removal/access changes? A: Red and Orange – traffic would exit further south on Crosstown for Leopard Street, and the Lipan Street and Comanche Street overpasses would

remain. For the Green and West Alternatives, existing Leopard Street exit would be eliminated and combined with the existing Comanche and Lipan Street exit, which would remain the same; Comanche and Lipan Street overpasses would be eliminated.

C: Comanche and Lipan Street are important for traffic, including pedestrians, going to and from Evans Elementary.

Q: MPO endorsing Red alternative, what does this mean? A: This is just one of the many project stakeholders documenting a preference of one alternative over others; FHWA/TxDOT have not identified a preferred alternative at this time. That decision will be made after the EIS is completed and reviewed by the public and resource agencies.

Q: When will the project be completed? A: Environmental clearance is expected by 2015; expected construction completion is 2023.

Q: Is FHWA decision final? A: Yes, they will formalize the decision by signing a Record of Decision following approval of the EIS.

Q: What about walking paths? A: We are considering a shared use path that would accommodate bicycles and pedestrians.

Q: Did the bridge originally have shoulders? A: We don't think so. Photographs from 1959 show no shoulders.

Q: Some alternatives would impact church parking – who is responsible for finding additional parking? A: After the preferred alternative is identified, the process would begin to contact owners of land that would be affected. In the case of the Green Alternative, the church would be offered a value for purchase of the parking lot land. The Church can enter into negotiation with TxDOT on the price; the goal would be to reach a fair market value. Once the payment is made, the Church/owners would have the option of finding additional parking. The process is different in the case of taking of a residential property. In this case, TxDOT would be responsible for helping to relocate the residents or tenants. Eminent domain is the last resort.

Q: What is the impact to the Aquarium? A: One impact would be a change in access.

Q: Are you going to mail surveys directly to homes? A: They are available at the meetings, in churches, and at the Oveal Williams Center; postcards have been mailed for meetings which also include the website address where the survey can be taken online.

Q: What is the threshold for deciding you have done enough to get survey responses? A: We will continue to hold meetings like these and ask community members to spread the word about the survey. If we are not getting enough responses, we may decide to pick a day to set up a booth in the communities. We are not looking for a target number of responses, since this is not a scientific survey, just information gathering. Once it is time to analyze the results in order to stay on track for the project deadlines, we will write up what we have.

C: A lot of residents are tenants in rented property and may not know about the meetings. A: Meeting advertisements were sent along postal delivery routes, so residents along the routes should receive the notices, regardless of whether they rent or own the residence.

Q: Have you contacted the local schools to distribute information? A: Yes, for example, children at Oak Park Elementary were sent home with information about the upcoming meeting in that neighborhood.

Q: Can we still have a pedestrian overpass here (at Comanche) if the overpass would be eliminated? A: Engineers will be looking into that option.

C: Consider the bus routes on SH 286 to preserve access to public transportation.

Q = Question from public; C = comment from public; A = response from TxDOT

US 181 Harbor Bridge Project
Antonio E. Garcia Arts & Education Center
2021 Agnes Street, Corpus Christi, Texas
Monday November 5, 2012
5:00 – 7:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Post cards delivered along direct mail routes 20 and 33 (789 addresses)
- Flyers were distributed to and posters were installed in churches, schools, city service locations, and select businesses in the area including Ben Garza Gym, San Luis Restaurant, Westside Business Association, St. Joseph Catholic Church, and others (620 flyers and 24 posters)

Staff Attendance:

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt, Carol Scott, Doreen Harrell
- **TxDOT:** Victor Vourcos

Meeting Summary:



Approximately six community members attended the Westside neighborhood meeting in the Garcia Arts Center throughout the evening. Displays included a poster for each proposed build alternative, a community poster highlighting the Westside/Oak Park neighborhoods, and a large-scale historic aerial photograph (1956) depicting the area before I-37 was constructed in the late 1950s and early 1960s. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Attendees first completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

General questions were asked regarding proposed changes in access, potential effects to their homes or businesses as well as identifying key sites attendees regularly visit. Attendees also identified important resources outside of the Westside community boundary, which included the Salvation Army and Hebrew

Rest Cemetery. Major concerns expressed included ensuring the protection of Kelsey Memorial United Methodist Church, to preserve the value and history of the area and avoiding impacts to Corpus Christi Metro Ministries, which provides free meals and shelter to persons with disabilities, the homeless and the poor. Another attendee expressed concern for the Holy Cross Church located in the Washington Coles Neighborhood. The attendees did not express objections to the overall project.

US 181 Harbor Bridge Project
Westside / Oak Park Neighborhood Meeting
Oak Park Elementary School
3801 Leopard Street, Corpus Christi, Texas
Thursday November 8, 2012
5:00 – 7:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Announcements were sent home with students in parent packets for Oak Park Elementary and Driscoll Middle School students
- Post cards delivered along direct mail routes 20 (346 addresses)
- Flyers and posters were distributed to restaurants, stores, and key community locations including Cesar Chavez Academy, Bottomless Pit BBQ, USA Dollar Store, Westside Dental Center, and others (3,582 flyers/ 20 posters)

Staff Attendance

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt**,** Carol Scott, Doreen Harrell, Fanny Chirinos (Spanish speaker)
- **TxDOT:** Christopher Amy

Meeting Summary:



Approximately 17 community members attended the Oak Park neighborhood meeting held in the Elementary School cafeteria. Attendees were primarily members of the Oak Park community interested in either learning about the project for the first time, or interested in an update on the project. Displays included a poster for each build alternative, a community poster highlighting the Oak Park neighborhood, and a large-scale historic aerial photograph (1956) depicting the Westside/Oak Park area before I-37 was constructed in the late 1950s and early 1960s. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Many attendees completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

The meeting consisted of continuous interaction between project staff and attendees, and a formal presentation was not given. Attendees identified important neighborhood resources, including Tom Graham Park. The majority of questions were in regards to the change in access to downtown and the entertainment district. Concern was expressed regarding the trend of business closures along I-37 in the Oak Park neighborhood as well as the proposed closure of the southbound SH 286 entrance ramp from Leopard Street. The comments did not include objection to the project itself; some attendees expressed the opinion that the project should be completed. Many attendees did not prefer the proposed West Alternative due to the distance away from the downtown area. Most attendees were in favor of the proposed Red Alternative followed by the Orange Alternative with recognition of both positive and negative aspects to each.

US 181 Harbor Bridge Project
Oveal Williams Senior Center Members Lunch
1414 Martin Luther King Drive, Corpus Christi, Texas
Thursday November 8, 2012
11:30 AM – NOON

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Flyers were posted in the Oveal Williams Senior Center
- Announcements were made during the center's events and activities in advance of the meeting

Staff Attendance:

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt
- **TxDOT:** Christopher Amy, Victor Vourcos

Meeting Summary:



The meeting occurred during the regularly scheduled lunch service for the members of the Oveal Williams Senior Center. Approximately 30 members were in attendance. The purpose of the meeting was to inform the members of the progress on the Harbor Bridge Project and to gather feedback regarding project or other concerns. A short presentation of the maps displaying four proposed alternatives was given and attendees were given the chance to take a community survey; assistance in taking the survey from the consultant staff in attendance was provided as needed. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

The following questions were discussed after the presentation:

Q: Does this mean that the center would no longer exist? A: In the case of the Red or Orange proposed alternatives, right of way would be purchased from the City of Corpus Christi by TxDOT. The Senior Center building and the Health Clinic are in the proposed right of way for these alternatives and a

replacement site would need to be identified. The Green and West Alternatives would avoid the Senior Center.

Q: Have there been suggestions as to where the center would be if it were moved? A: There has not been a discussion on a proposed new location for the center; we would like to hear your feedback not only on the center but on the other areas that are important to you.

Q: What would happen to the Elliott Grant Homes [senior housing]? A: Based on current designs, the Grant Homes appear to be affected by the Red and Orange proposed alternatives; partial acquisition would be required if either of those routes were to be selected.

C: I do not live in this area; we come here because it is the nicest senior center in town, and it is relatively new. I think it would be a huge waste of money to take this new structure down, I am wondering why you would choose to take the center down if there is another alternative. Also, I am concerned with the impact to St. Paul; the church has been in the area for 128 years and is seen as a historical landmark and attraction and we need to preserve the history here.

C: The [Christus Spohn Northside] clinic serves many people in the Hillcrest neighborhood and most of the Northside. This would be a huge mistake to displace the clinic due to the fact that the people who use the clinic do not drive and depend on the close proximity to the neighborhoods.

Q: Would the West Alternative have the least amount of impact? A: We are currently in the evaluation process to determine the potential impacts for each proposed alternative.

C: The [wall] mural in this center is a key community value and we would want it to be preserved. The artist incorporated Egyptian style to reflect Black History and the community members contributed pieces of glass or decorations to place in the wall.

C: This center is important for Black History in the neighborhood and Corpus Christi.

Q: You talked about environmental impact, have you looked at the economic impact of these proposed alternatives? A: Yes we are studying many types of impacts including environmental justice, jobs, socioeconomics, etc.

Q: Would the Green Alternative be close to the new County Courthouse? A: No, the proposed Green Alternative would not impact the new courthouse.

Q = Question from public; C = comment from public; A = response from TxDOT

US 181 Harbor Bridge Project
Portland Neighborhood Meeting
Portland Community Center
2000 Billy G Webb Drive, Portland, Texas
Monday November 12, 2012
5:00 – 7:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Post cards delivered along direct mail routes 1-5 and 9 (3,800 addresses)
- Posters were installed and flyers distributed in local schools, and community gathering places such as Starbucks, Goodwill, City Hall, restaurants, Portland Community Center, Schools and others (5,450 flyers/ 47 posters)

Staff Attendance

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt**,** Carol Scott, Doreen Harrell
- **TxDOT:** Victor Vourcos

Meeting Summary:



The neighborhood meeting for the Portland community provided an update on the four proposed alternatives and explained how each alternative would affect access to and from Corpus Christi. The meeting was held in the Portland Community Center; approximately 25 community members were in attendance. Many attendees were public officials. Displays included maps of the four proposed build alternatives. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Many attendees completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

After an hour of informal conversation, a presentation was given followed by a question and answer session.

The following questions, answers and comments were recorded during the session, which was primarily focused on questions about access:

Q: Will the new bridge be higher? A: Yes, the current bridge is 138 feet from the bottom of the bridge to the surface of water; the proposed height ranges to 205 feet.

Q: Would cruise ships be able to come into the harbor? A: Some smaller cruise ships could be able to enter with the proposed height, but not the largest cruise liners, which need 215 feet or greater.

Q: When will the bridge be built? A: Depending on funding and the review process, construction could begin as early as 2017 with an approximately 5 year construction timeline.

C: The community would like to see the economic benefits of increased shipping through the Port; we do have the deepest Texas port.

Comment from POCCA representative: The Port Authority believes 205' is the right height for the bridge. This is the same height limitation as the bridge at the Panama Canal.

Q: Will there be shoulders on the new bridge if there are breakdowns and for emergency vehicles? A: Yes, there will be shoulders and a shared use path for bicycle and pedestrian use.

Q: Many people work and live in Portland or Corpus Christi and the traffic counts are up. How would people access downtown on each of the proposed alternatives? A: *A brief overview of the route a commuter would take from Portland to Corpus Christi was provided for each of the four proposed alternatives.*

Q: Please explain the need to replace the bridge at all. Are you seeking consensus/support from stakeholder groups? A: The need for the bridge includes safety and the long term maintenance. The bridge has sharp turns that do not meet today's design standards. The bridge is made of steel and is prone to deterioration in the salt-laden air. Significant maintenance work would require the bridge to be closed or partially closed, causing traffic problems.

Q: Have you considered a ferry system? A: The limited number of vehicles a ferry could transport and projections for an even higher number of vehicles on the road would not allow for efficient traffic movement.

Q: Do cruise ships have to come under the bridge? A: Those types of details are not available.

Q: I am concerned about emergency vehicle access from Portland to Corpus Christi. A: We do take this into account. Morgan Avenue is important to access for several hospitals and provides a direct route, and all of the alternatives have shoulders to accommodate emergency access.

C: Current access to hospitals is via Shoreline – you need to maintain simple access from bridge to Shoreline.

Q: Once the Harbor Bridge is removed, who owns the land left and what will be done with the land? A: There may be multiple owners, including the State, to which the current US 181 right of way would revert back. It could be used for at-grade roadways.

Q: Is the new roadway going to be tolled? A: No.

C: Many people moved to Portland because of the direct access to downtown and the cultural district. I would rather go to Corpus Christi than to Victoria, and we want to prevent people from leaving Corpus.

C: *[Portland Fire Chief]* Emergency vehicle access would be better served with the Red or Orange alignments, than with Green.

C: The Joe Fulton Corridor should be designated as a Hazardous Cargo route to take those trucks off of US 181.

Q = Question from public; C = comment from public; A = response from TxDOT

US 181 Harbor Bridge Project
Refinery Row Neighborhood Meeting
St. Theresa Parish
1302 Lantana Street, Corpus Christi, Texas
Thursday November 13, 2012
6:00 – 8:00 PM

Preparation: Advertisement for the meeting was accomplished via the following methods:

- Post cards delivered along direct mail routes 07C039 and 08C040 (1,045 addresses)
- Flyers sent home from Gibson Elementary School in parent packets
- Announced at St. Theresa church services
- Posters displayed at the limited number of retail and public spaces in the area (750 flyers/ 6 posters)

Staff Attendance

- **Consultant Staff:** Jason Buntz, Emily Reed, Elyse Schmitt**,** Carol Scott, Doreen Harrell, Fanny Chirinos (Spanish speaker)
- **TxDOT:** Christopher Amy

Meeting Summary:



Approximately eight community members attended the neighborhood meeting held in the event hall of St. Theresa Parish. Some CAC members were in attendance, as well as attendees from the community. Displays included maps of the four proposed build alternatives and the Refinery Row Community boundary. The main goal of the meeting was to gain a better understanding of the community as well as to answer attendees' questions about the project. Many attendees completed a community survey and then proceeded to view the displays. The survey seeks to document the degree of community cohesion as well as project-specific concerns for the Community Impact Assessment (CIA). The CIA is being developed as part of the environmental impact statement and will characterize each potentially affected community, analyze impacts, and identify potential project benefits. Information regarding the project community survey was distributed both as a hard copy at the meeting, as well as through a link to the online webpage (www.ccharborbridgeproject.com).

Attendees were largely focused on the potential to raise the height of the bridge. Some attendees felt that the raised height of the bridge would increase production at the port which would further degrade the health of their community, while others saw potential for increased activity at the port as a positive economic benefit for Corpus Christi. Additional community sites were noted on the study area map.

Q = Question from public; C = comment from public; A = response from TxDOT

SEPTEMBER 2014
PUBLIC OPEN HOUSE SURVEYS

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Why These Improvements?

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are considering replacement of the Harbor Bridge with one of four proposed alternatives (Green, Orange, Red, and West). No final decision has been made yet regarding the selection of an alternative.

As part of the environmental documentation process for the project, potential impacts to local parks, recreational facilities, wetlands, and historic properties have been considered. To make up for any potential impacts to local Corpus Christi parks, the City of Corpus Christi and TxDOT have come up with proposed improvements to five properties, as shown here this evening. There are no plans for improvements to Lovenskiold Park although there are proposed plans to make up for impacts to that park.

The City of Corpus Christi Parks and Recreation Dept. and TxDOT/FHWA would like to find out you think of these proposed improvements.

1. Which of the following properties do you and your family use?

	a.	TC Ayers Park	___	Often	___	Sometimes	X never
green	b.	Lovenskiold Park	___	Often	___	Sometimes	X never
	c.	Ben Garza Park	___	Often	X	Sometimes	___ never
	d.	Dr. H J Williams Memorial Park	___	Often	X	Sometimes	___ never
purple	e.	Rincon Channel Wetlands	___	Often	___	Sometimes	X never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

this would be an asset to the community / Hillcrest area. good idea!

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Yes, good NOO • Add more parking –
• Fitness Center/Equipment
connect Wilmot Parks w/ Ben Garza Park – YES!
Both are adjacent.

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

No Does not pertain to me

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: No

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

BASEBALL PARK

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

How will ~~Effect~~ Effect the tax payers? more or less

Name: John A. Martinez

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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c.	Ben Garza Park	___	Often	___	Sometimes	✓ never
d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

No personal benefit but a park would be a positive city improvement

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Everyone in our city or community would benefit.

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

No

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Not Sure

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Need more parking lot

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Chris Cole

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Not directly but it would be a wonderful improvement to the neighborhood.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: NO
~~Ben Garza park improvements~~: Yes

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Improvements @ the proposed Washington Park should be minimal due to the exodus of the population in that area.

Ben Garza Park improvements:

Yes. More lighting. Build a pool. Redo all the fencing or build fencing around the perimeter ~~close~~ adjacent to crosstown and surrounding streets Combine Wilmont park to increase parking, trails, ~~etc. pool~~ etc.

Dr HJ Williams Memorial Park:

No

Rincon Channel Wetlands:

No

4. Other comments about the proposed improvements?

Add phone assistance phones on the bridge

Name: Jesse Bruno

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Not necessarily due to distance

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Yes

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

- We need lighting, bathrooms
- Trails
- Picnic Tables
- More family events to attract people to use it.
- Parking

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Christina Alonso Cantu

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

I don't think this park would benefit from neighborhood due to Northside Manor complex being demolished and families moving to the plans Apts. which would put them closer to Ben Garza park.

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

6

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:
New fencing, more lighting and walking trails, Splash parks.
Since Wilmot Park is connected to Ben Garza Park will improvements be included for Wilmot Park.

Dr HJ Williams Memorial Park:
When money is being divided for park improvement. Are you all going to look at the amount of usage each park is getting. Money should be used on the park that people are using more.

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Diana Bueno

Address:

mail:

Texas Department of Transportation

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e.	Rincon Channel Wetlands	___	Often	✓	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

It would not benefit me, but it would benefit the Hillcrest Oveal Williams neighborhood and I would support that.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: James Klein

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	X	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	X	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

No- not my neighborhood

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

I would like to see this

4. Other comments about the proposed improvements?

Name: Carolyn Moon

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Ben Garza needs tables for picnics & a swimming pool

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

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2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements: pavers picnic tables play park

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Lucinda Bayardo

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Not me because of my age, but of course a park would be nice, but there's no people in that area anymore. I'm all for progress in Corpus Christi and a new bridge too.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

I would like a pool, Picnic tables and more trees. maybe a few Barbque pits. people come & celebrate Easter and drive into the grass to park.

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Gloria Rodriguez

Address:

mail:

Texas Department of Transportation

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a.	TC Ayers Park	✓	Often		Sometimes	never
b.	Lovenskiold Park		Often		Sometimes	✓ never
c.	Ben Garza Park need more parking	✓	Often	✓	Sometimes	never
d.	Dr. H J Williams Memorial Park	✓	Often		Sometimes	never
e.	Rincon Channel Wetlands		Often	✓	Sometimes	never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes – it's across the street from St. Paul Church

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Yes for families coming after us.

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

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e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

YES; THE AREA IS BLIGHTED AND IT WOULD BE AN EXCELLENT SALES LIFT

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

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The City of Corpus Christi Parks and Recreation Dept. and TxDOT/FHWA would like to find out you think of these proposed improvements.

1. Which of the following properties do you and your family use?

a.	TC Ayers Park	___	Often	___	Sometimes	___ never
b.	Lovenskiold Park	___	Often	___	Sometimes	___ never
c.	Ben Garza Park	✓	Often	___	Sometimes	___ never
d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

those improvements that are min

displays are very good, Need protection, roof, pa
Recreation area ext..., handicap, more parking,
Safety streets, ~~walking~~ bigger for more recreation better in and out

Dr HJ Williams Memorial Park: exits, EXTRA BASKING BALL ARENA,

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: UNKNOWN

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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_____

_____

_____

_____

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   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Isabel DeLeon and Delia DeLeon

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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b.	Lovenskiold Park	___	Often	___	Sometimes	✓ never
c.	Ben Garza Park	___	Often	___	Sometimes	✓ never
d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

I Attend Church at ST. Matthew Baptist Church a new Park at this location would provide our youth with a location for Church Related sport activities & the Community. Please Place a Historical marker in the spot where School stands.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: yes the youth of our Church have used this Park for sports, such as basketball and baseball.

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

I am an elderly disabled lady, I don't own a car or drive anymore so I wouldn't be able to get there.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

It sounds like a very good plan to benefit the residents of Hillcrest. It haven't been to the park (except for functions at times) since I was a teen-ager in Junior High. I'm 71 yrs. old now.

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Gloria Hernandez

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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c.	Ben Garza Park	___	Often	___	Sometimes	✓ never
d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

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d.	Dr. H J Williams Memorial Park	✓	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

YES

TO AYERS PARK WOULD BENEFIT US, YES

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS& RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Leo M. Lewis.

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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(d.)	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

We, my family, do not frequent that area now, but we could visit when improved.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Yes

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

mostly

Rincon Channel Wetlands:

rarely, maybe never

4. Other comments about the proposed improvements?

Dr H. J. Williams Memorial Park I think, as All others would need a restroom source And a water source And maintain those Areas after improvements

Name: Ms Madelyn Chapman

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Angela B. Carrigalen

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes → It's "cute" and surely does look better that the old "run down" building that's there now, but we need jobs, and skills and training and improvements in all housing in this area.

3. Would the proposed improvements benefit you and your neighborhood?

TC Ayers Park Improvements: Yes, but can we get improved housing and the removal of old, run down buildings and all grass cut + trees trimmed. Force owners of rentals to "upgrade" — force demolitions of run down properties - Educate the publicas to what Code Enforcement does.

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:
This park needs a pool, but also force owners of rental property to upgrade. These streets have needed repaving and re-surfacing for years, but nothing has been done.

Dr HJ Williams Memorial Park: Park improvements are nice (except for removal of restrooms) but Truthfully, this area has been ignored for many years, so things that were done in other areas, were never done here, so we need buildings improved and old, dilapidated buildings removed.

Rincon Channel Wetlands:
Most of the residents of the NorthSide have never even heard of Rincon Channel Wetlands. You should have an educational program promoting this area and encourage the school district to take students there. Encourage Families to take advantage of Rincon Channel.

4. Other comments about the proposed improvements?

Name: Jeanette Ross

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

CLEAN Rest Rooms.

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name:

Address:

mail:

Texas Department of Transportation

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b.	Lovenskiold Park	___ Often	___ Sometimes	X never
c.	Ben Garza Park	___ Often	___ Sometimes	X never
d.	Dr. H J Williams Memorial Park	___ Often	___ Sometimes	X never
e.	Rincon Channel Wetlands	___ Often	___ Sometimes	X never

used to!

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

NO! Too much commotion & nothing scenic like beautiful tree flowers, Ponds, restaurants or restrooms. We need a fenced in walking park about 1½ to 3 miles a community church

3. Would the proposed improvements benefit you and your neighborhood?

TC Ayers Park Improvements:

Kids need a close library, study centers, skill building activities, tennis courts, clean water fountains. All you want to do is to put a band aid on a wound -

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:
Walking Trail

Dr HJ Williams Memorial Park:
Tennis Courts; Study Centers for after school

Rincon Channel Wetlands:
?

4. Other comments about the proposed improvements?
Like some areas rid themselves of potholes- why noticed other areas of potholes

Name: "Teach"

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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e.	Rincon Channel Wetlands	___	Often	✓	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

NO

Dont go near there.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

NO

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

NO

Dr HJ Williams Memorial Park:

NO

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

yes - I live on North Beach and like the birdwatching tower - however, I feel that the tower would be better served if it is placed near the wetlands on the EAST side of Hwy 181 instead, as there is much more room for parking, and more room for a birdwatching tower. Commissioner Mike Pusley already has an ~~dra~~ engineer's drawing of a birdwatching / eco-tourism area on the northeast side of Hwy 181 on North Beach. You should put the tower there instead.

Name:

Address:

mail: Carrie Robertson Meyer

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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c.	Ben Garza Park	___	Often	___	Sometimes	___ never
d.	Dr. H J Williams Memorial Park	✓	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Yes

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Mary Brown

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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1. Which of the following properties do you and your family use?

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b.	Lovenskiold Park	___	Often	___	Sometimes	___ never
c.	Ben Garza Park	___	Often	___	Sometimes	___ never
d.	Dr. H J Williams Memorial Park	X	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes If Depend

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

1. Please Keep The Bathrooms That IS A Must.
2. B HJ Williams park Should Have A Top On The Basket Court

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Please Try To Get As Many Hillcrest Residents Participation As Can Possible

Name: JARVIS Webb

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	X never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	X never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

No- Live in Calallen

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: NC

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

NO

Dr HJ Williams Memorial Park:

NO

Rincon Channel Wetlands:

NO

4. Other comments about the proposed improvements?

Look goods would like to see Area from crosstown to bluff, on South side updated

Name: Marlon Johnson

Address:

mail:

ccharborbridgeproject.com

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Why These Improvements?

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are considering replacement of the Harbor Bridge with one of four proposed alternatives (Green, Orange, Red, and West). No final decision has been made yet regarding the selection of an alternative.

As part of the environmental documentation process for the project, potential impacts to local parks, recreational facilities, wetlands, and historic properties have been considered. To make up for any potential impacts to local Corpus Christi parks, the City of Corpus Christi and TxDOT have come up with proposed improvements to five properties, as shown here this evening. There are no plans for improvements to Lovenskiold Park although there are proposed plans to make up for impacts to that park.

The City of Corpus Christi Parks and Recreation Dept. and TxDOT/FHWA would like to find out you think of these proposed improvements.

1. Which of the following properties do you and your family use?

a. TC Ayers Park	___ Often	___ Sometimes	___ never
b. Lovenskiold Park	___ Often	✓ Sometimes	___ never
c. Ben Garza Park	✓ Often	___ Sometimes	___ never
d. Dr. H J Williams Memorial Park	___ Often	___ Sometimes	___ never
e. Rincon Channel Wetlands	___ Often	___ Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Definitely, Children as well as adults benefit from the great outdoors

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Roven-Kiold Park is named after Dr R Roven-Kiold, a Mayor elected in 1934 after the Hurricane of 1919. He was instrumental in creating the water authority, the Port of Corpus Christi and opening the first Airport for this city. So this park must go a memorial fountain or garden should be named in this new park.

~~Ben Garza Park improvements:~~

~~Dr HJ Williams Memorial Park:~~

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Rita Sonia PADRÓN

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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c.	Ben Garza Park	___	Often	___	Sometimes	✓ never
d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	✓	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

Maybe, if maintained and kept clean

4. Other comments about the proposed improvements?

Name: John R. Sloan

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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b.	Lovenskiold Park	___	Often	___	Sometimes	✓ never
c.	Ben Garza Park	✓	Often	___	Sometimes	___ never
d.	Dr. H J Williams Memorial Park	✓	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

NO! NOT a good LOCAITION!

3. Would the proposed improvements benefit you and your neighborhood? yes!
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Needs To be watched TOO many Homeless people!

Ben Garza Park improvements:

I Think Ben Garza is an Important part of The community!

Dr HJ Williams Memorial Park:

I Think Dr. Williams memorial park is very needed But Should be watched 24 hrs daily

Rincon Channel Wetlands:

NO!

4. Other comments about the proposed improvements?

We need improvements but in The right places!

Name: Ineeta Goodley

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes, Because it is Closer to me.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: yes

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

NO

Dr HJ Williams Memorial Park:

Yes

Rincon Channel Wetlands:

NO

4. Other comments about the proposed improvements?

Name: Joyce Green

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

_____

_____

_____

_____

_____

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

NEED WATER FOUNTIANS, TOILET FACILITIES, PARKING SPACES. TREES

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: BARBARA MAJOR

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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c.	Ben Garza Park	___	Often	___	Sometimes	✓ never
d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	✓ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	✓ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Yes, There would be more outings.

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Evelyn J. Adams

Address:

mail: none

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	X	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

Maybe depends on what it will Become

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: Yes, the children

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Delaware addition children will benefit

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Mark Lowry Black

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	___	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

NO- No Resident will be left
Area is Secluded - NO Police

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

Restrooms at Park are a Must

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: Daniel Perez

Address:

mail:

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

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d.	Dr. H J Williams Memorial Park	✓	Often	___	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (~~Washington Park~~) located at the Washington Elementary School site be of benefit to you? Why or why not?

On next page

3. Would the proposed improvements benefit you and your neighborhood?
TC Ayers Park Improvements: At one time it was a very successful park the City Close the pool and Killed all of time spent there our pool has been Closed if you are not going to open the pool + Pool for our Kids it would be a good thing to do

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

~~Ben Garza Park Improvements~~:

(Crosley Elem) would be a good thing to use property at Crosley & also would be to the Community advantage for future usage and would be a very good move

Dr HJ Williams Memorial Park:

Yes I support the City to approve Williams Park land & keep Youth Program + more even more lighting in Community Park. It would be a good thing for the City to approve a Rec Room + a pool

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Washing would be a total mistake there are not enough residents in that area for Park usage. There should be added a pool for Bill Crest Park to take the place of T.C. Ayers Pool (Closed)

Name:

Address:

mail:

ccharborbridgeproject.com

JANUARY 2014
NEIGHBORHOOD OPEN HOUSES

H·A·R·B·O·R B·R·I·D·G·E
PROJECT

Texas Department of Transportation

The Texas Department of Transportation is hosting neighborhood open houses to answer your questions and receive your comments on the Harbor Bridge Draft Environmental Impact Statement and Preferred Alternative. Please join us for one of these open houses.

Tues., January 14, 5-7:30 pm
St. Paul United Methodist Church
1202 Sam Rankin St.

Wed., January 15, 5-7:30 pm
Gibson Elementary
5723 Hampshire Rd.

Thurs., January 16, 5-7:30 pm
Portland Community Center
2000 Billy G. Webb Dr. (Portland, TX)

Tues., January 21, 5-7:30 pm
Radisson North Beach
3200 Surfside Blvd.

Thurs., January 23, 5-7:30 pm
Oveal Williams Senior Center
1414 Martin Luther King Dr.

Mon., January 27, 5-7:30 pm
Kelsey Memorial UMC
1610 Comanche St.

Wed., January 29, 5-7:30 pm
Oak Park Elementary
3801 Leopard St.

Thurs., January 30, 5-7:30 pm
Garcia Arts & Education Center
2021 Agnes St.

Project team members will be on hand to answer your questions.

From Jan. 7 to Feb. 27, TxDOT staff members will be available from 5 to 6 pm every Tuesday at La Retama Central Library, from 12 to 1 pm every Thursday at the Oveal Williams Senior Center and from 8 am to 5 pm every weekday at the Corpus Christi District Office to answer questions and receive comments on the Harbor Bridge Draft Environmental Impact Statement.

Please visit www.ccharborbridgeproject.com for more detailed information about the project.

El Departamento de Transporte del Estado de Texas está patrocinando asambleas de vecinos para contestár preguntas y recibír comentarios con respecto al Borrador del Estudio de Impacto Ambiental y la Alternativa Preferida del Proyecto Harbor Bridge. Los invitamos a participár con nosotros.

Martes, 14 de enero, 5-7:30 pm
St. Paul United Methodist Church
1202 Sam Rankin St.

Miercoles, 15 de enero, 5-7:30 pm
Gibson Elementary
5723 Hampshire Rd.

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Oak Park Elementary
3801 Leopard St.

Jueves, 30 de enero, 5-7:30 pm
Garcia Arts & Education Center
2021 Agnes St.

Miembros del equipo de proyecto estarán presentes para contestár sus preguntas.

Del 7 de enero al 27 de febrero, miembros del personal del Departamento de Transporte del Estado de Texas estarán disponibles de 5 a 6 pm cada Martes en la Librería Central La Retama, de 12 a 1 pm cada Jueves en el Oveal Williams Senior Center y de 8 am a 5 pm cada día laborable en la Oficina del Distrito en Corpus Christi para contestar preguntas y aceptar comentarios con respecto al Borrador del Estudio de Impacto Ambiental del Proyecto Harbor Bridge.

Por favor visite www.ccharborbridgeproject.com para obtener más información detallada sobre el proyecto.

STAKEHOLDER MEETINGS

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Rev. Linda Baumheckel, Pastor of St. Paul United Methodist Church
Mr. Billy Sayles, Member of St. Paul United Methodist Church

Interviewers:
Christopher Amy
Victor Vourcos

Date: 6/3/2014
Meeting Location: Starbucks on Saratoga Blvd.

- Christopher Amy and Victor Vourcos talked about the current status of the project and explained the potential mitigation planned.
    - Mitigation for EJ impacts
    - Mitigation for park impacts
- Christopher Amy mentioned the possibility of a "learning history " walk along the shared use path from Solomon Coles High School to H J Williams Memorial park;
- Christopher Amy mentioned Henry Williams' vision for the area as a preservation to African American History in the area;
- Rev. Baumheckel had questions about the process and voiced a concern about the Washington-Coles neighborhood; specifically the Unity Chapel Funeral Home;
- Rev. Baumheckel stated the bridge project from construction would affect neighborhood residences and businesses. She indicated we needed to consider those folks during the building process.
- Christopher Amy indicated there were provisions being developed that the contractor would have to adhere to during the construction of the project. This includes frequent meetings with the public to provide updates on the status of the project. He indicated the construction contractor would have to meet with meet with local business owners to discuss construction phases, temporary detours on local roadways and general concerns;
- Christopher Amy asked Rev. Baumheckel and Mr. Sayles what they thought overall of the mentioned mitigation for parks, sustainability plan and historically asthetic treatments to the proposed parks commemorating the history of the neighborhood.
- Billy Sayles indicated that he was in support of the red alternative and felt it was the best thing for Corpus Christi. He indicated the area left was a "shell of a neighborhood." He indicated people that own property in the neighborhoods are a waiting and holding on to property and not doing anything with it.
- Mr. Sayles and Rev. Baumheckel said the ideas sounded good but needed mor time to

process all the ideas. Rev. Baumheckel indicated she would get with some other folks and get back with us on their ideas.

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Henry Williams, President, Hillcrest Community Association

Interviewers:
Christopher Amy
Victor Vourcos
Doise Miers

Date: 6/23/2014
Meeting Location: TxDOT Corpus Christi District

- Henry Williams – Interest in building the community.
- Christopher Amy –
  - The city and the CCMPO are involved with a RUDT study to look at the future of the existing Harbor Bridge area and how the community develops over time.
  - The city is applying for a Tiger grant to develop a comprehensive plan for the northside area including Hillcrest and Washington-Coles neighborhoods.
- Henry Williams –
  - We need a vision for Washington-Coles and Hillcrest to protect as much of the historical interest as we can.
  - We need to build a not tear down including Booker T. Washington elementary ➔A vision to build.
  - We want to live comfortably with the new bridge along the red route.
  - Have a question about access between neighborhoods ➔Needs to look good.
  - Need to talk to the Hillcrest residents individually at TxDOT offices.
  - We need a plan to rebuild and preserve the neighborhood.
    - Work with the refineries
    - Vision of area
    - Keep intact historical nature of Washington-Coles
    - Build from within beyond what TxDOT can do
    - Some do want to move out and TxDOT needs to help if possible
  - We must make it better; rebuild the neighborhood.
  - Need to help the residents; A buyout may happen but not at this time.
  - Repair homes and build new homes with proper funding.
  - Need to work "wisely".
- Next step is to have "one-on-one" meetings within the next few weeks.
  - Prior to the upcoming CAC meeting on Tuesday, July 8th.
  - Henry Williams to be a conduit.

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

COMMENTS

MY COMMENTS REGARDING THE WASHINGTON-COLES NEIGHBORHOOD:

THIS IS ONE OF THE HISTORIC NEIGHBORHOODS OF CORPUS CHRISTI. THE HISTORIC CHURCHES, BUILDINGS, AND SITES ARE: HOLY CROSS CATHOLIC CHURCH, ST. MATTHEW BAPTIST CHURCH, ST. PAUL UNITED METHODIST CHURCH, SOLOMAN COLES SCHOOL, BOOKER T. WASHINGTON ELEMENTARY SCHOOL BUILDING, THE LEATHERS DRUG STORE BUILDING, THE DR. H.J. WILLIAMS OFFICE BUILDING, AND THE BAY VIEW CEMETERY. THIS AREA NEEDS TO BE IMPROVED, ENHANCED, BEAUTIFIED AND PRESERVED AS A TESTAMENT TO ITS ETHNIC HISTORY. THE BOOKER T. WASHINGTON BUILDING SHOULD BE RESTORED AND CONVERTED INTO A MUSEUM AND COMMUNITY MEETING FACILITY. THE LAND COULD BECOME A PARK, THE LEATHERS DRUG STORE & DR. H.J. WILLIAMS BUILDINGS COULD BE RESTORED AND PRESERVED AS HISTORIC BUILDINGS.

Name: HENRY J. WILLIAMS
Address: 2422 SUMMERS ST
City, State, Zipcode: CORPUS CHRISTI, TX 78407
Email: HENRYJWILLIAMS777@GMAIL.COM

(Per 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.

☐ Please add me to the project mailing list

Written comments may be turned in today, or mailed or emailed by March 3, 2014 to:

Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Christopher.Amy@txdot.gov

ccharborbridgeproject.com

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

COMMENTS

MY COMMENTS REGARDING THE HILLCREST NEIGHBORHOOD:

THE HILLCREST NEIGHBORHOOD IS AN HISTORIC NEIGHBORHOOD OF CORPUS CHRISTI. THE HILLCREST RESIDENTS ASSOCIATION, INC. IS A NON-PROFIT CHARITABLE 501(C)(3) ORGANIZATION, THE PURPOSE OF WHICH IS TO ASSIST THE HOME OWNERS OF HILLCREST, WHO LIVE IN THEIR HOMES, TO REPAIR, RESTORE, REVITALIZE & REBUILD THEIR HOMES, AND TO IMPROVE THE QUALITY OF LIFE IN THE NEIGHBORHOOD. I WOULD LIKE FOR TXDOT TO WORK WITH THE HILLCREST RESIDENTS ASSOCIATION IN THE AREAS OF WORKFORCE SUPPORT, RECREATIONAL ENHANCEMENT, AESTHETIC ENHANCEMENT, AND ABOVE ALL LIVABILITY ENHANCEMENT: ASSISTING HOME OWNERS IN THEIR AREAS OF NEED.
A COPY OF OUR 501(C)(3) DOCUMENT IS IS INCLUDED WITH THESE PAPERS.

Name: HENRY J. WILLIAMS
Address: 2422 SUMMERS ST
City, State, Zipcode: CORPUS CHRISTI, TX 78407
Email: HENRYJWILLIAMS777@GMAIL.COM

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Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Christopher.Amy@txdot.gov

ccharborbridgeproject.com

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Ben Garza Park improvements:

Dr HJ Williams Memorial Park:

YES. THE PARK SHOULD BE BEAUTIFIED AND MAINTAINED; ALSO THE HISTORIC CEMETERIES SHOULD BE RESTORED AND MAINTAINED.

Rincon Channel Wetlands:

4. Other comments about the proposed improvements?

Name: HENRY J. WILLIAMS

Address: 2422 SUMMERS ST
CORPUS CHRISTI, TX 78407

mail: HENRYJWILLIAMS777@GMAIL.COM

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

SEP 23 2007

Date:

Employer Identification Number:
72-1596851
DLN:
17053178001027
Contact Person:
DONNA ELLIOT-MOORE ID# 50304
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
December 31
Public Charity Status:
170(b)(1)(A)(vi)
Form 990 Required:
Yes
Effective Date of Exemption:
March 28, 2005
Contribution Deductibility:
Yes
Advance Ruling Ending Date:
December 31, 2009
Addendum Applies:
No

HILLCREST RESIDENTS ASSOCIATION INC
2422 SUMMERS
CORPUS CHRISTI, TX 78407

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. During your advance ruling period, you will be treated as a public charity. Your advance ruling period begins with the effective date of your exemption and ends with advance ruling ending date shown in the heading of the letter.

Shortly before the end of your advance ruling period, we will send you Form 8734, Support Schedule for Advance Ruling Period. You will have 90 days after the end of your advance ruling period to return the completed form. We will then notify you, in writing, about your public charity status.

Please see enclosed Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, for some helpful information about your responsibilities as an exempt organization.

Part X **Public Charity Status** *(Continued)*

e 509(a)(4)—an organization organized and operated exclusively for testing for public safety. ☐

f 509(a)(1) and 170(b)(1)(A)(iv)—an organization operated for the benefit of a college or university that is owned or operated by a governmental unit. ☐

g 509(a)(1) and 170(b)(1)(A)(vi)—an organization that receives a substantial part of its financial support in the form of contributions from publicly supported organizations, from a governmental unit, or from the general public. ☐

h 509(a)(2)—an organization that normally receives not more than one-third of its financial support from gross **investment income** and receives more than one-third of its financial support from contributions, membership fees, and gross receipts from activities related to its exempt functions (subject to certain exceptions). ☐

i A publicly supported organization, but unsure if it is described in 5g or 5h. The organization would like the IRS to decide the correct status. ☑

6 If you checked box g, h, or i in question 5 above, you must request either an **advance** or a **definitive ruling** by selecting one of the boxes below. Refer to the instructions to determine which type of ruling you are eligible to receive.

a **Request for Advance Ruling:** By checking this box and signing the consent, pursuant to section 6501(c)(4) of the Code you request an advance ruling and agree to extend the statute of limitations on the assessment of excise tax under section 4940 of the Code. The tax will apply only if you do not establish public support status at the end of the 5-year advance ruling period. The assessment period will be extended for the 5 advance ruling years to 8 years, 4 months, and 15 days beyond the end of the first year. You have the right to refuse or limit the extension to a mutually agreed-upon period of time or issue(s). Publication 1035, *Extending the Tax Assessment Period*, provides a more detailed explanation of your rights and the consequences of the choices you make. You may obtain Publication 1035 free of charge from the IRS web site at *www.irs.gov* or by calling toll-free 1-800-829-3676. Signing this consent will not deprive you of any appeal rights to which you would otherwise be entitled. If you decide not to extend the statute of limitations, you are not eligible for an advance ruling. ☑

Consent Fixing Period of Limitations Upon Assessment of Tax Under Section 4940 of the Internal Revenue Code

For Organization

Henry J. Williams — (Signature of Officer, Director, Trustee, or other authorized official)

Henry J. Williams — (Type or print name of signer)

June 19, 2007 — (Date)

President — (Type or print title or authority of signer)

For IRS Use Only

Robert Choi

SEP 23 2007

IRS Director, Exempt Organizations — (Date)

b **Request for Definitive Ruling:** Check this box if you have completed one tax year of at least 8 full months and you are requesting a definitive ruling. To confirm your public support status, answer line 6b(i) if you checked box g in line 5 above. Answer line 6b(ii) if you checked box h in line 5 above. If you checked box i in line 5 above, answer both lines 6b(i) and (ii). ☑

(i) (a) Enter 2% of line 8, column (e) on Part IX-A. Statement of Revenues and Expenses. 20

(b) Attach a list showing the name and amount contributed by each person, company, or organization whose gifts totaled more than the 2% amount. If the answer is "None," check this box. ☑

(ii) (a) For each year amounts are included on lines 1, 2, and 9 of Part IX-A. Statement of Revenues and Expenses, attach a list showing the name of and amount received from each **disqualified person.** If the answer is "None," check this box. ☑

(b) For each year amounts are included on line 9 of Part IX-A. Statement of Revenues and Expenses, attach a list showing the name of and amount received from each payer, other than a disqualified person, whose payments were more than the larger of (1) 1% of line 10, Part IX-A. Statement of Revenues and Expenses, or (2) $5,000. If the answer is "None," check this box. ☑

7 Did you receive any unusual grants during any of the years shown on Part IX-A. Statement of Revenues and Expenses? If "Yes," attach a list including the name of the contributor, the date and amount of the grant, a brief description of the grant, and explain why it is unusual. ☐ Yes ☑ No

HILLCREST RESIDENTS ASSOCIATION INC

Sincerely,

Robert Choi
Director, Exempt Organizations
Rulings and Agreements

Enclosures: Publication 4221-PC
Statute Extension

Texas Department of Transportation

CORPUS CHRISTI PARKS & RECREATION

Why These Improvements?

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are considering replacement of the Harbor Bridge with one of four proposed alternatives (Green, Orange, Red, and West). No final decision has been made yet regarding the selection of an alternative.

As part of the environmental documentation process for the project, potential impacts to local parks, recreational facilities, wetlands, and historic properties have been considered. To make up for any potential impacts to local Corpus Christi parks, the City of Corpus Christi and TxDOT have come up with proposed improvements to five properties, as shown here this evening. There are no plans for improvements to Lovenskiold Park although there are proposed plans to make up for impacts to that park.

The City of Corpus Christi Parks and Recreation Dept. and TxDOT/FHWA would like to find out you think of these proposed improvements.

1. Which of the following properties do you and your family use?

a.	TC Ayers Park	___	Often	___	Sometimes	___ never
b.	Lovenskiold Park	___	Often	___	Sometimes	___ never
c.	Ben Garza Park	___	Often	___	Sometimes	___ never
d.	Dr. H J Williams Memorial Park	___	Often	✓	Sometimes	___ never
e.	Rincon Channel Wetlands	___	Often	___	Sometimes	___ never

2. Would a new park (Washington Park) located at the Washington Elementary School site be of benefit to you? Why or why not?

THE BOOKER T. WASHINGTON ELEMENTARY SCHOOL BUILDING SHOULD BE RESTORED AND CONVERTED INTO A MUSEUM & MEETING FACILITY. A NEW PARK ON THE GROUNDS OF THE RESTORED BUILDING WOULD BE AN ASSET TO THE AREA.

3. Would the proposed improvements benefit you and your neighborhood?
   TC Ayers Park Improvements:

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Geraldine Johnson, President/CEO, Corpus Christi Black Chamber of Commerce

Interviewers:
Christopher Amy
Aaron Arroyo
Kristi Brink

Date: 6/6/2014
Meeting Location: Kinder Care

- Christopher Amy reviewed project to-date
  - DEIS recommended the Red Alternative
  - TxDOT appreciated participation on the TAC Committee and saw her as a committee leader
  - TxDOT was in the process of finalizing the environmental process with Federal Highways
  - TxDOT was still on track for a Record of Decision by the end of the year
  - If clearance is achieved the building of the project could start by this time next year
    - A lot has to happen before start
  - Updated Dr. Johnson on proposed park and EJ mitigation;
- Dr. Johnson: Asked if TxDOT was aware that St. Paul United Methodist Church built a park;
- Christopher Amy: He indicated he participated in the "build day" for the parks and felt it was very complementary to the proposed parks for the Harbor Bridge project, especially the Washington Park concept because it would be across the street. He assured her that building the parks was a Federal requirement and that would happen moving forward with the project.
- Dr. Johnson: A lot can be accomplished when people come together
- Christopher Amy: Yes-Talking to stakeholders like yourself is critical
  - TxDOT is sensitive to folks/businesses in neighborhood
  - When IH 37 was constructed as a recessed highway it bisected the northside neighborhood from the rest of the community. The current design provides access to residents and business owners under the bridge and into and out of the neighborhoods.
  - Going to construct a hike/bike trail to improve connectivity to the Northside neighborhoods
  - I feel like the bridge with the aesthetic treatments, walking trail etc. will feel a physical barrier to people
  - Talked about funeral home owner located on Sam Rankin – We would be reaching out to Ms. Gwendolyn Coleman to make sure her business was accessible during construction.
  - CAC meeting will be happening on July 8th and would be getting an invite
  - Talked to Dr. Scott, she did not like Red Route
    - She preferred Blue Alternative out over the water
- Dr. Johnson: There are people out there that don't know how to swim. A lot of people fear the water. The Blue Alternative would be a bad idea.
- Christopher Amy: The Blue Alternative did not meet our project Need and Purpose. The Blue Alternative left the department susceptible to major storms like a hurricane that could leave the bridge inoperable. This could potentially cut-off the North Beach area from emergency personnel following a storm event.
  - US 181 2nd highest traveled roadway for a Hurricane Evacuation Route

- TxDOT has been getting ideas for the project by talking to folks in area
- Dr. Johnson: Biggest concern is getting in and out in a storm event
  - Going through the Port is an option? Provides access to get out in an emergency
  - Maintaining Bus Route? In/out
  - Traffic smooth? In/out
  - Storefronts are all gone from the neighborhood,
  - She hopes to save Methodist Church
  - T.C.Ayers is a big voided area
  - Solomon Coles, serve at risk kids
    - Dr. Scott works with the Principal to talk to kids who are "at risk"
    - Only Black Historical High School
    - (talked about other Black Schools in C.C.)
  - St. Mathews Baptist Church
- Christopher Amy: I feel from my experience that Parks and Churches are the anchors in a community
  - The Washington Park location will replace T.C. Ayers Park
  - TxDOT received a comment from CCISD – to build wing in the Soloman Coles High School that is a tribute to Black and Texas History
    - Dr. Johnson: Can TxDOT fund that?
      - Christopher Amy: No, has to come from School District, FHWA not sure
      - The School is moving forward reagrdless
      - Instead TxDOT will potentially build historical elements into the hike and bike trail
      - This idea has been very receptive to folks I have shared this with.
    - Help African American community retain the sense of history
  - Christopher Amy: Dr. Elef will be retiring at the end of this year
  - Mitigation with park, learning trail
  - Bus routes – we are sensitive to that
    - Talk to RTA to maintain bus routes
  - Winnebago closed
  - No interruption in bus service
  - Met with Spohn Clinic
    - Were told the clinic would be taken away with Sr. Center, all housing taken away
    - I reassured the director those facilities would stay in place with the current design
    - People speculating and buying land
    - Spohn Clinic is heavily used by the residents
- Dr. Johnson: Howards BBQ going to remain?
- Chris: It will remain, Green Route would have taken out the business
- Geraldine: Frost Bank/City Building
  - Concern with Red Route being accessible to community
    - Access in and out of the neighborhood
- Christopher Amy: We are doing our best but we cannot make everyone happy.
  - Ramps and interchanges have impacts, harder to get on
  - Latest traffic and design eliminated some ramps and the need for a large interchange. TxDOT is not considering a "box interchange" to move traffic.
  - Brownlee Street will have an interruption
  - Business leaders want ramp right down to bay front but traffic does not warrant it
  - I would appreciate the opportunity to sit down and explain the maps.
    - (looking at maps in iPad)
- Dr. Johnson: Scott Electric impacted?
- Chris: No impact to Scott Electric, the same access to Port Street will remain
  - TxDOT will rebuild the pedestrian crosswalk from Alameda to Staples

- Meet with RTA to change routes on Lake Street
- Dr. Johnson: Will the Northside Manor housing be torn down?
- Christopher Amy: Northside Manor going to be taken out of service eventually
  - Residents from Northside Manor being moved to Palms at Leopard
- Dr. Johnson: They started to build it(Palms)
- Christopher Amy: Yes, Northside Manor residents moving to Palms
  - Talking about public housing conditions
  - TxDOT bring in other agencies
    - Grant funding available for redevelopment
      - Rebuild contaminated site at Washington Park
  - City not putting funds into Hillcrest
  - Write sustainability program for Northside neighborhood
  - No street lights in area
- Dr. Johnson: Trash not being picked up regularly
  - Rosie Collins – Hands for Hillcrest
- Christopher Amy: Met with United Way
- Dr. Johnson: Need funds, have team that can fix neighborhood
- Christopher Amy: Comment on building grocery stores
- Dr. Johnson: Only mom/pops stores
  - Stripes most reasonable prices
- Christopher Amy: The area around the Northside neighborhood can easily be considered a food desert
- Dr. Johnson: Talk to HEB if looking for store in area, Hillcrest HEB
  - People might not go, and still shop in other areas

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Dr. Scott Elliff, Superintendent, CCISD
Debbie Seeger, CCISD

Interviewers:
Christopher Amy
Victor Vourcos

Date: 5/2/2014
Meeting Location: CCISD Administration Building

- Christopher Amy and Victor Vourcos talked about the current status of the project and explained the potential mitigation planned.
- CCISD interested in a "memorial" at Solomon Coles High School or nearby.
- TxDOT Discussed proposed 4(f) park mitigation with parks and proposed hike & bike trail.
- Discussed CCISD DEIS comments.
- Solomon Coles High School
    - Owned by CCISD
    - Historical site
    - Possibility of constructing a museum or memorial dedicated to the cultural history of the area and Solomon Coles
    - Not interested in operating or running
- Discussed the potential use of proposed walking trail to exhibit history/culture of the area and have an information kiosk at the "new" Washington Park.
- Christopher and Victor explained the constraints of spending federal and state dollars.
- Dr. Elliff and Ms. Seeger indicated the museum at Soloman Coles would happen regardless and were interested in the potential for African American historical elements along the hike and bike trail.

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Teresa Rodriquez Bartlett, President/CEO, Corpus Christi Hispanic Chamber of Commerce

Interviewers:
Christopher Amy
Aaron Arroyo
Kristi Brink

Date: 6/6/2014
Meeting Location: Hispanic Chamber of Commerce Office

- Christopher Amy: Reviewed project to-date
  - Potentially construction begin 1 year from now
  - Construction time about 5 years – finish by 2020
  - Need for this project or TxDOT spends more money down the road on maintenance
- City Level Involvement
  - Focus on community
  - Access was studied heavily during design development.
- Teresa Rodriguez: What would happen to old bridge?
- Christopher Amy: Barge away, contractor keep will it, or use as artificial reef
  - Maintain connectivity with current and future businesses
- Teresa Rodriguez: Our community does not like change. The Corpus Christi community identifies with the current bridge.
- Christopher Amy: Tunnel was talked about, but likely rendered inoperable following a hurricane hurricane. Agree that people do identify with bridge
  - New bridge will have increased clearance
  - Design will be cable stay with 550 ft pylons
  - See all the way from IH 37, possibly Sinton
- Teresa Rodriguez : People do not want change
- Christopher Amy: We are meeting with stakeholders, get ideas from community
  - Park mitigation
    - (shows Teresa new parks on ipad)
    - Ball field and parking at BenGarza
    - Resurface pool, walking trail
    - Build new park with hike/bike trail
    - Ben Garza Park
  - Teresa's role
    - Talk to business owners
    - Maintain area
    - Opportunity for businesses to thrive

- Teresa Rodriguez: Many people oppose because lack of knowledge
    - Would like to receive updates
    - Small businesses need to stay informed and see the opportunity
- Christopher Amy: We have a fact sheet in .pdf and project website
- Teresa Rodriguez: Will send to 6,000 businesses with link to project website
- Christopher Amy: Trying to get the word out to get ideas and what we can do better
- Teresa Rodriguez: Create more awareness among membership
    - Many businesses use picture of bridge in logos and old pictures
- Christopher Amy: Agrees, cites example of Frost Bank
- Teresa: Brand new bridge bring new logo
    - Wants to make sure businesses are better informed
    - Will help with transition
    - Good for people
- Christopher Amy: Talks about next steps for environmental clearance
- Teresa Rodriguez: We need it(new bridge)
- Christopher Amy: Shows Teresa Harbor Bridge project website
    - Agrees to send her fact sheet

Harbor Bridge Team Stakeholder Meeting Summary

Person Contacted/Organization:
Catrina Wilson, President/CEO, United Way
Donna Hurley, Community Services Director

Interviewers:
Christopher Amy
Victor Vourcos
Doreen Harrell

Date: 5/27/2014
Meeting Location: United Way

- Christopher Amy reviewed project to-date and draft mitigation plans.
- Catrina Wilson– "What is the purpose of the Hike and Bike trail?"
- Christopher explained it will be used to connect Northside communities in the area to each other under and across the bridge; could also be used as a learning trail with the purpose of preserving black history in the area.
- Hands for Hillcrest program
    - They developed a reading program, Imagination Library, which included book deliveries and reading kits but experienced very low response, acceptance or participation
    - Perception of distrust by community residents
    - Did not re-apply for grant
    - Big question – what outcomes are being achieved by HOH ($1.5 million over 3 years)? Only output so far.
- Donna Hurley reviewed what studies and efforts they are currently working on for the area
    - Focused on early childhood programs to better prepare children entering school, "Success by Six"
    - Readiness Assessment of project area – Hillcrest was most vulnerable in all 5 domains of assessment
    - The UW coalition of service providers decided to focus their future efforts on Del Mar East, Midtown and Crosstown areas because each had community assets and strengths that Hillcrest does not possess any longer
    - A sustainable community requires foundation assets for basic needs such as schools, grocery stores, etc., and Hillcrest no longer has those types of assets; all that remains are residential housing.
- Critical question to ask Hillcrest representatives: What does Hillcrest have to build on? Assets? Strengths? A lot of discussion addressed the subject of whether Hillcrest is a community that is still viable or no longer able to be revitalized.
- Washington Coles was discussed as the area that has the most potential for positive growth in proximity to the Harbor Bridge project area.
- Catrina and Donna would like to be added to the e-news list.

PUBLIC HEARING

Public Hearing Summary

US 181 Harbor Bridge Project

Corpus Christi, Texas

CSJ: 0101-06-095

November 2014

Prepared by
Texas Department of Transportation and
Federal Highway Administration

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Public Hearing Summary
US 181 Harbor Bridge Project
CSJ 0101-06-095

Location: Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, TX.

Date/Time: Tuesday, February 18, 2014: 5–7 pm open house; 7 pm presentation; 7:30 pm public comment session

Hearing Purpose:

- Explain purpose of hearing and meet goals of public hearing process.
- Summarize key findings of the Draft EIS and present identified Preferred Alternative.
- Present proposed 4(f) park mitigation.
- Present proposed EJ mitigation.
- Accept written and verbal comments from those in attendance.

Meeting Format: An open house session was held from 5–7 pm. During this time, project team members were available to talk with members of the public and answer questions about the exhibits. The open house was followed by a technical presentation that began at 7 pm. Christopher Caron, Deputy District Engineer for Texas Department of Transportation's (TxDOT's) Corpus Christi District, welcomed the crowd, introduced local officials, and provided background on the National Environmental Policy Act (NEPA) and public hearing process. He was followed by Christopher Amy, TxDOT District Environmental Coordinator and Project Manager, who reviewed the findings of the Draft Environmental Impact Statement (DEIS), discussed the Preferred Alternative identified in that document, and reviewed public involvement activities. A public comment session began at 7:30 pm.

Public Notice: The public hearing was announced and advertised through a variety of methods. The Public Hearing was first announced in the Notice of Availability published in the *Corpus Christi Caller-Times* on January 3, 2014 (see **Appendix A**). At the same time, the public hearing was announced on the Harbor Bridge project website (ccharborbrigeproject.com). Thirty days before the Public Hearing, TxDOT began an intensive effort to announce the hearing through direct mailings, website announcements, and radio spots (English and Spanish). A two-page Public Hearing notice was sent to landowners with property adjacent to the existing right-of-way (ROW) (see **Appendix B**). A copy of this notice was also sent to 337 public officials and other interested parties on the Harbor Bridge mailing list (see **Appendix C**). In addition, a postcard announcing the Public Hearing was sent to a mailing list of 7,634 residents in zip codes in the project area and was also distributed at eight neighborhood meetings held in January 2014. English and Spanish radio ads ran 253 times in the Corpus Christi area from February 10–February 18, 2014. Newspaper ads (in English and Spanish) announcing the hearing ran on January 26, February 2, and February 9, 2014, in the *Corpus Christi Caller-Times* and on January 30, February 6, and February 13, 2014, in the *Portland News* (see **Appendix D**). When the public comment period was extended from

March 3–March 18, 2014, TxDOT ran an ad announcing this extension in the *Corpus Christi Caller-Times* on March 2, 2014, and on February 27, 2014, in the *Portland News.* A postcard announcing the extension was sent to the adjacent property owner list and the Harbor Bridge mailing list and a notice was placed on the project website.

Attendance:
A total of 268 individuals (260 private citizens and 8 public officials [or representatives of public officials]) registered their attendance at the Public Hearing. The number of people who did not sign in appeared to be negligible. Representatives from TxDOT, FHWA, and the consultant team (URS, HNTB, Hicks & Company, and Kailo Communications) were also in attendance, bringing the total number signing in to 316. A copy of the sign-in sheet is included in **Appendix E**. Photographs are included in **Appendix F**.

Recording/Transcription: The presentations by the project team and public comment session was recorded and transcribed by Ms. Alicia Cordova, certified shorthand reporter. Ms. Cordova also transcribed public comments dictated directly to her. The certified transcripts may be found in **Appendix G**, along with the Public Hearing Certification signed by the Public Hearing Officer.

Display Materials:
Each Public Hearing participant was given a packet of materials upon signing in at the hearing. This packet included an agenda with a map of the four proposed project alternatives, a comment card, a speaker card, and a project fact sheet. The fact sheet provided background on the project, including its history and significant milestones. Meeting exhibits were organized into six stations as follows: overview of the NEPA process with copies of the Draft EIS; four proposed project alternatives; visualizations of the four proposed alternatives from the vantage point of the neighborhoods; detailed schematic of the Preferred Alternative; proposed mitigation to address impacts on minority and low-income neighborhoods (including proposed Section 4(f) park mitigation); and TxDOT right-of-way acquisition process. These materials can be found in Appendix H. The TxDOT Power Point presentation given at the hearing is located in **Appendix I**.

Deadline: Comments received and/or postmarked on or before March 18, 2014, are included in this Public Hearing Summary report.

Summary of Public Comments:
Of the 268 people who attended the Public Hearing, 13 people (2 public officials and 11 private citizens) made verbal comments. Fifty-six private citizens and seven agencies submitted written comments at the hearing or by the March 18, 2014, deadline. Several of these comments contained multiple sub-comments although they are counted as a single comment in this summary. Most of the comments fell into the following general categories:

- Concerns about mitigation for impacts to minority and low-income neighborhoods;
- Concerns about access to and from the proposed Preferred Alternative;

- Emphasis on ensuring bicycle/pedestrian access and safety; and
- Emphasis on the aesthetics of a new bridge.

Comment and Response Report: The public comment period for the US 181 Harbor Bridge Project DEIS was open from January 3–March 3, 2014. In response to a public comment, it was extended to March 18, 2014. During this time, the public was invited to submit comments verbally, in written format, online on the project website, and via email. The DEIS was made available to the public at the following locations:

1) La Retema Central Library, 805 Comanche Street, Corpus Christi, TX 78401;
2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401;
3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and,
4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

An index of the 69 public and 7 agency comments can be found in **Appendix J**, Table 1. This index provides a unique number for each comment, along with the commenter's name, organization represented, and mode of transmitting the comment. Following this index is Table 2, which contains all of the public and agency comments (including the category into which the comment falls) received along with corresponding responses.

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Appendix A: Notice of Availability

Environmental Safety Health and Quality Staff

2:30 p.m. Presentation on Performance Assessment and Composite Analysis, Sean French

3:00 p.m. Presentation on Material Disposal Area G Corrective Measures Evaluation, David Rhodes

3:30 p.m. Update from Liaison Members

- New Mexico Environment Department, John Kieling
- Los Alamos National Laboratory, Jeffrey Mousseau
- DOE, Peter Maggiore

4:30 p.m. Items from DDFO, Lee Bishop

4:45 p.m. Wrap-Up and Comments from Board Members, Carlos Valdez

5:00 p.m. Adjourn

Public Participation: The EM SSAB, Northern New Mexico, welcomes the attendance of the public at its advisory committee meetings and will make every effort to accommodate persons with physical disabilities or special needs. If you require special accommodations due to a disability, please contact Menice Santistevan at least seven days in advance of the meeting at the telephone number listed above. Written statements may be filed with the Board either before or after the meeting. Individuals who wish to make oral statements pertaining to agenda items should contact Menice Santistevan at the address or telephone number listed above. Requests must be received five days prior to the meeting and reasonable provision will be made to include the presentation in the agenda. The Deputy Designated Federal Officer is empowered to conduct the meeting in a fashion that will facilitate the orderly conduct of business. Individuals wishing to make public comments will be provided a maximum of five minutes to present their comments.

Minutes: Minutes will be available by writing or calling Menice Santistevan at the address or phone number listed above. Minutes and other Board documents are on the Internet at: *http://www.nnmcab.energy.gov/.*

Issued at Washington, DC, on December 30, 2013.

LaTanya R. Butler,

Deputy Committee Management Officer.

[FR Doc. 2013–31467 Filed 1–2–14; 8:45 am]

BILLING CODE 6405–01–P

DEPARTMENT OF ENERGY

Environmental Management Site-Specific Advisory Board, Savannah River Site

AGENCY: Department of Energy.

ACTION: Notice of open meeting.

SUMMARY: This notice announces a meeting of the Environmental Management Site-Specific Advisory Board (EM SSAB), Savannah River Site. The Federal Advisory Committee Act (Pub. L. 92–463, 86 Stat. 770) requires that public notice of this meeting be announced in the **Federal Register**.

DATES: Monday, January 27, 2014 1:00 p.m.–5:00 p.m., Tuesday, January 28, 2014, 8:30 a.m.–5:15 p.m.

ADDRESSES: Hilton Garden Inn, 1065 Stevens Creek Road, Augusta, GA 30907.

FOR FURTHER INFORMATION CONTACT: Gerri Flemming, Office of External Affairs, Department of Energy, Savannah River Operations Office, P.O. Box A, Aiken, SC 29802; Phone: (803) 952–7886.

SUPPLEMENTARY INFORMATION:

Purpose of the Board: The purpose of the Board is to make recommendations to DOE–EM and site management in the areas of environmental restoration, waste management, and related activities.

Tentative Agenda

Monday, January 27, 2014

1:00 p.m. Combined Committees Session
Order of committees:
- Nuclear Materials
- Administrative & Outreach
- BREAK (2:15 p.m.)
- Facilities Disposition & Site Remediation
- Waste Management
- Strategic & Legacy Management

4:45 p.m. Public Comments Session

5:00 p.m. Adjourn

Tuesday, January 28, 2014

8:30 a.m. Opening, Pledge, Approval of Minutes, Annual Voting on Approval of Existing Position Statements, Chair and Agency Updates

10:00 a.m. Public Comments Session
Break (10:15 a.m.)
Nuclear Materials Report
Waste Management Report

12:00 p.m. Public Comments Session

12:15 p.m. Lunch Break

1:30 p.m. Facilities Disposition & Site Remediation Report
Strategic & Legacy Management Report
Administrative & Outreach Committee Report
- Ballots passed out for committee chair elections*
- Recognition by DOE for outgoing Board members

4:45 p.m. Public Comments Session
*Results of election announced directly after Public Comment session

5:00 p.m. Adjourn

Public Participation: The EM SSAB, Savannah River Site, welcomes the attendance of the public at its advisory committee meetings and will make every effort to accommodate persons with physical disabilities or special needs. If you require special accommodations due to a disability, please contact Gerri Flemming at least seven days in advance of the meeting at the phone number listed above. Written statements may be filed with the Board either before or after the meeting. Individuals who wish to make oral statements pertaining to agenda items should contact Gerri Flemming's office at the address or telephone listed above. Requests must be received five days prior to the meeting and reasonable provision will be made to include the presentation in the agenda. The Deputy Designated Federal Officer is empowered to conduct the meeting in a fashion that will facilitate the orderly conduct of business. Individuals wishing to make public comments will be provided a maximum of five minutes to present their comments.

Minutes: Minutes will be available by writing or calling Gerri Flemming at the address or phone number listed above. Minutes will also be available at the following Web site: *http://cab.srs.gov/srs-cab.html.*

Issued at Washington, DC, on December 30, 2013.

LaTanya R. Butler,

Deputy Committee Management Officer.

[FR Doc. 2013–31468 Filed 1–2–14; 8:45 am]

BILLING CODE 6450–01–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9012–8]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements
Filed 12/23/2013 Through 12/27/2013

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

EIS No. 20130381, Draft EIS, FHWA, TX, US 181 Harbor Bridge Project, Comment Period Ends: 03/03/2014, Contact: Gregory Punske 512–536–5960.

EIS No. 20130382, Draft EIS, NPS, 00, Glen Canyon National Recreation Area Off-road Vehicle Management Plan, Comment Period Ends: 03/04/2014, Contact: Brian Carey 928–608–6209.

EIS No. 20130383, Final EIS, USACE, CA, Berryessa Creek Element Coyote and Berryessa Creek California Flood Control Project, Review Period Ends: 02/03/2014, Contact: Tyler Stalker 916–557–5107.

Amended Notices

EIS No. 20130325, Draft EIS, NPS, MO, Ozark National Scenic Riverways Draft General Management Plan, Wilderness Study, Comment Period Ends: 02/07/2014, Contact: William Black 573–323–4236, Revision to the FR Notice Published 12/06/2013; Extending Comment Period from 01/08/2014 to 02/07/2014.

EIS No. 20130360, Final EIS, USFS, AZ, Rosemont Copper Project, Proposed Construction, Operation with Concurrent Reclamation and Closure of an Open-Pit Copper Mine, Review Period Ends: 02/14/2014, Contact: Mindy Vogel 520–388–8300, Revision to FR Notice Published 12/20/2013; Correcting the Review Period End Date to read 02/14/2014.

Dated: December 30, 2013.

Dawn Roberts,

Management Analyst, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2013–31448 Filed 1–2–14; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–TRI–2013–0281; FRL–9904–82–OEI]

Petition To Add the Oil and Gas Extraction Industry, Standard Industrial Classification Code 13, to the List of Facilities Required To Report Under the Toxics Release Inventory; Notice of Receipt of Petition

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of receipt of petition.

SUMMARY: The Environmental Integrity Project (EIP) and sixteen other organizations submitted a petition to the Environmental Protection Agency (EPA), dated October 24, 2012, requesting that EPA add the Oil and Gas Extraction sector, Standard Industrial Classification (SIC) code 13, to the scope of sectors covered by the Toxics Release Inventory (TRI) under section 313 of the Emergency Planning and Community Right-To-Know Act (EPCRA). The petition also requests that EPA publish the petition in the **Federal Register**. This **Federal Register** Notice provides notice of receipt of this petition, along with the Docket Identification Number that can be used to view the petition and related documents. EPA is not soliciting public comment regarding this notice.

FOR FURTHER INFORMATION CONTACT: Gilbert Mears, Toxics Release Inventory Program Division, Office of Environmental Information (mail code 2844T), Environmental Protection Agency, 1200 Pennsylvania Avenue NW., Washington, DC 20460; telephone number: (202) 566–0954; fax number: (202) 566–0715; email address: *mears.gilbert@epa.gov*.

SUPPLEMENTARY INFORMATION:

I. General Information

A. How can I get copies of this document and other related information?

1. *Docket.* EPA has established a docket for this action under Docket ID No EPA–HQ–TRI–2013–0281. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy at the ''Petition to Add the Oil and Gas Extraction Industry, Standard Industrial Classification Code 13, to the List of Facilities Required To Report under the Toxics Release Inventory'' Docket in the EPA Docket Center, (EPA/DC) EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the ''Petition to Add the Oil and Gas Extraction Industry, Standard Industrial Classification Code 13, to the List of Facilities Required To Report under the Toxics Release Inventory'' Docket is (202) 566–1752.

2. *Electronic Access.* You may access this **Federal Register** document electronically from the Government Printing Office under the ''**Federal Register**'' listings at FDSys (*http://www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR*).

Dated: December 16, 2013.

Arnold E. Layne,

Director, Office of Information Analysis and Access, Office of Environmental Information.

[FR Doc. 2013–31484 Filed 1–2–14; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Medicare Program; Appellant Forum Regarding the Administrative Law Judge Hearing Program for Medicare Claim Appeals

AGENCY: Office of Medicare Hearings and Appeals (OMHA), HHS.

ACTION: Notice of Meeting.

SUMMARY: This notice announces an Office of Medicare Hearings and Appeals (OMHA) Medicare Appellant Forum. The purpose of this event is to provide updates to OMHA appellants on the status of OMHA operations; to relay information on a number of OMHA initiatives designed to mitigate a growing backlog in the processing of Medicare appeals at the OMHA-level of the administrative appeals process; and provide information on measures that appellants can take to make the administrative appeals process work more efficiently at the OMHA-level.

DATES: *Meeting Date:* The OMHA Medicare Appellant Forum announced in this notice will be held on Wednesday, February 12, 2014. The OMHA Medicare Appellant Forum will begin at 10:00 a.m. Eastern Standard Time (e.s.t.) and check-in will begin at 9:00 a.m. e.s.t.

Deadline for Registration of Attendees and Requests for Special Accommodation: The deadline to register to attend the OMHA Medicare Appellants Forum and request a special accommodation, as provided for in the American's with Disabilities Act, is 5:00

having made a prohibited off-the-record communication shall serve the document on all parties listed on the official service list for the applicable proceeding in accordance with Rule 2010, 18 CFR 385.2010.

Exempt off-the-record communications are included in the decisional record of the proceeding, unless the communication was with a cooperating agency as described by 40 CFR 1501.6, made under 18 CFR 385.2201(e)(1)(v).

The following is a list of off-the-record communications recently received by the Secretary of the Commission. The communications listed are grouped chronologically, in ascending order. These filings are available for review at the Commission in the Public Reference Room or may be viewed on the Commission's Web site at *http://www.ferc.gov* using the eLibrary link. Enter the docket number, excluding the last three digits, in the docket number field to access the document. For assistance, please contact FERC, Online Support at *FERCOnlineSupport@ferc.gov* or toll free at (866) 208–3676, or for TTY, contact (202) 502–8659.

Prohibited Docket No.	Filed date	Presenter or requester
1. P–2299–000	2–7–14	Modesto Irrigation District.
2. CP13–113–000	2–24–14	Alan Spahr.

Exempt Docket No.	Filed date	Presenter or requester
1. P–12790–002	2–11–14	FERC Staff.[1]
2. P–13590–000	2–12–14	FERC Staff.[2]
3. P–2305–036	2–24–14	Hon. Mary L. Landrieu.
4. CP13–25–000	2–27–14	FERC Staff.[3]

[1] Telephone record.
[2] Email record.
[3] Telephone record.

Dated: February 28, 2014.

Nathaniel J. Davis, Sr.,

Deputy Secretary.

[FR Doc. 2014–04962 Filed 3–6–14; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9013–8]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements

Filed 02/24/2014 Through 02/28/2014 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

EIS No. 20140053, Draft EIS, FHWA, IL, US 51 Pana to Centralia, Comment Period Ends: 04/21/2014, Contact: Catherine A. Batey 217–492–4600.

EIS No. 20140054, Revised Draft EIS, USFS, CA, Harris Vegetation Management Project, Comment Period Ends: 04/25/2014, Contact: Emelia H. Barnum 530–926–4511 ext. 1600.

EIS No. 20140055, Final Supplement, USACE, FL, Jacksonville Harbor Navigation, Review Period Ends: 04/07/2014, Contact: Samantha Borer 904–232–1066.

EIS No. 20140056, Draft EIS, USFS, CO, Vail Mountain Recreation Enhancements Project, Comment Period Ends: 04/21/2014, Contact: Roger Poirier 970–945–3212.

EIS No. 20140057, Final EIS, BOEM, 00, PROGRAMMATIC—Geological and Geophysical Activities in Federal Waters of the Mid- and South Atlantic Outer Continental Shelf and Adjacent State Waters, Review Period Ends: 04/07/2014, Contact: Gary D. Goeke 504–736–3233.

EIS No. 20140058, Final EIS, USFS, AZ, Kaibab National Forest Plan Revision, Review Period Ends: 06/05/2014, Contact: Ariel Leonard 928–635–8283.

EIS No. 20140059, Final Supplement, NRC, WY, Ross In-Situ Leach Recovery (ISR) Project, Supplement to the Generic Environmental Impact Statement for In-Situ Leach Uranium Milling Facilities, Review Period Ends: 04/07/2014, Contact: Johari Moore 301–415–7694.

EIS No. 20140060, Draft Supplement, USACE, MS, PROGRAMMATIC EIS—Mississippi Coastal Improvements Program (MsCIP), Comprehensive Barrier Island Restoration, Hancock, Comment Period Ends: 04/21/2014, Contact: Susan I. Rees 251–694–4141.

EIS No. 20140061, Final EIS, FERC, NY, Rockaway Delivery Lateral and Northeast Connector Projects, Review Period Ends: 04/07/2014, Contact: Kara Harris 202–502–6296.

Amended Notices

EIS No. 20130381, Draft EIS, FHWA, TX, US 181 Harbor Bridge Project, Comment Period Ends: 03/18/2014, Contact: Gregory S. Punske 512–536–5960.

Revision to the FR Notice Published 01/03/2014; Extending Comment Period from 03/03/2014 to 03/18/2014.

Dated: March 4, 2014.

James G. Gavin,

Environmental Protection Specialist, Office of Federal Activities.

[FR Doc. 2014–05011 Filed 3–6–14; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL ELECTION COMMISSION

Sunshine Act Meeting

AGENCY: Federal Election Commission.

DATE AND TIME: Thursday March 6, 2014 At The Conclusion Of The Open Meeting.

PLACE: 999 E Street NW., Washington, DC.

STATUS: This Meeting Will Be Closed To The Public.

ITEMS TO BE DISCUSSED:

Compliance matters pursuant to 2 U.S.C. 437g.

Information the premature disclosure of which would be likely to have a considerable adverse effect on the

Notice is given to the public of the filing with the Public Utility Commission of Texas of an application on December 18, 2013, for a service provider certificate of operating authority (SPCOA), pursuant to Chapter 54, Subchapter D of the Public Utility Regulatory Act (PURA).

Docket Title and Number: Application of G.S. Texas Ventures, LLC for a Service Provider Certificate of Operating Authority, Docket Number 42099.

Applicant intends to provide data, facilities-based, and resale telecommunications services.

Applicant seeks to provide service throughout the State of Texas.

Persons who wish to comment upon the action sought should contact the Public Utility Commission of Texas by mail at P.O. Box 13326, Austin, Texas 78711-3326 or by phone at (512) 936-7120 or toll-free at (888) 782-8477 no later than January 10, 2014. Hearing and speech-impaired individuals with text telephones (TTY) may contact the commission through Relay Texas by dialing 7-1-1. All comments should reference Docket Number 42099.

TRD-201306048
Adriana A. Gonzales
Rules Coordinator
Public Utility Commission of Texas
Filed: December 19, 2013

♦ ♦ ♦

Notice of Application for Approval of Accelerated Depreciation Rates

Notice is given to the public of the filing with the Public Utility Commission of Texas of an application on December 18, 2013, for approval of accelerated depreciation rates pursuant to §52.252 and §53.056, of the Public Utility Regulatory Act, Texas Utilities Code Annotated (Vernon 2007 & Supp. 2012).

Docket Title and Number: Application of Brazoria Telephone Company for Approval of Accelerated Depreciation Rates Pursuant to P.U.C. Substantive Rule §26.206, Docket Number 42101.

The Application: Brazoria Telephone Company (Brazoria) filed an application to accelerate depreciation rates associated with certain digital switching equipment in Account 2212 - Digital Electronic Switching. Brazoria requests approval to increase depreciation rates for its Lucent 5E digital switching equipment by moving the affected equipment into a new subaccount 2212.1 - Digital Switch to Retire. Brazoria requests an effective date of January 1, 2013.

Persons who wish to intervene in the proceeding or comment upon the action sought should contact the Public Utility Commission of Texas, 1701 North Congress Avenue, P.O. Box 13326, Austin, Texas 78711-3326 or by phone at (512) 936-7120 or toll-free at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the commission through Relay Texas by dialing 7-1-1. All comments should reference Docket Number 42101.

TRD-201306050
Adriana A. Gonzales
Rules Coordinator
Public Utility Commission of Texas
Filed: December 19, 2013

♦ ♦ ♦

Texas Department of Transportation

Notice of Availability of Draft Environmental Impact Statement - Harbor Bridge in Nueces County

The Draft Environmental Impact Statement (Draft EIS) concerning the proposed construction of the US Highway 181 (US 181) improvements, in Nueces County, Texas, is available for public inspection. The project would replace the existing Harbor Bridge and reconstruct portions of US 181, Interstate Highway 37 and the Crosstown Expressway. The Harbor Bridge is located on US 181 approximately one-half mile north of the US 181 and I-37 interchange. The project limits extend both north-south along US 181 and the Crosstown Expressway, and east-west along I-37, for a total length of approximately 6 miles. The Draft EIS also includes an analysis of the impacts of the project on historic sites and on publicly owned parkland (the Section 4(f) analysis).

The purpose of the project is to maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel and to improve safety for the traveling public, including during hurricane evacuations. The social, economic, and environmental impacts of the project have been analyzed in the Draft EIS. The Draft EIS studies four proposed build alternatives and the no-build alternative, and selects one of the build alternatives (the "Red Alternative") as the preferred alternative. The preferred alternative would consists of a controlled-access facility on a new location and would include six lanes within a right-of-way width that varies between 200-430 feet, three 12-foot lanes in each direction with a median barrier and 12-foot inside and 10-foot outside shoulders. The alternative includes a 10-foot bicycle and pedestrian shared-use path on the main span of the bridge and on the bridge approaches. The alternative would require the acquisition of approximately 50 acres of new right-of-way, including 0.32 acres of Lovenskiold Park, 5.14 acres of T.C. Ayers Park, 39 residences, and three businesses, and would cause the displacement of four warehouses. Other environmental impacts would include community impacts, access changes, impacts to land use, floodplains, water quality, vegetation, hazardous materials, and traffic noise.

Although the Draft EIS identifies a preferred alternative, the final selection of the preferred alternative would occur only after a public comment period including a public hearing, the comments are considered, and the environmental effects are fully evaluated.

Pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) ("Map-21"), the Federal Highway Administration (FHWA) and the Federal Transit Administration have issued interim joint guidance concerning accelerated decision-making in the preparation of an environmental review document. In accordance with that guidance, FHWA and the department, as joint-lead agencies concerning the project, intend to develop a single document that consists of a Final EIS and a record of decision. FHWA and the department will take this action unless statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319.

The Draft EIS is on file and available for review at the following locations: (1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; (2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; (3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, (4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

A digital version of the Draft EIS and Section 4(f) analysis may be downloaded from the Harbor Bridge project website at http://www.ccharborbridgeproject.com.

Paper copies of the Draft EIS and other information about the project may also be requested from the department's district office located at 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Submit requests in writing to the attention of Christopher Amy, Texas Department of Transportation, or by email at HarborBridgeDEIS@urs.com. Paper copies may be obtained at the requestor's expense.

Written comments regarding the Draft EIS and Section 4(f) analysis may be submitted to the department, attention: Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Comments will also be accepted by e-mail to HarborBridgeDEIS@urs.com and at the Harbor Bridge project website at http://www.ccharborbridgeproject.com. The comment period closes on March 3, 2014.

As required by the department's rules, the department will publish notice in newspapers of a public hearing concerning the Draft EIS. The public hearing will be held on Tuesday, February 18, 2014, at the Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401, beginning with an open house at 5:00 p.m. and a presentation to begin at 7:00 p.m.

TRD-201306053
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: December 19, 2013

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Public Notice - Aviation

Pursuant to Transportation Code, §21.111, and Texas Administrative Code, Title 43, §30.209, the Texas Department of Transportation conducts public hearings to receive comments from interested parties concerning proposed approval of various aviation projects. For information regarding actions and times for aviation public hearings, please go to the following website:

www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.
Or visit www.txdot.gov, How Do I Find Hearings and Meetings, choose Hearings and Meetings, and then choose Schedule. Or contact Texas Department of Transportation, Aviation Division, 150 East Riverside, Austin, Texas 78704, (512) 416-4501 or 1-800-68-PILOT.

TRD-201306052
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: December 19, 2013

♦ ♦ ♦

interconnections between ERCOT and other regions, and if the generation capacity of a joint venture transmission affiliate was included, the installed generation capacity attributable to MidAmerican following close of the transaction for that calculation would still be less than 20 percent of the total installed generation capacity located in, or capable of delivering electricity to, ERCOT.

Persons who wish to intervene in the proceeding or comment upon the action sought should contact the Public Utility Commission of Texas as soon as possible, as an intervention deadline will be imposed. A comment or request to intervene should be mailed to P.O. Box 13326, Austin, Texas 78711-3326. Further information may also be obtained by calling the commission's Office of Customer Protection at (512) 936-7120 or (888) 782-8477. Hearing and speech-impaired individuals with text telephones (TTY) may contact the commission through Relay Texas by dialing 7-1-1. All correspondence should refer to Docket Number 42258.

TRD-201400864
Adriana A. Gonzales
Rules Coordinator
Public Utility Commission of Texas
Filed: February 24, 2014

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Notice of Petition for Restoration of Universal Service Funding

Notice is given to the public of the filing with the Public Utility Commission of Texas (commission) of an application on February 19, 2014, for restoration of Universal Service Funding pursuant to Public Utility Regulatory Act, §56.025 and P.U.C. Substantive Rule §26.406.

Docket Style and Number: Application of Southwest Arkansas Telephone Cooperative, Inc. to Recover Funds From the Texas Universal Service Fund Pursuant to P.U.C. Substantive Rule §26.406, Docket Number 42254.

The Application: Southwest Arkansas Telephone Cooperative, Inc. (Southwest Arkansas Telephone) seeks recovery of funds from the Texas Universal Service Fund (TUSF) due to Federal Communications Commission (FCC) actions resulting in a reduction in the Federal Universal Service Fund (FUSF) revenues available to Southwest Arkansas Telephone. The application requests that the commission allow Southwest Arkansas Telephone recovery of funds from the TUSF in the amount of $83,468.36 for 2012, 2013, and 2014, to replace projected FUSF revenue reductions. Southwest Arkansas Telephone is not seeking any rate increases through this proceeding.

Persons wishing to intervene or comment on the action sought should contact the Public Utility Commission of Texas by mail at P.O. Box 13326, Austin, Texas 78711-3326 or by phone at (512) 936-7120 or toll-free at (888) 782-8477. A deadline for intervention in this proceeding will be established. Hearing and speech-impaired individuals with text telephones (TTY) may contact the commission through Relay Texas by dialing 7-1-1. All comments should reference Docket Number 42254.

TRD-201400853
Adriana A. Gonzales
Rules Coordinator
Public Utility Commission of Texas
Filed: February 24, 2014

♦ ♦ ♦

San Antonio-Bexar County Metropolitan Planning Organization

Request for Proposals - Regional Bicycle and Pedestrian Planning Study

The San Antonio-Bexar County Metropolitan Planning Organization (MPO) is seeking proposals from qualified firms to conduct a Regional Bicycle and Pedestrian Planning Study.

A copy of the Request for Proposals (RFP) may be obtained by downloading the RFP and attachments from the MPO's website at www.sametroplan.org or calling Jeanne Geiger, Deputy Director, at (210)-227-8651. Anyone wishing to submit a proposal must do so by 12:00 p.m. (CT), Wednesday, April 9, 2014, at the MPO office to:

Isidro "Sid" Martinez

Director

San Antonio-Bexar County MPO

825 S. St. Mary's Street

San Antonio, Texas 78205

Funding for this study, in the amount of $275,000, is contingent upon the availability of federal transportation planning funds.

TRD-201400816
Jeanne Geiger
Deputy Director
San Antonio-Bexar County Metropolitan Planning Organization
Filed: February 24, 2014

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Texas Department of Transportation

Notice of Extension of the Public Comment Period - United States Highway 181 Harbor Bridge in Nueces County

On January 3, 2014, a Notice of Availability of the Draft Environmental Impact Statement/Section 4(f) Evaluation for the Harbor Bridge Project in Nueces County was published in the January 3, 2014, issue of the *Texas Register* (39 TexReg 151). The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in the City of Corpus Christi.

A public hearing for the project was held on February 18, 2014. While the public comment period concerning the Draft Environmental Impact Statement/Section 4(f) Evaluation was originally scheduled to close on March 3, 2014, the department has extended the period so that the deadline to submit public comment is now March 18, 2014.

Materials from the hearing are available on the project website at www.ccharborbridgeproject.com. The Draft Environmental Impact Statement/Section 4(f) Evaluation is available for review on the project website and at the following locations:

1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401;

2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401;

3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and

4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

Written comments may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, submitted online at www.ccharborbridgeproject.com, or submitted via email at HarborBridgeDEIS@urs.com. Written comments submitted electronically or

mailed and post marked between January 3, 2014, and March 18, 2014, will be accepted as part of the official public hearing record.

For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, Texas 78416. Mr. Amy's phone number is (361) 739-6960.

TRD-201400892
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: February 26, 2014

♦ ♦ ♦

Public Notice - Aviation

Pursuant to Transportation Code, §21.111, and Title 43, Texas Administrative Code, §30.209, the Texas Department of Transportation conducts public hearings to receive comments from interested parties concerning proposed approval of various aviation projects.

For information regarding actions and times for aviation public hearings, please go to the following website: www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings; or visit www.txdot.gov, How Do I Find Hearings and Meetings, choose Hearings and Meetings, and then choose Schedule; or contact Texas Department of Transportation, Aviation Division, 150 East Riverside, Austin, Texas 78704, (512) 416-4500 or 1-800-68-PILOT.

TRD-201400871
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: February 25, 2014

♦ ♦ ♦

Request for Qualifications - State Highway 360

Pursuant to the authority granted under Transportation Code, Chapter 223, Subchapter F (enabling legislation), the Texas Department of Transportation (department) may enter into, in each fiscal year, up to three design-build contracts for the design, construction, expansion, extension, related capital maintenance, rehabilitation, alteration, or repair of a highway project with a construction cost estimate of $50 million or more. The enabling legislation authorizes private involvement in design-build projects and provides a process for the department to solicit proposals for such projects. Transportation Code, §223.245 prescribes requirements for issuance of a request for qualifications (RFQ) and requires the department to publish a notice advertising the issuance of a RFQ in the *Texas Register* and on the department's Internet website.

The Texas Transportation Commission (commission) adopted 43 TAC Chapter 9, Subchapter I relating to design-build contracts (the rules). The enabling legislation, as well as the rules, govern the submission and processing of qualifications submittals, provide for publication of notice that the department is requesting qualifications submittals, and set forth the basic criteria for qualifications, experience, technical competence, and ability to develop a proposed project, and such other information the department considers relevant or necessary in the RFQ.

The commission has authorized the issuance of a RFQ to design, construct, and maintain State Highway 360 from just south of I-20 to US 287 in Tarrant, Ellis, and Johnson counties. The State Highway 360 project includes the design, construction, and, at the department's election, maintenance of approximately 9.2 miles of improvements consisting of two toll lanes in each direction from approximately E. Sublett Road/Camp Wisdom Road to East Broad Street and one toll lane in each direction with periodic passing lanes (Super 2 configuration) from East Broad Street to US 287, in addition to frontage road and intersection improvements, pursuant to a Design-Build Agreement and a Comprehensive Maintenance Agreement.

The purpose of the project is to add toll lanes and frontage road improvements to extend the existing State Highway 360 main lanes and frontage roads from just south of I-20 to US 287. The department has concluded that harnessing private-sector creativity through a design-build approach is the best way to ensure cost-effective and expedited delivery of this project and provide needed safety improvements, congestion relief and economic development benefits to the public. This notice represents the next step in the procurement process.

Through this notice, the department is seeking qualifications submittals from teams interested in entering into a Design-Build Agreement and Comprehensive Maintenance Agreement. The department intends to evaluate any qualifications submittals received in response to the RFQ and may request submission of detailed proposals, potentially leading to negotiation, award, and execution of a Design-Build Agreement and Comprehensive Maintenance Agreement. The department will accept for consideration any qualifications submittals received in accordance with the enabling legislation, the rules, and the RFQ on or before the deadline in the RFQ. The department anticipates issuing the RFQ, receiving and analyzing the qualifications submittals, developing a shortlist of proposing entities or consortia, and issuing a request for proposals (RFP) to the shortlisted entities. After review and a best value evaluation of the responses to the RFP, the department may negotiate and enter into a Design-Build Agreement and Comprehensive Maintenance Agreement for the project.

RFQ Evaluation Criteria. Qualifications submittals will be evaluated by the department for shortlisting purposes using the following general criteria: (i) qualifications and experience of the proposer, its individual team members, and its key personnel in developing, designing, fabricating, constructing, and/or maintaining comparable projects, (ii) statement of technical approach, and (iii) safety qualifications, including the strength of the proposer's and individual team members' safety records and practices, and understanding of an effective safety program. The specific criteria under the foregoing categories will be identified in the RFQ, as will the relative weighting of the criteria.

Release of RFQ and Due Date. The department currently anticipates that the RFQ will be available on March 7, 2014. Copies of the RFQ will be available at the department's Dallas/Fort Worth (DFW) Strategic Projects Office located at 4777 E. Highway 80, Mesquite, TX 75150, and on the following project webpage:

www.txdot.gov/business/partnerships/current-cda/sh-360/sh360-rfq.html.

Qualifications submittals will be due at 3:00 p.m. on May 30, 2014, at the address specified in the RFQ.

TRD-201400893
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: February 26, 2014

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Sam Houston State University

Notice of Award - Consulting Contract

RFP 753-14-34292JEB

Sam Houston State University is issuing an award notice for a consultant to provide Business Continuity Consultant Services. The Consul-

PUBLISHER'S AFFIDAVIT

State of Texas }
County of Nueces }

KAILO COMMUNICATIONS
Ad # 295699
PO #

Before me, the undersigned, a Notary Public, this day personally came GEORGIA LAWSON, who being first duly sworn, according to law, says that she is LEGAL SALES REPRESENATIVE AND EMPLOYEE OF THE PUBLISHER, namely, the *Corpus Christi Caller-Times*, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of Departamento de Transporte de Texas which the annexed is a true copy, was inserted in the *Corpus Christi Caller-Times* on:

CC-Corpus Christi Caller-Times 01/03/14 Fri
CC-Internet - caller.com 01/03/14 Fri

LEGAL SALES REPRESENTATIVE

On this 3 day of Jan, 2014 I certify that the attached document is a true and exact copy made by publisher.

Notary Public, State of Texas

MICHELLE JOYCE CABRERA
My Commission Expires
March 19, 2016

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Departamento de Transporte de Texas

Aviso de Disponibilidad del Borrador del Estudio de Impacto Ambiental – Harbor Bridge en el Condado Nueces

El borrador del estudio de impacto ambiental (Draft EIS, por sus siglas en inglés) sobre la construcción propuesta de mejoras a la Carretera US 181 (US 181) en el Condado Nueces, Texas, está disponible para la inspección pública. El proyecto reemplazaría el Harbor Bridge existente y reconstruiría porciones de US 181, la Carretera Interestatal 37 (I-37) y Crosstown Expressway. El Harbor Bridge se encuentra por US 181 aproximadamente una media milla al norte del intercambio de US 181 y I-37. Los límites del proyecto se extienden al norte y sur a lo largo de US 181 y el Crosstown Expressway, y este y oeste a lo largo de I-37, por un largo total de 6 millas. El Draft EIS también incluye un análisis de los impactos del proyecto a los sitios históricos y a las zonas verdes de titularidad pública (la Sección 4(f) análisis).

El propósito del proyecto es maximizar la operabilidad de la carretera US 181 a largo plazo cruzando el canal de navegación de Corpus Christi y mejorar la seguridad para el público viajero, incluyendo durante las evacuaciónes de huracanes. Los impactos sociales, económicos y ambientales del proyecto han sido analisados en el Draft EIS. El Draft EIS estudia cuatro alternativas de construcción propuestas y la alternativa de no construir, y selecciona una de las alternativas (la Alternativa Roja) como la alternativa preferida. La alternativa preferida consistiría de un centro de acceso controlado en un sitio nuevo y incluiría seis carriles en un ancho de derecho-de-vía que varía de entre 200-430 pies, tres carriles de 12 pies en cada dirección con una barrera mediana con arcenes de 12 pies por el interior y de 10 pies por el exterior. La alternativa incluye un camino de 10 pies para el uso común de bicicletas y pateones sobre el tramo principal y los caminos del puente. La alternativa requeriría la adquisición de aproximadamente 50 acres de derecho-de-vía, incluyendo 0.32 acres de Levonskiold Park, 5.14 acres de T.C. Ayers Park, 39 residencias y tres negocios, y causaría el desplazamiento de cuatro almacenes. El impacto ambiental incluiría el impacto a la comunidad, cambios de acceso, impacto al uso de la tierra, planicie de inundación, calidad de agua, vegetación, materiales peligrosos, y el ruído del tráfico.

Aunque el Draft EIS identifica la alternativa preferida, la selección final de la alternativa preferida ocuriría sólo después de un período de comentarios públicos que incluye una audiencia pública, la consideración de comentarios y la evaluación completa de los efectos ambientales.

La Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y la Administración Federal de Tránsito han emitido una dirección provisional conjunto sobre la toma de decisiones acelerada en la preparación del documento de revisión ambiental. De acuerdo con esa dirección, FHWA y el departamento, como agencias principales de este proyecto, tienen la intención de desarrollar un solo documento que consiste de la Final EIS y el registro de la decisión. FHWA y el departamento tomará acción a menos que: (1) existan cambios sustanciales (comparados al Draft EIS) en el Final EIS a la acción propuesta que son relevantes a las preocupaciones ambientales o de seguridad; o (2) existan nuevas circunstancias significativas o datos relativos a las preocupaciones ambientales que afecten la acción propuesta o el impacto de la acción propuesta.

El Draft EIS está en el archivo y está disponible en los siguientes sitios: (1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; (2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; (3) TxDoT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; (4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

Una versión digital del Draft EIS y el análisis de la Sección 4(f) pueden ser descargados desde el sitio web del proyecto Harbor Bridge, http://www.ccharborbridgeproject.com.

Copias en papel del Draft EIS y otra información sobre el proyecto también se pueden solicitar en la oficina de distrito del departamento, atención: Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Envíe su solicitud

Thank you for your business. Our commitment to a quality product includes the advertising in our publications. As such, E. W. Scripps reserves the right to categorize, edit and refuse certain classified ads. Your satisfaction is important. If you notice errors in your ad, please notify the classified department immediately so that we can make corrections before the second print date. The number to call is 361-883-1111. Allowance may not be made for errors reported past the second print date. The Corpus Christi Caller-Times may not issue refunds for classified advertising purchased in a package rate; ads purchased on the open rate may be pro-rated for the remaining full days for which the ad did not run.

por escrito a la atención de Christopher Amy, Texas Department of Transportation, o por correo electrónico a HarborBridgeDEIS@urs.com. Copias en papel se pueden obtener a expensas del solicitante.

Comentarios escritos sobre el Draft EIS y el analísis Sección 4(f) se pueden someter al departamento, atención: Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Comentarios también se aceptarán por correo electrónico a HarborBridgeDEIS@urs.com y por el sitio web del proyecto Harbor Bridge al http://ccharborbridgeproject.com. El período de comentarios cierra el 3 de marzo, 2014.

Como lo exigen las normas del departamento, el departamento publicará un anuncio de la audencia pública sobre el Draft EIS en los periódicos. La audiencia pública será el Martes, 18 de febrero, 2014, en el Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401, comenzando con una jornada de puertas abiertas a las 5 p.m. y la presentación comenzando a las 7 p.m.

Legals

Project consists of an underground storm drainage system connecting to an existing underground storm water collection system at the synthetic football turf and connecting to a City of Corpus Christi storm water line in Purdue Street. Scope of work will include reinforced concrete pipe, junction boxes, a detention pond, erosion control blankets and chain link fencing.

The Instructions for Bidders, Proposal Form, Conditions of the Contract, Construction Contract, Performance Bond, Payment Bond, Technical Specifications and other Contract Documents may be examined at the following:

Office of the Maintenance Director
Flour Bluff I.S.D. Maintenance Office
2505 Waldron Road
Corpus Christi, Texas 78418

SolkaNavaTorno, LLC
6262 Weber Road, Suite 310
Corpus Christi, Texas 78413

Proposal Documents are available at the office of the Architect, SolkaNavaTorno, LLC, 6262 Weber Rd., Suite 310, Corpus Christi, Texas. A ($50.00) deposit is required for each set of documents. Check or money order payable to SolkaNavaTorno, LLC. Deposit of proposers will be returned in full if complete Contract Documents are returned in good condition within ten (10) days after proposals opening. "The shipping and/or postage expense of the delivery of Contract Documents will be at the proposer's expense."

The Owner reserves the right to waive any informality or to reject any or all Proposals. Alteration or modification of the Proposal Forms shall be cause for rejection of the Proposal.

Each Bidder must deposit with his Proposal, a Bid Security in the amount, form and subject to the conditions provided in the Instructions for Bidders.

No Bidder may withdraw his Proposal within thirty (30) days after the actual date of the opening thereof.

Orange Grove Independent School District Request for Proposals For Competitive Sealed Proposals December 17, 2013

In accordance with the provisions of the Texas Government Code, Chapter 2267, Subchapter D, it is the intent of the Orange Grove Independent School District to select a contractor for construction of its GRANDSTANDS ADDITION AT THE ORANGE GROVE STADIUM project by the COMPETITIVE SEALED PROPOSALS ("CSP) method.

The architect for these projects is: Ferrell/Brown & Associates, Inc. Architects

Legals

format from the Architect. The Owner's A101-2007 and A201-207 are attached at Exhibit 2.

Proposals must be received in the Superintendent's office no later than 2:00 PM, January 20, 2014.

The Superintendent or designee will receive, publicly open, and read aloud the names of the proposers and their proposal amounts. The the Selection Committee will evaluate the score each submittal in relation to the selection criteria as detailed in the Request for CSP and make a recommendation to the Board for final approval.

Proposers are to submit one (1) origian and four (4) copies of their proposals to:

Orange Grove Independent School District
504 South Dibrell Street
Orange Grove, TX 78372
Attn: Ms. Jodie Schroedter, Director of Finance

VISIT
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24/7

SECTION 00100

Notice to Bidders

The County of San Patricio seeks Request for Quotes (RFQ) for the purpose of obtaining Heating Ventilation and Air-Conditioning (HVAC) Preventive Maintenance and Repair Services from qualified HVAC Contractors at building facilities throughout the county area for a minimum of one year. Quotes shall be received no later than 2:00 PM Central Time, Thursday, January 23, 2014, at the San Patricio County Courthouse at 2:00 PM at the County Auditor's Office, San Patricio County Courthouse located at 400 W. Sinton Street, Room B-50, Sinton, Texas, (Ph: 361-364-9312, Fax: 361-364-9412), c/o David Wendel,in order to be considered for award. Any submissions received after the date and time specified herein will NOT be considered for award.

Scope - The Contractor shall supply all labor, parts, materials, supervision, technical manuals, test instruments, equipment, supervision, and transportation to perform the functions and tasks required under this contract, unless otherwise specified to perform the required services.

The Bidder must submit a bid bond, cashier's check or certified check for not less than five (5%) percent of the estimated bid. Performance and payment bonds are required when the successful bidder executes this contract, each for 100% of the total contract price.

Bid documents are available at Naismith Engineering Inc., 4501 Gollihar Road, Corpus Christi, Texas (814-9900). There is a $25.00

Legals

pus Christi; AGC Plan Room (883-1809), Corpus Christi.

For additional questions, you may call (361) 814-9900 or fax (361) 814-4401.

David W. Wendel
County Auditor
December 23, 2013

Texas Department of Transportation

Notice of Availability of Draft Environmental Impact Statement - Harbor Bridge in Nueces County

The draft environmental impact statement (Draft EIS) concerning the proposed construction of the US Highway 181 (US 181) improvements, in Nueces County, Texas, is available for public inspection. The project would replace the existing Harbor Bridge and reconstruct portions of US 181, Interstate Highway 37 and the Crosstown Expressway. The Harbor Bridge is located on US 181 approximately one-half mile north of the US 181 and I-37 interchange. The project limits extend both north-south along US 181 and the Crosstown Expressway, and east-west along I-37, for a total length of approximately 6 miles. The Draft EIS also includes an analysis of the impacts of the project on historic sites and on publicly owned parkland (the Section 4(f) analysis).

The purpose of the project is to maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel and to improve safety for the traveling public, including during hurricane evacuations. The social, economic, and environmental impacts of the project have been analyzed in the Draft EIS. The Draft EIS studies four proposed build alternatives and the no-build alternative, and selects one of the build alternatives (the "Red Alternative") as the preferred alternative. The preferred alternative would consists of a controlled-access facility on a new location and would include six lanes within a right-of-way width that varies between 200-430 feet, three 12-foot lanes in each direction with a median barrier and 12-foot inside and 10-foot outside shoulders. The alternative includes a 10-foot bicycle and pedestrian shared-use path on the main span of the bridge and on the bridge approaches. The alternative would require the acquisition of approximately 50 acres of new right-of-way, including 0.32 acres of Lovenskiold Park, 5.14 acres of T.C. Ayers Park, 39 residences, and three businesses, and would cause the displacement of four warehouses. Other environmental impacts would include community impacts, access changes, impacts to land use, floodplains, water quality, vegetation, hazardous

Legals

the environmental effects are fully evaluated.

The Federal Highway Administration (FHWA) and the Federal Transit Administration have issued interim joint guidance concerning accelerated decision-making in the preparation of an environmental review document. In accordance with that guidance, FHWA and the department, as joint-lead agencies concerning the project, intend to develop a single document that consists of a Final EIS and a record of decision. FHWA and the department will take this action, unless: (1) the Final EIS makes substantial changes (compared to the Draft EIS) to the proposed action that are relevant to environmental or safety concerns; or (2) there are significant new circumstances or information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action.

The Draft EIS is on file and available for review at the following locations: (1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; (2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; (3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, (4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

A digital version of the Draft EIS and Section 4(f) analysis may be downloaded from the Harbor Bridge project website at http://www.ccharborbridgeproject.com.

Paper copies of the Draft EIS and other information about the project may also be requested from the department's district office located at 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Submit requests in writing to the attention of Christopher Amy, Texas Department of Transportation, or by email at HarborBridgeDEIS@urs.com. Paper copies may be obtained at the requestor's expense.

Written comments regarding the Draft EIS and Section 4(f) analysis may be submitted to the department, attention: Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Comments will also be accepted by e-mail to HarborBridgeDEIS@urs.com and at the Harbor Bridge project website at http://www.ccharborbridgeproject.com. The comment period closes on March 3, 2014.

As required by the department's rules, the department will publish notice in newspapers of a public hearing concerning the Draft EIS. The public hear-

Legals

The following vehicles ha been impounded by the Co pus Christi Police Depar ment and declared aba doned under State La They are being stored at t Police Impound Lot, 54 Greenwood Dr. The own or lien holder of any vehic must reclaim said vehic must reclaim said vehic within twenty (20) days this notice with proof ownership and payment all towing, storage, admi istrative charges and taxe Failure of the owner or lie holder to reclaim said veh cle within the prescribe time shall be a waiver all rights, title, and inte est in the vehicle and sha constitute the right to se said vehicle at Public Au tion. Payment for, and th release of, said vehic must be made at the Co pus Christi Police Depar ment Impound Lot. (OPE 24 HOURS, 7 DAYS A WEE 826-1996).

THE NEXT SCHEDULED AU TION WILL BE ON Februa 1, 2014.

Gina Sanchez, Facilities Mai tenance Superintenden CCPD.

YR MAKE MODEL VIN#

1. 2012 CHRY 4 2C3CCACG4CH249280
2. 2003 FORD L 1FMZU63K03UC73914
3. 2001 MAZD U 4F2YU08151KM06415
4. 2004 FORD V 1FDRE14W84HB50647
5. 1990 BUIC 4 1G4HR54C8LH419385
6. 2008 CHEV 4 1G1ZG57B78F184619
7. 1998 MITS 4 JA3AY36C1WU006079
8. 1994 GMC P 1GTCS1940R8524413
9. 1997 CHEV L 1GNCS13W8V2150079
10. 1998 FORD L 1FMYU22X4WUD11523
11. 1999 KIA LL KN JA7231X5613243
12. 1998 ISU LL 4S2C 58W9W4338645
13. 1998 TOYT 4 4T1BG22KXWU365443
14. 2000 MITS 4 6MMAP67P8YT005128
15. 2012 JEEP L 1C4AJWAG9CL273666
16. 2012 FORD 4 1FAHP3H2XCL479008
17. 2000 DODG P 3B7KC26Z5YM226822
18. 2003 DODG L 1D4HR38N73F587327
19. 2001 BUIC 4 2G4WS52J711199721
20. 1999 SUZI 4D JS2 B41S8X5163255
21. 1996 TOYT 4 4T1BG12K4TU704333
22. 1985 SUBA 2 JF1AF43BXFB114355
23. 2000 PONT 4 1G2WP52K7YF247112
24. 2000 FORD L 1FMZU64E6YZC58532
25. 1997 DODG P 3B7HC13Y8VM587604
26. 1997 FORD L 1FMDU32E5VZB20939
27. 2001 CHEV P 2GCEC19V311169520
28. 2004 DODG 4 1B3ES26C54D575496
29. 1998 FORD P 1FTYR10C2WPA28861
30. 2000 MERC C 1ZWHT61L1Y5600359
31. 1997 PLYM 4

Appendix B: Adjacent Property Owners Mailing List and Postcard Notice

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
108472	048116000010	PAUL C JOSEPH	1359 18TH STREET LLC	1404 WILSHIRE BLVD	AUSTIN	TX	78722	1359	EIGHTEENTH ST	784043408	53746	.27	BAY TERR NO 2 LTS 1 THRU 4 BK 1600 LESS PORTION TO ROW	900	013.00	9784.58745924000	422.23663098700	0.22462
106468	257600000171	2818 PARK PARTNERS LP	3401 ALLEN PKWY	# 200	HOUSTON	TX	77019	3029	IH 37 ACCESS RD	78407	110765	1.05	FOREST PARK NO 2 LT 17C		005.00	46281.50062520000	898.75072715500	1.06248
32756	079700220010	902 BUFFALO CHIPS LLC	902 BUFFALO		CORPUS CHRISTI	TX	78401	902	BUFFALO ST	784012234	61253	.14	BLUFF LT 1 LESS NW TRI POR AND SE TRI POR OF LT 2 BK 22	1800	064.00	5525.46519227000	366.95083339400	0.12685
22514	593800140040	A G RHODES	4204 HAMLIN		CORPUS CHRISTI	TX	78411	922	CENIZO AVE	784083031	676	.02	OAK PARK LT 4 BK 14 LESS POR TO ROW	0	006.00	1081.08434838000	137.29446454000	0.02482
94229	048115000580	ABELARDO AYALA	1346 18TH ST		CORPUS CHRISTI	TX	78404	1346	EIGHTEENTH ST	784043409	51460	.11	BAY TERRACE 2 LTS 58 59 BK 15OO LESS POR TO ROW	900	013.00	3099.61685193000	296.39723565900	0.07116
91074	216400030010	ADAM BALLE	ILEANA BALLE	1026 Acacia Dr	Corpus Christi	TX	78408	1026	ACACIA DR	784083115	49600	.11	DRISCOLL VILLAGE LT 1 BLK 3 LESS POR TO ROW	1400	006.00	5652.27685037000	341.50789531600	0.12976
1650	351500190030	ADOLPH GONZALES	8002 PIEDRABUENA DR.		CORPUS CHRISTI	TX	78414	810	SIXTEENTH ST	78401	22575	.11	HOME PLACE BLK 19 LOT 3	600	010.00	4800.15213805000	319.99975891100	0.11020
67863	344300200230	AEN INC	C/O DOUG NICHOLAS	1202 VAN LOAN AVE #C	CORPUS CHRISTI	TX	78407	1202	VAN LOAN AVE	784072628	64216	.29	HILLCREST BLK 20 LOT 23	2000	005.00	12010.33331020000	445.38535058700	0.27572
40673	054001220020	AEP TEXAS CENTRAL CO	P O BOX 660164		DALLAS	TX	75266	1001	BREWSTER ST	78401	123983	2.27	BEACH LTS 2 THRU 11 BK 122 & ADJ PROPERTY, 2.277 ACS		063.00	96102.51940140000	1563.67076659000	2.20622
17719	593800100030	ALBERT GOMEZ	OLIVIA P GOMEZ	4205 LIVE OAK	CORPUS CHRISTI	TX	78408	4205	LIVE OAK ST	784083036	63522	.18	OAK PARK LT 3 BK 10	1500	006.00	8099.99622775000	390.00223448400	0.18595
84270	105500560080	ALEJANDRO ALVAREZ	CINDY ALEJANDRINA ALVAREZ	C/O 4302 SANDERS	LAREDO	TX	78041	3216	SEAGULL BLVD	78402	14625	.14	BROOKLYN LT 8 BK 56	0	063.00	7000.19706659000	380.00101138600	0.16070
136649	051500001160	ALEJO M SALINAS	5420 WAGON TRAIL		ROBSTOWN	TX	78380	3165	HUISACHE ST	784083106	43705	.13	BAYMOOR LT 116 LESS POR TO R O W		006.00	6065.16541341000	346.60644712500	0.13924
24489	514000070120	ALICE RODRIGUEZ	1717 MERMAID DR		CORPUS CHRISTI	TX	78412	924	EIGHTEENTH ST	784051512	42692	.18	MEULY C A LT 12 BK 7	1000	010.00	8000.17135340000	419.99798812200	0.18366
50194	151200020050	ALICIA GALVAN	1624 AGNES		CORPUS CHRISTI	TX	78405	1624	AGNES ST	78401	10938	.14	CHAMBERLIN'S LTS 5 & 6 BLK 2	0	010.00	6250.17903262000	350.00789471100	0.14348
64953	196500040030	ALTAR OF PRAYER	3830 KINGSTOWN DR		CORPUS CHRISTI	TX	78415	2002	MARTIN LUTHER KING DR	784011610	10000	.22	CRAVEN HTS LTS 3 & 4 BK 4	0	064.00	5000.09657776000	300.00691823200	0.11479
36472	169500040040	ALVARO AGUIRRE	C/O LESTER JOHNSON	1721 BOIS D ARC	CORPUS CHRISTI	TX	78416	1518	SAN PEDRO ST	784011331	656	.03	COLONIA MEXICANA LT 4 EXC SE 10FT BLK NE/4 B	0	064.00	1562.52278623000	175.00090076600	0.03587
41599	048800120020	AMELIA DE LOS SANTOS	P O BOX 2934		CORPUS CHRISTI	TX	78403	1003	SEVENTEENTH ST	784051505	21289	.15	BAY VIEW #3 LT 2 BLK 12	900	010.00	6533.17224174000	371.99882703700	0.14998
88246	079700360050	ANDRES LEAL	11749 Spring Club Dr		San Antonio	TX	78249	910	MARTIN LUTHER KING DR	78401	41889	.14	BLUFF BLK 36 LOT 5	1900	064.00	6275.19716002000	373.25928422900	0.14406
17187	051500001140	ANDRES SARABIA	3157 HUISACHE		CORPUS CHRISTI	TX	78408	3157	HUISACHE ST	784083106	36959	.15	BAYMOOR LT 114	900	006.00	6575.14344080000	363.00596538800	0.15095
66417	344300010010	ANDREW DUARTE	1203 VAN LOAN AVE		CORPUS CHRISTI	TX	78407	1203	VAN LOAN AVE	784072627	42308	.22	HILLCREST BLK 1 LOT 1 ETAL	1200	005.00	11055.21437950000	447.40212193100	0.25379
3363	379500030070	ANGELA ARAIZA	512 MILITARY DRIVE		CORPUS CHRISTI	TX	78418	506	N BROWNLEE BLVD	784012111	8100	.2	JONES LT 7 BK 3 & ADJ ALLEY	0	011.00	9000.21119194000	419.99945204700	0.20662
13798	351500160030	ANITA PENA	711 17TH ST		CORPUS CHRISTI	TX	78405	711	SEVENTEENTH ST	784051502	49637	.11	HOME PLACE LTS 3 & 4 BLK 16 LESS POR TO ROW	1300	010.00	2352.44843007000	196.91857428800	0.05401
121282	646300160130	ANTONIO GUERRERO	417 CULBERSON		CORPUS CHRISTI	TX	78408	417	CULBERSON ST	784084019	30433	.08	PAUL CT S/2 OF LT 13 BK 16	0	011.00	3500.04602113000	240.00290887500	0.08035
76957	160800010050	ANTONIO LEOS	1115 SAM RANKIN		CORPUS CHRISTI	TX	78401	1115	SAM RANKIN ST	784011826	38211	.16	CLARKSON LT 5 BK 1	1300	064.00	7012.78388102000	393.49973423800	0.16099
13134	079700590075	ARNARLO ELOY SALINAS	724 SAM RANKIN		CORPUS CHRISTI	TX	78401	724	SAM RANKIN ST	784012161	14128	.08	BLUFF W/2 OF LT 7 B BK 59	800	064.00	3750.08279335000	250.00415573900	0.08609
6938	079700360040	ARNOLD ALMAGUER	412 LOUISIANA AVE		CORPUS CHRISTI	TX	78404	909	ARTESIAN ST	78401	1440	.04	BLUFF N TRI POR OF LT 4 BK 36		064.00	1800.07399556000	216.78621680000	0.04132
108728	054000500080	ARNOLD BENNYE JANE TR OF	1026 NILE DR		CORPUS CHRISTI	TX	78412	1418	N BROADWAY ST	784011101	207591	.68	BEACH LTS 8 TO 12 BK 5O	12000	064.00	37500.80535750000	800.01381530900	0.86090
47875	054000430110	ARNOLD OIL CO INC	P O BOX 7889		CORPUS CHRISTI	TX	78467	1306	N BROADWAY ST	78401	30000	.17	BEACH LT 11 BK 43	0	064.00	7500.20453133000	399.99850580200	0.17218
40286	351500010010	ARREOLA MARY LOU COLEMAN	206 SIXTEENTH STREET		CORPUS CHRISTI	TX	78405	206	SIXTEENTH ST	784051402	26086	.13	HOME PLACE LTS 1 & 2 BLK 1	700	010.00	3001.39378162000	290.10238865600	0.06890
77566	351500150040	ARTURO C LOPEZ	613 17TH		CORPUS CHRISTI	TX	78401	613	SEVENTEENTH ST	784051501	38468	.11	HOME PLACE BLK 15 LOT 4	1000	010.00	5079.69806509000	324.65872045200	0.11661
2014	051500000620	AUGUSTIN ARRIAGA	3229 MAGNOLIA ST		CORPUS CHRISTI	TX	78408	3229	MAGNOLIA ST	784083128	35453	.1	BAYMOOR LT 62 LESS POR TO R O W	1400	006.00	4682.78748113000	296.52774912500	0.10750
60912	936700010090	AURORA CANTU	6401 ERSKINE DR		CORPUS CHRISTI	TX	78412	1427	ANTELOPE ST	784012109	16589	.15	WEST END LT 9 BK 1	0	064.00	6912.06280842000	383.99872012500	0.15868
80660	593800040030	AURORA DE LA CRUZ	910 RETAMA AVENUE		CORPUS CHRISTI	TX	78408	910	RETAMA AVE	784083040	38293	.19	OAK PARK LT 3 BK 4	800	006.00	8266.39457799000	395.54292710100	0.18977
48941	079700060050	AUSTIN ANDERSON	338 Atlantic St		Corpus Christi	TX	78404	819	N UPPER BROADWAY ST	784013531	251168	.34	BLUFF BLK 6 LOT 5 & 6	3386	064.00	15000.10101930000	500.00320148500	0.34436
90440	895900030010	AVA KIRKPATRICK	3709 POPE DR		CORPUS CHRISTI	TX	78411	1618	LAREDO ST	784013140	14516	.08	UNION DEPOT LT 1 BK 3	600	010.00	3600.04359621000	338.00920193100	0.08265
31833	169500040010	AVERY RUFUS	705 CAPRICE DR		CORPUS CHRISTI	TX	78418	1520	SAN PEDRO ST	784011331	2344	.1	COLONIA MEXICANA LTS 1 TO 3 BLK NE/4 B	0	064.00	1562.52374672000	175.00076038700	0.03587
75965	351500150030	B C JAIME	607 17TH ST		CORPUS CHRISTI	TX	78404	607	SEVENTEENTH ST	784051501	22699	.11	HOME PLACE BLK 15 LOT 3	800	010.00	5079.69806509000	324.65872045200	0.11661
104419	257600000140	BAPTIST CHURCH-CORPUS CHR	3001 IH-37		CORPUS CHRISTI	TX	78408	3002	BUFFALO ST	784083607	436177	0	FOREST PARK NO 2 LT 14	19400	005.00	105346.65312300000	1324.13470788000	2.41844
106469	033100000020	BAPTIST CHURCH-FORREST PA	3002 BUFFALO ST				00000	3002	BUFFALO ST	78407	584	.01	AYALA ADD LT 2 LESS POR TO R O W EXEMPT	0	005.00	648.78386508200	132.67489716300	0.01489
40003	160800040090	BARBARA ANDREWS	3508 S NAYLOR CIR		CORPUS CHRISTI	TX	78408	1020	JOSEPHINE ST	78401	30810	.15	CLARKSON LT 9 BK 4	1100	064.00	6750.21262893000	389.99885265400	0.15496
77	054000270010	BAYVIEW TOWER GP	PO BOX 5249		SANTA BARBARA	CA	93150	400	MANN ST	784012046	2800000	.99	BEACH BLK 27 LOT 1 ETAL	123600	064.00	45000.90366770000	900.00051880700	1.03308
18328	169500070040	BEATRICE FLORES	1400 S 16TH STREET		EDINBURG	TX	78539	1418	BURNS ST	78401	2344	.1	COLONIA MEXICANA LTS 4 5 & 6 BLK SW/4 B	0	064.00	1562.52719982000	175.00189169700	0.03587
17375	105500860050	BETSY MCCARTHY	3209 SEAGULL BLVD		CORPUS CHRISTI	TX	78402	3209	SEAGULL BLVD	784021209	55251	.14	BROOKLYN LT 5 BK 86	1200	063.00	7000.11327579000	380.00171612300	0.16070
52176	758900000050	BIGHAMIAN MOSTAFA	P O BOX 71085-1085		CORPUS CHRISTI	TX	78467	1219	SAM RANKIN ST	784011828	8924	.2	SALT LAKE ADD 44' X 97' OF LT C, 48' X 97' LT D	3600	064.00	4656.11876915000	290.00110508800	0.10689
8912	105545780100	BISHOP OF THE DIOCESE OF CORPUS CHRISTI	MOST REV EDMOND CARMODY	PO BOX 2620	CORPUS CHRISTI	TX	78403	3126	E CAUSEWAY BLVD	78402	15750	.16	BROOKLYN LT 10 BK A-2 (4578) EXEMPT	0	063.00	7000.15964514000	380.00188229900	0.16070
8109	105500860015	BLISS JIMMY AND MARCI BLI	1016 BLUFF DRIVE		PORTLAND	TX	78374	3201	SEAGULL BLVD	78402	14625	.14	BROOKLYN LT 1 BK 86	0	063.00	7000.17241732000	380.00171613500	0.16070
4808	169500060020	BLOCK REALTY LLP	P O BOX 822		CORPUS CHRISTI	TX	78403	1422	SAN PEDRO ST	784011329	1563	.07	COLONIA MEXICANA LTS 2 AND 3 BLK SE/4 B	400	064.00	1562.52733705000	175.00062006700	0.03587
10084	079700350125	BRAMIE ENTERPRISES INC	1002 ANTELOPE		CORPUS CHRISTI	TX	78401	1014	ANTELOPE ST	784012209	15644	.08	BLUFF E/2 OF LT 12 BK 35 AKA LT F	0	064.00	3732.84000053000	249.54191911600	0.08569
89307	105500850120	BREAKWATER CORP	PO BOX 600		CORPUS CHRISTI	TX	78403	413	WALNUT ST	78402	26699	.16	BROOKLYN BLK 85 LOT 12-A	2700	063.00	7000.18146024000	340.00551130500	0.16070
13020	054000770060	BREWSTER STREET LAND HOLD	1724 NORTH TANCAHUA		CORPUS CHRISTI	TX	78401	1724	N TANCAHUA ST	784011010	664950	1.18	BEACH 1.1852 ACS OUT ALL LTS 6 THRU 9 & PT LTS 3 THRU 5 & 10 THRU 12 BLK 77		063.00	52898.77651400000	968.45281094100	1.21439
58139	051500001180	BRIGHT Z R JR	6642 MOUNTAIN WOOD DR		CORPUS CHRISTI	TX	78413	0	HUISACHE		37769	.16	BAYMOOR LTS 118 & 119 L LESS POR TO R O W	900	006.00	7030.67777727000	348.61304325100	0.16140
21487	629000030010	BRUCE CALLAWAY	FRANK MANNING	4502 S STAPLES ST	CORPUS CHRISTI	TX	78411	916	N PORT AVE	784011614	35804	1.69	PALM PARK POR TRACTS B C & D BLK 3 & ADJ ST	6300	064.00	77176.09521970000	1158.63589597000	1.77173
55129	079700720010	C C IND SCHOOL DIST	P O BOX 110		CORPUS CHRISTI	TX	78403	924	WINNEBAGO ST	784011845	2918989	1.61	BLUFF ALL BLOCK 72 EXEMPT	0	064.00	70485.14455940000	1083.75066317000	1.61812
29805	169500050210	CALLAHAN PERCY EST	C/O LEFTWICH E C	P O BOX 1123	TUSKEGEE INSTIT	AL	36087	1519	SAN PEDRO ST	784011330	1563	.07	COLONIA MEXICANA LTS 21 AND 22 BLK NW/4 B	0	064.00	1687.55309707000	185.00151047600	0.03874
86156	196500160080	CARLOS GALVAN	505 DELAINE DR		CORPUS CHRISTI	TX	78411	1902	NUECES ST	784011629	41899	.14	CRAVEN HTS LT 8 BK 16	900	064.00	6253.82671999000	350.16737822200	0.14357
108672	054000600120	CARTENDER MFG CO	C/O BILL WALKER	2215 Live Oak Dr	Portland	TX	78374	1506	N BROADWAY ST	78401	72010	.24	BEACH S/2 OF LT 11 & ALL LT 12 LESS 10 FT STRIP FOR ALLEY BK 60	9378	064.00	10181.67455800000	430.12242949000	0.23374
103631	105500860010	CHRISTINE MANCUSO	8127 MESA DR STE B 206,PM		AUSTIN	TX	78759	3202	E CAUSEWAY BLVD	78402	49453	.46	BROOKLYN POR OF LTS 2 & 4 LESS W12' & E POR LTS 6, 8 & 10 BK 86	0	063.00	22413.56494290000	658.84142307400	0.51455
34629	344300211051	CHURCH OF CHRIST-AYERS ST	1610 LAWNVIEW	CITY			00000	2602	MARTIN LUTHER KING DR	78407	305169	.52	HILLCREST FCL LTS 5 TO 8 AND ALL LTS 9 TO 13 BK 21	7300	005.00	22880.47986140000	630.61249897400	0.52527
37765	582000200250	CHURCH OF CHRIST-FIRST CO	2927 NOAKES	78407			00000	2927	NOAKES ST	784072525	26789	.35	NUECES BAY HGHTS LTS 25 THRU 28 BK 20	1700	005.00	15000.33214960000	500.00665750900	0.34436
38767	169500040190	CHURCH OF GOD IN CHRIST	C/O ERMA LEE BOLDEN	3146 SARATOGA BLVD	CORPUS CHRISTI	TX	78415	1513	SAM RANKIN ST	78401	1563	.07	COLONIA MEXICANA LTS 19 & 20 BLK NE/4 B	0	064.00	1687.56489486000	185.00293110300	0.03874
105900	257600000090	CIRCLE K STORES INC	P O BOX 9036		CORPUS CHRISTI	TX	78469	1050	NUECES BAY BLVD	784083134	349434	.59	FOREST PARK #2 BLK 0 LOT 9 ETAL	3200	005.00	7756.55194863000	370.97287421400	0.17807
107509	593300000000	CITGO REFINING & CHEMICAL	PO Box 4689		Houston	TX	77210	0	OAK PARK AVE	78407	324843	14.91	OAK LAWN STREET CLOSURES IN THE NE PART OF ABS #1, 14.9147 ACS		006.00	649685.07829000000	24653.70257170000	14.91478
79	054000780010	CITY OF CORPUS CHRISTI	P O BOX 9277		CORPUS CHRISTI	TX	78469	1701	MESQUITE ST	78401	709475	1.12	BEACH BLK 78	6200	064.00	48900.73353010000	934.18694076600	1.12261
65546	351500180010	CLAUDIA CASTRO	702 16TH ST		CORPUS CHRISTI	TX	78401	702	SIXTEENTH ST	78401	42417	.05	HOME PLACE W/2 OF LT 1 BLK 18	1200	010.00	2539.85090229000	204.66048161200	0.05831
33289	091800000070	COOKS EARTHA MAE	1816 STILLMAN		CORPUS CHRISTI	TX	78408	1214	CARLINE ALLEY ST	78401	30261	.08	BRASLAU SUBD LT G	400	064.00	3720.02746373000	244.00086522100	0.08540
56574	169500040210	CORNELIUS STERLING J	1400 PEABODY		CORPUS CHRISTI	TX	78408	1517	SAM RANKIN ST	784011344	1687	.07	COLONIA MEXICANA LTS 21 AND 22 AND SE 1OFT OF 4 BLK NE/4 B	0	064.00	1687.55346656000	185.00250136400	0.03874
59453	351500080030	CORONA ANDRES L	1902 LORITTE		CORPUS CHRISTI	TX	78416	405	SIXTEENTH ST	784051405	55345	.25	HOME PLACE S/2 OF LT 2 & ALL LTS 3 THRU 5 BLK 8 LESS POR TO ROW	1000	010.00	2028.05402073000	187.77838333200	0.04656
104420	033100000030	CORPUS CHRISTI BAPTIST CH	P O BOX 4097		CORPUS CHRISTI	TX	78469	3002	BUFFALO ST	78407	1758	.04	AYALA ADD LT 3 LESS POR TO R O W	400	005.00	1953.55402997000	184.46960823600	0.04485
44347	758900000030	CORPUS CHRISTI HOUSING AUTHORITY	3701 AYERS ST		CORPUS CHRISTI	TX	78415	1021	COKE ST	784011604	658758	15.12	SALT LAKE ADD LEATHERS PLACE #2	0	064.00	80493.02497040000	1250.89920777000	1.84787
108763	054000280070	CORPUS CHRISTI PROPERTIES	% HART RESTAURANT MGMG IN	108 N MESQUITE ST	CORPUS CHRISTI	TX	78401	309	IH 37 ACCESS RD	784012031	851095	.7	BEACH LTS 7 THRU 10 & 7AR BLK 28	0	064.00	31861.96735460000	731.76311006500	0.73145
105757	054000300070	CORPUS CHRISTI SOUTHERN	PACIFIC CREDIT UNION	P O BOX 556	CORPUS CHRISTI	TX	78403	1120	N TANCAHUA ST	784011408	70745	.18	BEACH .189 AC OUT PT LTS 7, 8 & 9 BLK 30	0	063.00	8548.32773588000	422.41023139600	0.19624

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
10964	816100200010	CORPUS CHRISTI THERMO KIN	1610 MUSSETT		CORPUS CHRISTI	TX	78401	0	*UNASSIGNED	00000	644843	17.5	SOUTH BLUFF 17.507 ACS OUT ALL BLKS 20, 21, 26, 27, 28, 29 & PT BLK 25	0	VARIED	6000.01633560000	340.00567410600	0.13774
38579	054000750010	CROCKER TRANSFER &	STORAGE CO IN	P O BOX 1856	CORPUS CHRISTI	TX	78403	817	BREWSTER ST	784011030	496971	2.49	BEACH W 261.5' OF BLK 75 E 101.5' OF BLK 74 & ZORRA ST BETWEEN BLKS 74 & 75, 2.497 ACS	48800	063.00	108753.32653700000	1360.19982931000	2.49664
14572	105500780080	DAISY TABONE	6889 NORTHFIELD DR	# APT 346	MENOMONEE FALLS	WI	53051	4008	E CAUSEWAY BLVD	78402	12145	.14	BROOKLYN LT 8 BK 78	0	063.00	7000.10310539000	380.00171612300	0.16070
7383	593800100040	DANIEL CASTILLO JR	4201 LIVE OAK ST		CORPUS CHRISTI	TX	78408	4201	LIVE OAK ST	784083036	41896	.18	OAK PARK LT 4 BK 10	800	006.00	8099.99622775000	390.00223448400	0.18595
12938	257500180060	DANIEL CORRAL PARGA	2713 Buffalo St		Corpus Christi	TX	78408	2721	BUFFALO ST	78408	29468	.1	FOREST PARK LT 6 LESS POR TO ROW BK 18	1100	005.00	5098.50744382000	297.43650069500	0.11705
13034	054000590030	DARLA-I LTD	615 S UPPER BROADWAY		CORPUS CHRISTI	TX	78401	1546	N TANCAHUA ST	78401	76448	1.17	BEACH 1.17 ACS OUT LTS 1 THRU 12 BLK 59		063.00	49867.76144830000	940.65161868700	1.14481
104818	105501300090	DAVID B. DODSON	P.O. BOX 118		WARING	TX	78074	0	*UNASSIGNED		2600	.29	BROOKLYN LTS 9 & 11 BK 13O	0	063.00	14000.32521760000	480.00457002400	0.32140
91929	216400020210	DEBBIE FLORES	1017 ACACIA DR.		CORPUS CHRISTI	TX	78408	1017	ACACIA DR	784083114	38978	.1	DRISCOLL VILLAGE LT 21 BLK 2 LESS POR TO ROW	1200	006.00	5070.18202042000	315.22669549800	0.11640
63678	514000070025	DELGADO ARTURO C	4026 KINGSTON		CORPUS CHRISTI	TX	78411	923	SEVENTEENTH ST	78405	6000	.18	MEULY C A W 40' LTS 1 & 2 BK 7 LESS POR TO ROW	0	010.00	1165.51913997000	146.62261974500	0.02676
10703	936700010010	DENNIS BERLANGA	7014 S PADRE ISLAND DR		CORPUS CHRISTI	TX	78412	1402	LEOPARD ST	784012125	250263	.46	WEST END LTS 1 THRU 3 BK 1	9001	064.00	20100.04645320000	568.00435014100	0.46144
34684	160800040050	DEPENDABLE TAX SERVICE CO	1021 SAM RANKIN ST		CORPUS CHRISTI	TX	78401	1023	SAM RANKIN ST	78401	3000	.13	CLARKSON S4O' OF LT 5 BK 4	0	064.00	6750.13550747000	389.99781406200	0.15496
13774	105500810050	DGS HOLDING & INVESTMENTS	4826 ARCHER		CORPUS CHRISTI	TX	78415	3709	SEAGULL BLVD	784021314	42186	.14	BROOKLYN BLK 81 LOT 5	1000	063.00	7000.15877010000	380.00171612800	0.16070
33688	351500180030	DIANA ANN CRUZ	1842 TALISMAN STREET		CORPUS CHRISTI	TX	78416	710	SIXTEENTH ST	784013114	31714	.23	HOME PLACE LT 3 BLK 18	864	010.00	5079.75867199000	324.65995351000	0.11662
8926	936700010110	DIAZ ELIASAR	721 SAM RANKIN		CORPUS CHRISTI	TX	78401	1403	ANTELOPE ST	784012109	4704	.05	WEST END M28' OF LT 1O & M28' OF N32' OF LT 11 BK 1	0	064.00	1343.99532887000	152.00257869400	0.03085
74715	646300140080	DIONEL GARZA	1617 LIPAN		CORPUS CHRISTI	TX	78401	1617	LIPAN ST	784012138	36150	.16	PAUL CT LT 8 BK 14	1900	011.00	7000.20144177000	380.00960991400	0.16070
42529	169500050150	DIVINE TEMPLE OF GOD	HILL ALLEN REV	133 BLUNTZER ST	CORPUS CHRISTI	TX	78412	1505	SAN PEDRO ST	78401	855	.03	COLONIA MEXICANA LT 15 BLK NW/4 B	0	064.00	1687.53219908000	185.00080005300	0.03874
7903	379500030050	DOMINGO GARZA	%ARMIDA GARZA GONZALEZ ET	5209 CURTIS CLARK	CORPUS CHRISTI	TX	78411	1620	LIPAN ST	784012139	5850	.14	JONES LT 5 BK 3	1600	011.00	6500.14866701000	360.00894911600	0.14922
80118	646300050060	DORALINA CANO INDEP EXEC	C/O DEBRA LEVECK BERRYHIL	5901 BISHOPS MIL	CORPUS CHRISTI	TX	78414	1621	HOWARD ST	784012632	21759	.11	PAUL CT LT 6 BK 5	1400	011.00	4689.16080406000	303.91938718200	0.10765
3476	105501050020	Dr GEORGE MERRIMAN JR	4819 BRAESVALLEY		HOUSTON	TX	77096	3601	W CAUSEWAY BLVD	78402	9100	.29	BROOKLYN LTS 2 & 4 BK 1O5	0	063.00	13000.25716900000	460.00412413200	0.29845
47731	379500080070	DRISCOLL FOUNDATION	615 NORTH UPPER BROADWAY	SUITE 1635	CORPUS CHRISTI	TX	78477	1605	LEOPARD ST	784012128	42000	.32	JONES LTS 9 & 1O BK 8	3100	011.00	14000.24985290000	480.00620402600	0.32140
30362	936700030010	DUKE LOPEZ	1342 DAYTONA		CORPUS CHRISTI	TX	78415	1602	LEOPARD ST	784012129	20100	.15	WEST END LT 1 BK 3	0	064.00	6699.94297108000	368.00760257600	0.15381
124803	690300020012	DURLAME LLC	615 S Upper Broadway St		Corpus Christi	TX	78401	0	*UNASSIGNED	00000	679536	2.6	PORT ADDITION BLK 2 LOT 1 ACS 2.6ACS		063.00	113436.31365400000	1385.94453485000	2.60415
51262	105501010120	E B GLENN	5536 WASHINGTON		HUGHSON	CA	95326	3221	W CAUSEWAY BLVD	78402	5600	.18	BROOKLYN LT 12 BK 1O1	0	063.00	6500.10029357000	360.00127027800	0.14922
103126	379500080072	E Z STOP INC	5014 CROSSTOWN EXPY		CORPUS CHRISTI	TX	78415	1621	LEOPARD ST	784012128	317248	.32	JONES LTS 7 & 8 BK 8	2000	011.00	14000.24985290000	480.00620402600	0.32140
76533	546300060040	EDDIE L BARTELL	P O BOX 2971		CORPUS CHRISTI	TX	78403	210	N BROWNLEE BLVD	784012605	175136	.43	MUSSETT LTS 4 TO 6 BK 6 LESS POR TO ROW	6000	011.00	17752.97269300000	536.72823415400	0.40755
92900	646300160010	EDUARDO LOPEZ	1802 COMANCHE		CORPUS CHRISTI	TX	78408	1802	COMANCHE ST	78408	50157	.32	PAUL CT LTS 1 & 2 BK 16	1400	011.00	14000.38598460000	480.00939566200	0.32141
39116	048114000160	EDUARDO LUIS AQUINO	1901 MORGAN		CORPUS CHRISTI	TX	78404	1901	MORGAN AVE	78404	168991	.25	BAY TERRACE 2 LT 16 TO 19 BK 14OO LESS POR TO ROW	2300	013.00	1965.06952675000	235.28464727300	0.04511
27279	207700010080	EDWIN SCHROEDER PROPERTIE	2709 CIMARRON BLVD #263		CORPUS CHRISTI	TX	78414	1506	WINNEBAGO ST	78401	236315	.81	DIAZ LTS 8 THRU 15 BK A	960	064.00	2733.65091390000	232.59427017100	0.06276
93602	105500530010	EK DASHI INVESTMENT LLC	4333 OCEAN DR		CORPUS CHRISTI	TX	78412	2901	W SURFSIDE BLVD	784021126	59636	.96	BROOKLYN BLK 53 LOT 1A .964	0	063.00	41957.87526840000	851.41773613000	0.96322
85213	169500060060	ELIDA CHAVEZ HINES	725 VILLA DR APT #12		CORPUS CHRISTI	TX	78408	1414	SAN PEDRO ST	784011329	782	.03	COLONIA MEXICANA LT 6 BLK SE/4 B	0	064.00	1562.52637655000	175.00076043600	0.03587
74243	169500040110	ELIZONDO MARIO Jr	7042 TREETOP PLACE		CORPUS CHRISTI	TX	78413	1501	SAM RANKIN ST	784011344	3125	.14	COLONIA MEXICANA LTS 11 THRU 14 BLK NE/4 B	0	064.00	1687.52061245000	185.00108066200	0.03874
72260	546300060090	ELVA BARRERA	6205 BOURBONAIS DRIVE		CORPUS CHRISTI	TX	78414	1625	CALDWELL ST	78401	4888	.06	MUSSETT LT 9 BK 6 LESS POR TO ROW	0	011.00	2386.55033481000	331.85134648700	0.05479
789	816100330050	ERIC DE LA GARZA	513 BERMUDA PLACE		CORPUS CHRISTI	TX	78411	1614	LAREDO ST	784013140	40700	.17	SOUTH BLUFF LT 5 BK 33	500	010.00	7500.20484381000	400.00980773700	0.17218
50598	079700360080	ESTATE OF SADIE ORSHANSKI	P O BOX 822		CORPUS CHRISTI	TX	78403	920	WACO ST	78401	9182	.17	BLUFF BLK 36 LOT 8	600	064.00	7500.16587387000	399.99875041900	0.17218
11482	051500001130	FA HERNANDEZ	14135 BAY GARDEN		SUGAR LAND	TX	77478	3155	HUISACHE ST	78408	23135	.15	BAYMOOR LT 113	700	006.00	6575.15209680000	363.00583623900	0.15095
11411	051500001390	FLINT HILLS RESOURCES	CORPUS CHRISTI LLC	4111 E 37TH ST N	WICHITA	KS	67220	3254	IH 37 ACCESS RD	784072106	201278	4.84	BAYMOOR LTS 139 THRU 143, 145, 146, 187 THRU 195, 197 THRU 199, 201 THRU 204, 206, 213 THRU 220 & 222 THRU 226 LESS POR	0	006.00	14522.27794770000	558.50547288800	0.33339
21885	351500050110	FRANCES F CHABYSEK FAMILY	PARTNERSHIP, LTD	10103 CANDLEWOOD	HOUSTON	TX	77042	1902	AGNES ST	78405	20341	.12	HOME PLACE LTS 11 & 12 BLK 5 LESS E POR TO ROW	200	010.00	3000.05896259000	289.99702558100	0.06887
9857	051500001670	FRANCISCA CANTU	3106 HUISACHE		CORPUS CHRISTI	TX	78408	3106	HUISACHE ST	784083107	38128	.13	BAYMOOR LT 167 LESS POR TO R O W	1200	006.00	5878.26709732000	335.67581218000	0.13495
6092	169500110030	FRANCISCA ORTIZ	C/O OTILIA ORTIZ	4750 EASTER DR	CORPUS CHRISTI	TX	78415	1416	SAM RANKIN ST	784011323	1563	.07	COLONIA MEXICANA LTS 3 AND 4 BLK SW/4 C	0	064.00	1562.50952266000	175.00005005900	0.03587
8934	257500170090	FRANK MALEK	P O BOX 679		CORPUS CHRISTI	TX	78403	2701	ANTELOPE ST	784083705	23208	.3	FOREST PK LTS 9 & 10 & N5' OF ALLEY ADJ BK 17	2000	005.00	8961.19819251000	413.60927629200	0.20572
20536	340500010010	FROST NATIONAL BANK OF	LAURA ELROD	100 W HOUSTON ST RB-6	SAN ANTONIO	TX	78205	2402	LEOPARD ST	78408	1228660	2.67	THE HIGHLANDS LTS 1 THRU 15 BK 1	50316	005.00	7649.52102302000	450.43626339400	0.17561
104396	105500760020	FROST NATL BK-SAN ANTONIO	POPE TRUST A	C/O SCHMEDEMANN P O BOX 2	SAN ANTONIO	TX	78299	4202	E CAUSEWAY BLVD	78402	95682	.98	BROOKLYN LTS 2, 4, 6, 9 & 11 PT OF ALLEY & ST BLK 76	0	063.00	21000.46396280000	580.00638679800	0.48211
40224	379500080110	GANDY-ROBERTSON INC	PO BOX 1316		CORPUS CHRISTI	TX	78403	613	MEXICO ST	78401	15600	.11	JONES S52' OF LTS 11 & 12 BK 8	0	011.00	7000.19201389000	380.01013656200	0.16070
97195	079700590090	GAROLD L GARRETT	1320 Leopard St		Corpus Christi	TX	78401	718	SAM RANKIN ST	78401	23250	.17	BLUFF LT 9 BK 59	0	064.00	7500.07524728000	399.99876685300	0.17218
104808	105500810060	GARY AGUILAR	1130 La Mirada		Portland	TX	78374	3710	E CAUSEWAY BLVD	78402	24496	.24	BROOKLYN LTS 6 & 8 LESS W POR TO ROW BK 81	0	063.00	11670.71631370000	435.59164735500	0.26792
78720	593800110060	GEORGE RAY GREEN	P O BOX 87785		HOUSTON	TX	77287	4114	LIVE OAK ST	784083035	35467	.11	OAK PARK LT 6 BK 11	900	006.00	4904.86984851000	291.68538042200	0.11260
1454	079700230110	GERALD QUINN	MICHAEL S QUINN	918 Antelope St	Corpus Christi	TX	78401	806	ARTESIAN ST	78401	22500	.17	BLUFF LT 11 BK 23	0	064.00	7499.95934398000	399.99672236900	0.17218
52277	339000020010	GILBERT AND LUIS CORTINAS	1826 LEOPARD		CORPUS CHRISTI	TX	78408	1826	LEOPARD ST	78408	84030	.14	HIGHLAND PK LTS 1 TO 3 BK 2	3300	064.00	2500.05748050000	249.99810881700	0.05739
505	048800110080	GIORIA GUERRA	1117 17TH ST		CORPUS CHRISTI	TX	78405	1117	SEVENTEENTH ST	784051506	46420	.14	BAY VIEW #3 LT 8 BLK 11	0	010.00	6428.86883362000	370.49806005500	0.14759
100995	351500130040	GLORIA GUTIERREZ	LORENZO GUTIERREZ DEC'D E	614 16TH ST	CORPUS CHRISTI	TX	78401	614	SIXTEENTH ST	78401	55104	.1	HOME PLACE LT 4 BLK 13 LESS POR TO ROW	900	010.00	4783.44410536000	312.91516017400	0.10981
83492	936700030030	GONZALES ADOLFO M	8002 PIEDRABUENA DR.		CORPUS CHRISTI	TX	78414	1608	LEOPARD ST	784012129	22893	.15	WEST END LT 3 BK 3	1900	064.00	6700.03283850000	368.00862616900	0.15381
48345	151200180050	GONZALES ALFONSO	P O BOX 3		PORTLAND	TX	78374	1621	MARGUERITE ST	78401	11918	.13	CHAMBERLIN'S LTS 5 & 6 & E .5' LT 4 BLK 18	0	010.00	5959.05275648000	337.00635540200	0.13680
40465	816100330070	GONZALEZ FOUNDATION INC	7010 CHIPPERTON DR		DALLAS	TX	75225	217	S BROWNLEE BLVD	784012929	26250	.34	SOUTH BLUFF LTS 7 AND 8 BK 33	1036	010.00	15000.34090170000	500.00769824700	0.34436
67495	524000000200	GREENFIELD ENVIRONMENTAL	MULTISTATE TRUST LLC	44 Shattuck Rd	Watertown	MA	02472	2101	W BROADWAY ST	78401	841869	31.88	MISC ACS 31.884 ACS ICL	0	063.00	1330616.45431000000	6946.84189829000	30.54687
15472	895900010020	GRETA ANDERSON DESOLA	5496 SUNRISE TRAIL		ROBSTOWN	TX	78380	1621	LAREDO ST	784013139	10203	.13	UNION DEPOT LT 2 BK 1	0	010.00	6000.12343532000	380.01063595800	0.13774
38173	079700340090	GROSSMAN S/H & E GANS	% L B WALKER & ASSOCIATES	P O BOX 60530	CORPUS CHRISTI	TX	78466	714	WACO ST	784012239	10000	.17	BLUFF LT 9 BK 34	0	064.00	7500.04598284000	399.99879326300	0.17218
71878	091800000010	GWENDOLYN COLEMAN	UNITY CHAPEL FUNERAL HOME	1207 SAM RANKIN	CORPUS CHRISTI	TX	78401	1207	SAM RANKIN ST	784011828	111008	.22	BRASLAU SUBD LT A	4500	064.00	9678.67531468000	389.70750834400	0.22219
47333	048116000440	H M SAFRAN LIMITED PARTNE	C/O WALGREEN COMPANY	300 WILMOT RD M.S.#3301	DEERFIELD	IL	60015	2101	MORGAN AVE	784051543	1090509	1.35	BAY TERR NO 2 LTS 21 THRU 40, LT 41A BK 1600 & 3274 SQ FT TO NORTH LESS POR TO ROW	13500	013.00	3125.06392070000	299.99974138700	0.07174
83363	629000010010	HALAJ IVAN TRUST	IVAN HALAJ & STEVEN M HAL	6341 Via Colinita	Rancho Palos Ve	CA	90275	717	LESTER ST	78408	112433	1.52	PALM PARK LTS 1 THRU 10 BLK 1 LESS POR TO ROW & ADJ ALLEY	0	064.00	5724.30808178000	383.99342338000	0.13141
104814	105501300010	HAZEL BOYD	3710 DALRAIDA DR		CORPUS CHRISTI	TX	78411	0	*UNASSIGNED		5200	.59	BROOKLYN LTS 1, 3, 5 & 7 BK 130	0	063.00	28000.63341810000	680.00940686100	0.64281
756	169500040050	HC AND HA KAFFIE	P O BOX 2967		CORPUS CHRISTI	TX	78403	1516	SAN PEDRO ST	784011331	15625	.71	COLONIA MEXICANA LTS 5 TO 10 & 15 TO 18 BLK NE/4 B	0	064.00	1687.52061245000	185.00108066200	0.03874
11767	160800030070	HCS 311 LLC	8610 N NEW BRAUNFELS #50		SAN ANTONIO	TX	78217	1735	LAKE ST	78401	269109	1.26	CLARKSON BLK 3 LOT 7 ETAL	8700	064.00	6450.10450962000	357.93303006500	0.14807
17723	351500150010	HERIVERTO PACHECO	601 17TH ST		CORPUS CHRISTI	TX	78405	601	SEVENTEENTH ST	784051501	35771	.11	HOME PLACE LT 1 BLK 15	0	010.00	5079.69871717000	324.65875126300	0.11661
87497	646300070100	HERRERA MANUEL	313 CULBERSON		CORPUS CHRISTI	TX	78408	313	CULBERSON ST	784084018	21062	.04	PAUL CT S POR LT 10 BK 7	700	011.00	2223.25419090000	188.95119100000	0.05104
39756	646300070102	HERRERA MELINDA	317 CULBERSON		CORPUS CHRISTI	TX	78408	317	CULBERSON ST	784084018	22626	.04	PAUL COURT BLK 7 LOT 10	600	011.00	2499.56591357000	200.00599355300	0.05738
1187	936700010115	HIGH TIDE PARTNERSHIP LTD	P O BOX 600477		DALLAS	TX	75360	725	SAM RANKIN ST	78401	15750	.08	WEST END E7O' OF LT 1O & N2' OF E7O' OF LT 11 BK 1	0	064.00	3500.06803651000	240.01620440300	0.08035
64163	048800090050	HODGES WILLIAM J. JR	5110 TOLEDO		CORPUS CHRISTI	TX	78413	1217	SIXTEENTH ST	78404	3386	.03	BAY VIEW #3 LT 5 BLK 9 (LESS POR TO ROW)	22100	010.00	1567.04032060000	164.26601206600	0.03597
32243	407100000010	HOUSING AUTHORITY	%VICTOR G DE LA CRUZ EXE	3701 AYERS STREET	CORPUS CHRISTI	TX	78415	180	N NINETEENTH ST	78408	2010219	12.43	LA PASCUA BLK 0 LOT 1	2900	011.00	541818.83171600000	3339.61229198000	12.43850
30527	213700020070	IMAM QUAZI	1030 N Davis Dr #1030		Arlington	TX	76012	723	DOSS ST	784083913	7200	.18	DOSS O NEAL N8O' OF LTS 7 AND 8 BK 2 LESS ROW	0	064.00	3911.05565997000	256.62671037400	0.08979

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
30361	864900010010	ISABEL LUPITA DE LEON	DE LEON & DELIA DE LEON	1622 HOWARD	CORPUS CHRISTI	TX	78401	1622	HOWARD ST	784012633	19212	.08	SUTHERLAND BK 1	900	011.00	3729.44058214000	249.56595756900	0.08562
7844	213700020050	IVAN HALAJ IVAN TRUST	IVAN HALAJ & STEVEN M HAL	6341 Via Colinita	Rancho Palos Ve	CA	90275	714	LESTER ST	784083930	20000	.32	DOSS O NEAL LTS 5 & 6 BLK 2	0	064.00	7000.13181973000	380.00902024600	0.16070
39606	105500600010	J D G LLC	3615 TIMON BLVD		CORPUS CHRISTI	TX	78402	3615	TIMON BLVD	78402	949227	1.72	BROOKLYN BLK 60 LOT 1 ETAL	14200	063.00	54491.16956250000	955.31670574300	1.25095
28831	258200000190	J M SUPPLY CO	P O BOX 9157		CORPUS CHRISTI	TX	78469	2801	BUFFALO ST	784083611	321663	2.13	FOREST PARK BK 19	13800	005.00	95801.99268310000	1228.29584967000	2.19932
13616	351500180020	JACOB RIVERA	2230 Howard St		Corpus Christi	TX	78408	704	SIXTEENTH ST	78401	6349	.11	HOME PLACE LT 2 BLK 18	1700	010.00	5079.67633256000	324.65792067200	0.11661
94296	351500050090	JAM COMMERCIAL PROPERTIES	646 WILSHIRE PL		CORPUS CHRISTI	TX	78411	321	SIXTEENTH ST	784051403	6900	.12	HOME PLACE W110.4' OF LTS 9 & 10 BLK 5	1200	010.00	3000.06628427000	289.99755275800	0.06887
452	351500080010	JAM COMMERCIAL PROPERTIES	5425 S PADRE ISLAND DR	# 178	CORPUS CHRISTI	TX	78411	1901	AGNES ST	78405	77099	.16	HOME PLACE LT 1 & N/2 OF LT 2 BLK 8 LESS POR TO ROW	4700	010.00	7107.41319169000	352.95035130200	0.16316
16713	051500000580	JANE STUBBS	742 KINGS POINT HARBOR		CORPUS CHRISTI	TX	78402	3213	MAGNOLIA ST	784083128	41158	.15	BAYMOOR LT 58	755	006.00	6575.15209680000	363.00583623900	0.15095
79896	105500820010	JAY MADI INC	503 BURLESON ST		CORPUS CHRISTI	TX	78402	3623	SEAGULL BLVD	784021312	369887	.18	BROOKLYN BLK 82 LOT 1 & 2	3000	063.00	6997.50997524000	344.92329769500	0.16064
1730	105500800025	JEANETTE SMITH GAIL FITCH	% JULIE & PATRICK SULLIVA	17304 BISHOPSGATE	PFLUGERVILLE	TX	78660	514	ST CHARLES ST	78402	24010	.03	BROOKLYN E29' OF LT 2 BK 8O	500	063.00	1450.01251689000	158.00164710000	0.03329
16903	105500840030	JEROME SCHLADER	300 AVE OF OAKS ST		HOUSTON	TX	77009	3405	SEAGULL BLVD	78402	14625	.14	BROOKLYN LT 3 BK 84	0	063.00	6500.07064299000	360.00056550000	0.14922
79894	105500600020	JERRY CLARK CLENDENING	4833 WOOLDRIDGE RD		CORPUS CHRISTI	TX	78413	3602	SEAGULL BLVD	78402	37440	.29	BROOKLYN LTS 2 & 4 BK 60	0	063.00	12934.24886160000	464.63482010300	0.29693
86168	191300000510	JESUS CANALES	51 S COUNTRY CLUB PL		CORPUS CHRISTI	TX	78408	51	COUNTRY CLUB PL	78408	39888	.39	COUNTRY CLUB PLACE LTS 51 & 52 (LESS POR TO ROW)	712	006.00	14664.12345970000	492.63540011500	0.33664
35596	213700010030	JESUSA HINOJOSA	1638 SYCAMORE PL		CORPUS CHRISTI	TX	78416	722	DOSS ST	78408	11950	.27	DOSS O NEAL LT 3 AND 4 LESS POR TO R O W BK 1	0	064.00	6177.23900275000	347.55567888600	0.14181
102437	524000000150	JH HARVEY	WELLS FARGO BANK	P O BOX 13519	ARLINGTON	TX	76094	2002	W BROADWAY ST	78401	29540	1.68	MISC ACS N OF CITY 2 ACS N OF SALT LAKE TR	20700	063.00	73529.43564510000	1642.68689666000	1.68801
42936	169500060130	JIMENEZ ODILON	4929 JO ANN		CORPUS CHRISTI	TX	78415	1401	SAM RANKIN ST	784011322	1563	.07	COLONIA MEXICANA LTS 13 AND 14 BLK SE/4 B	0	064.00	1687.53852999000	185.00179103300	0.03874
87330	105500860030	JIMMY AND MARCI BLISS	1016 BLUFF DRIVE		PORTLAND	TX	78374	3205	SEAGULL BLVD	784021209	45331	.14	BROOKLYN BLK 86 LOT 3	1300	063.00	7000.14764759000	380.00258706500	0.16070
81969	160800010061	JOE DIXON	P O BOX 41692		AUSTIN	TX	78704	1117	SAM RANKIN ST	784011826	38069	.16	CLARKSON LT 6 BK 1	1300	064.00	7012.58524415000	393.49768642600	0.16099
35360	196500030010	JOE MARTINEZ	3914 MAC ARTHUR		CORPUS CHRISTI	TX	78416	1924	MARTIN LUTHER KING DR	784011609	52495	.1	CRAVEN HTS LT 1 BK 3	908	064.00	4889.05524216000	295.77592211100	0.11224
1814	864900040010	JOHN MARTINEZ	1430 SEVILLE DR		CORPUS CHRISTI	TX	78416	1625	HOWARD ST	78401	7878	.2	SUTHERLAND LT 1 BK 4 LESS POR TO ROW	0	011.00	6625.02936558000	372.96232125300	0.15209
52467	160800040110	JOHN WESLEY KINNEY JR	2508 HULBIRT ST		CORPUS CHRISTI	TX	78407	1010	JOSEPHINE ST	784011702	6562	.3	CLARKSON LT 13 BK 4	0	064.00	13123.77449720000	475.01872809400	0.30128
52437	048800100060	JOHNNY HOWE	% MARIA ELENA PEREZ	2003 Craig St	Corpus Christi	TX	78405	1209	SEVENTEENTH ST	784051507	43663	.16	BAY VIEW #3 LT 6 BLK 10 (LESS POR TO ROW)	800	010.00	6845.99724452000	374.79100083900	0.15716
49299	079700590130	JOSE BANDA	5822 TANGLEWOOD		CORPUS CHRISTI	TX	78412	1322	LEOPARD ST	784012123	64910	.16	BLUFF BLK 59 LOT 13	1205	064.00	7000.00579348000	380.00844184600	0.16070
71161	048115000120	JOSE GONZALEZ	4805 PHILLIP DR		CORPUS CHRISTI	TX	78415	1329	SEVENTEENTH ST	78404	2264	.04	BAY TERR NO 2 LTS 12 AND 13 BK 15OO	0	013.00	79.02744112310	43.84550246760	0.00181
76883	196500030030	JUAN ALVARADO	1906 MARTIN LUTHER KING D		CORPUS CHRISTI	TX	78401	1906	MARTIN LUTHER KING DR	784011609	17077	.1	CRAVEN HTS LT 3 BK 3	400	064.00	4444.90668942000	278.00920010100	0.10204
11310	051500001660	JUAN CARLOS VASQUEZ	IDA Z	3110 HUISACHE	CORPUS CHRISTI	TX	78408	3110	HUISACHE ST	784083107	50987	.12	BAYMOOR LT 166 LESS POR TO R O W	600	006.00	5507.27381238000	320.83552273400	0.12643
84155	351500190010	JUAN M GONZALEZ	3402 SANTA FE		CORPUS CHRISTI	TX	78411	802	SIXTEENTH ST	784043520	54950	.11	HOME PLACE BLK 19 LOT 1	616	010.00	4800.07882345000	319.99818573800	0.11020
22016	216400020060	JUANITA FLORES	1002 ERWIN		CORPUS CHRISTI	TX	78408	1002	ERWIN AVE	784083019	35622	.15	DRISCOLL VILLAGE LT 6 BLK 2	1100	006.00	6847.45157054000	360.62474893400	0.15720
40279	351500150050	JUANITA LOPEZ	DAVID GOVEA LOPEZ	613 17TH ST	CORPUS CHRISTI	TX	78405	617	SEVENTEENTH ST	78405	3809	.11	HOME PLACE LT 5 BLK 15	0	010.00	5079.72909665000	324.65924762400	0.11662
78862	593800140070	JULIA BERNAL	409 BEVERLY DRIVE		RICHARDSON	TX	75080	4002	MUELLER ST	784083047	42476	.19	OAK PARK LT 7 BLK 14 LESS POR TO ROW	800	006.00	2641.15511644000	221.21298832100	0.06063
90830	105501290070	KAY ELLEN CRUSON	4022 TIGRIS RIDGE DR		KATY	TX	77449	0	*UNASSIGNED		1300	.14	BROOKLYN LT 7 BK 129	0	063.00	7000.13212723000	380.00171612000	0.16070
47904	079700230030	KEEN SPRUCE R/TRUSTEE OF	ALMA B KEEN FAMILY TRUST	PO BOX 29051	SAN ANTONIO	TX	78229	809	N CARRIZO ST	78401	29250	.17	BLUFF LT 3 BK 23	0	064.00	7500.05037912000	399.99877378700	0.17218
82307	646300140050	KELSEY METHODIST CHURCH	1610 COMANCHE		CORPUS CHRISTI	TX	78401	1622	COMANCHE ST	784012627	10492	.16	PAUL CT LT 5 BK 14	0	011.00	6994.37251119000	379.77937837800	0.16057
38073	577100020280	KIMBERLY HILL	374 E H St Ste A PMB 270	Ste A	Chula Vista	CA	91910	1525	SAM RANKIN ST	784011344	2898	.13	N BROADWAY LT 28 BK 2 B	1000	064.00	5768.08087480000	362.40212776300	0.13242
23372	629000080010	KWM INVESTMENTS LTD	4100 SOUTH IH-35		WACO	TX	76706	921	N PORT AVE	784011613	369127	2.35	PALM PARK 2.35 ACS OUT BLK 8	6000	064.00	101996.42869400000	1494.63146894000	2.34153
104403	105500790100	LARA RUBEN V AND	PHILIP A LARA	4225 ADKINS DR	CORPUS CHRISTI	TX	78411	3922	E CAUSEWAY BLVD	78402	36750	.29	BROOKLYN BLK 79 LOT 10&12	1300	063.00	14000.26972200000	480.00282877900	0.32140
45684	593800060120	LARRY CURTIS	DELINDA G FORD	706 BRADSHAW	CORPUS CHRISTI	TX	78412	1001	ERWIN AVE	78408	48006	.18	OAK PARK LT 12 BK 6 LESS POR TO ROW	0	006.00	8223.23626061000	390.09124363200	0.18878
104812	105500810020	LAY PROPERTIES INC	4509 CANYON LAKE CIR		CORPUS CHRISTI	TX	78413	514	CHURCHDALE AVE	78402	17285	.17	BROOKLYN LTS 2 & 4 LESS W POR TO ROW BK 81	0	063.00	8560.07481198000	375.95725066600	0.19651
66147	340500030180	LAZARO LOPEZ	P O BOX 4222		CORPUS CHRISTI	TX	78414	2410	MARTIN LUTHER KING DR	784072827	6133	.2	THE HIGHLANDS E/2 OF LTS 17 & 18 BK 3	500	064.00	3825.17767102000	275.21910540800	0.08781
4729	593800040040	LAZO MACEDONIO	% MICHAEL GUTIERREZ/MARIA	914 Retama Ave	Corpus Christi	TX	78408	914	RETAMA AVE	784083040	44557	.14	OAK PARK LT 4 BK 4 LESS POR TO ROW	1100	006.00	6875.08443191000	366.37925238300	0.15783
73424	048800050150	LEONOR GONZALEZ	1106 16TH ST		CORPUS CHRISTI	TX	78404	1106	SIXTEENTH ST	784043523	74865	.14	BAY VIEW #3 LT 15 BLK 5	1200	010.00	6105.18447932000	356.49923268700	0.14016
53308	169500060040	LESTER JOHNSON	1721 BOIS D'ARC PLACE		CORPUS CHRISTI	TX	78416	1416	SAN PEDRO ST	78401	3125	.14	COLONIA MEXICANA LTS 4 & 5 LTS 20 & 21 BLK SE/4 B	0	064.00	1562.51925148000	175.00019037300	0.03587
60620	048800120010	LIBRADA MUNOZ BARRERA	% EDWARD MUNOZ BARRERA	1001 17TH STREET	CORPUS CHRISTI	TX	78405	1001	SEVENTEENTH ST	784051505	64534	.15	BAY VIEW #3 LT 1 BLK 12	1700	010.00	6533.11009959000	371.99827033800	0.14998
79230	514000070100	LIRA DOMINGO AND	PAULA LIRA	916 18TH STREET	CORPUS CHRISTI	TX	78415	916	EIGHTEENTH ST	784051512	33004	.3	MEULY C A PT LTS 3 & 9 ALL LT 10 BK 7	0	010.00	13257.89245650000	520.31911568900	0.30436
72948	257600000150	LIVING STEWARD PROPERTIES	P O BOX 9322		CORPUS CHRISTI	TX	78469	3002	ANTELOPE ST	784083600	652266	2.22	FOREST PARK NO 2 LT 15	11100	005.00	97823.04124390000	1313.40655177000	2.24572
91470	160800030060	LORENZ M GILMORE	1718 SYCAMORE PL		CORPUS CHRISTI	TX	78416	1023	JOSEPHINE ST	78401	12405	.15	CLARKSON LT 6 BK 3	600	064.00	6750.17439903000	389.99834805900	0.15496
65463	079700360060	LUCIANO LEAL JR	325 N STAPLES ST		CORPUS CHRISTI	TX	78401	1001	WINNEBAGO ST	784011846	3750	.17	BLUFF LT 6 BK 36	900	064.00	7500.22710953000	399.99922558100	0.17218
94004	051500001620	LUCY CHAMPION	3126 HUISACHE		CORPUS CHRISTI	TX	78408	3126	HUISACHE ST	784083107	32123	.08	BAYMOOR LT 162 LESS POR TO R O W	900	006.00	3802.09303100000	253.28297411700	0.08728
27439	339000020040	LUIS AND GILBERT CORTINAS	INDV & G & L DETAIL	1826 LEOPARD	CORPUS CHRISTI	TX	78408	1905	ANTELOPE ST	78408	5828	.05	HIGHLAND PK LT 4 BK 2	0	064.00	2332.81282037000	240.55536356900	0.05355
3423	339000010080	LUIS SALAZAR	721 Cleveland St		Corpus Christi	TX	78408	721	CLEVELAND ST	78408	32231	.08	HIGHLAND PK LTS 8 AND 9 BK 1	1000	064.00	1742.54359836000	189.39961787000	0.04000
37858	048800100020	LUNA ADRIANA	2007 CRAIG ST		CORPUS CHRISTI	TX	78405	2007	CRAIG ST	784051536	51488	.16	BAY VIEW #3 LT 2 & E10.55' OF LT 3 BLK 10	1000	010.00	7025.34434119000	343.10571277100	0.16128
90198	054000270090	LUTHER MAX J III TR	4971 Cherry Hills Dr		Corpus Christi	TX	78413	1014	MESQUITE ST	784012035	19250	.08	BEACH SE TRI LT 9 BK 27	0	064.00	3750.07645995000	358.11247369400	0.08609
32357	345300020010	MAINTENANCE TOOL & SUPPLY	P O BOX 4748		CORPUS CHRISTI	TX	78469	1910	MESTINA ST	784083944	30327	.42	HILLSIDE LTS 1 THRU 7 BK 2 LESS POR TO R O W	0	011.00	3180.32715569000	303.91648226800	0.07301
36237	151200170030	MANUEL AMADOR	1707 MARGUERITE ST		CORPUS CHRISTI	TX	78405	1705	MARGUERITE ST	784013145	128345	.27	CHAMBERLIN'S POR LT 3 & ALL LTS 4 & 5 BLK 17	1996	010.00	2950.08359808000	286.00926774700	0.06772
36872	593800040070	MANUEL EDUARDO GONZALEZ	710 SAM		CORPUS CHRISTI	TX	78412	935	OAK PARK AVE	78408	1388	.05	OAK PARK LT 7 BK 4 LESS POR TO R O W	0	006.00	2220.38762279000	232.09789038700	0.05097
40546	160800040100	MANUEL M GONZALES	4841 CHERYL DR		CORPUS CHRISTI	TX	78415	1016	JOSEPHINE ST	78401	37417	.15	CLARKSON LT 1O BK 4	1600	064.00	6750.11279978000	389.99680487100	0.15496
4578	169500050050	MANUELITA OLIVIERA	7405 LAKE TRAVIS DR		CORPUS CHRISTI	TX	78413	1516	BURNS ST	78401	2344	.1	COLONIA MEXICANA LTS 5 6 & 7 BLK NW/4 B	0	064.00	1562.54860453000	175.00232137100	0.03587
27170	048800110180	MARIA CERDA MARTINEZ	2002 Craig St		Corpus Christi	TX	78405	2002	CRAIG ST	784051537	73578	.15	BAY VIEW #3 LT 18 BLK 11	1900	010.00	6937.62815277000	335.00408890100	0.15927
74429	936700020100	MARIA DE JESUS FLORES	721 JOSEPHINE		CORPUS CHRISTI	TX	78401	721	JOSEPHINE ST	784012118	25324	.15	WEST END LT 10 BK 2	1100	064.00	6911.94072311000	383.99770928900	0.15868
3130	936700020120	MARIA DE LA LUZ MEDLIN	DELIA MEDLIN	715 JOSEPHINE STREET	CORPUS CHRISTI	TX	78401	713	JOSEPHINE ST	784012118	36956	.31	WEST END LT 12 BK 2	1260	064.00	6912.01405055000	383.99770274700	0.15868
3035	048800110070	MARIA LONGORIA-OBREGON	76 RYLAND PKWY		SAN JOSE	CA	95110	1113	SEVENTEENTH ST	784051506	35951	.14	BAY VIEW #3 BLK 11 LOT 7	900	010.00	6428.87736824000	370.49852306000	0.14759
69209	936700020110	MARIANO O GONZALEZ	717 JOSEPHINE		CORPUS CHRISTI	TX	78401	717	JOSEPHINE ST	784012118	37219	.15	WEST END LT 11 BK 2	1606	064.00	6912.01405055000	383.99770274700	0.15868
49946	169500040110	MARIO ELIZONDO Jr	7042 TREETOP PLACE		CORPUS CHRISTI	TX	78413	1501	SAM RANKIN ST	784011344	3125	.14	COLONIA MEXICANA LTS 11 THRU 14 BLK NE/4 B	0	064.00	1562.51311298000	174.99990974000	0.03587
43740	105501030040	MARK BROWN	PO BOX 70		NURSERY	TX	77976	3405	W CAUSEWAY BLVD	78402	9100	.29	BROOKLYN LTS 4 & 6 BK 1O3	0	063.00	13000.28558760000	460.00412416600	0.29845
5377	191300000570	MARKWEST JAVELINA CO LLC	ATTN: TAX DEPT	1515 ARAPAHOE ST TOWER #1	DENVER	CO	80202	57	S COUNTRY CLUB PL	78407	14431	.45	COUNTRY CLUB PLACE LTS 57 & 58 (LESS POR TO ROW) & ADJ CLOSED ST	0	006.00	2347.11695011000	236.74681298200	0.05388
37823	340500060010	MARTIN MIRCOVICH	C/O SYLVIA M MONTOYA	4922 LAVACA DR	CORPUS CHRISTI	TX	78411	902	LEXINGTON AVE	78407	61367	.23	THE HIGHLANDS LTS 1 & 2 BK 6	2400	064.00	5177.17017750000	337.65461916800	0.11885
25920	105500500010	MARTIN OPERATING PARTNERS	P O BOX 191		KILGORE	TX	75662	504	E NAVIGATION BLVD	78402	890562	25.55	BROOKLYN 25.5556 ACS OUT OF BROOKLYN ADD		063.00	1231478.90152000000	4672.05302739000	28.27098
6924	196500210040	MARTIN PEREZ	2106 MARTIN LUTHER KING		CORPUS CHRISTI	TX	78401	2106	MARTIN LUTHER KING DR	784011611	35876	.1	CRAVEN HEIGHTS .1002 AC OUT LTS 3 & 4 BLK 21	500	064.00	1387.88312485000	247.06775348400	0.03186
85252	593800110100	MARTINEZ DAGOBERTO AND	EMELIA MARTINEZ	4101 MUELLER	CORPUS CHRISTI	TX	78408	4101	MUELLER ST	78408	47775	.11	OAK PARK LT 10 BK 11 LESS POR TO ROW	1200	006.00	4734.19909487000	316.89680766400	0.10868
13133	079700460040	MARY ALICE SAAM	525 LOUISANA AVENUE		CORPUS CHRISTI	TX	78404	715	N STAPLES ST	784012219	50090	.17	BLUFF LT 4 BK 46	3500	064.00	7500.05037912000	399.99877378700	0.17218
13072	351500010010	MARY LOU COLEMAN ARREOLA	206 SIXTEENTH STREET		CORPUS CHRISTI	TX	78405	206	SIXTEENTH ST	784051402	26086	.13	HOME PLACE LTS 1 & 2 BLK 1	700	010.00	2950.20336040000	286.34120533600	0.06773
28931	051500001170	MATRIX FINANCIAL SERVICES	1 Corporate Dr Ste 360		Lake Zurich	IL	60047	3169	HUISACHE ST	784083106	37070	.11	BAYMOOR LT 117 LESS POR TO R O W	900	006.00	5045.18634736000	305.80817707900	0.11582

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
75022	582000010030	MAZEDA FIDEL AND WF FLOR	304 WAGON WHEEL DR		CORPUS CHRISTI	TX	78410	2818	MARTIN LUTHER KING DR	784072645	46902	.36	NUECES BAY HTS LTS 3 THRU 5 E 19' LT 6 BK 1	1218	005.00	15787.61307940000	524.10033919800	0.36244
79004	048115000350	MC DONALDS CORP	C/O R E E INC	3000 WEST CEDAR	BEAUMONT	TX	77702	2021	MORGAN AVE	784051541	502543	.48	BAY TERRACE NO 2 BLK 1500 LOT 35	2500	013.00	20081.50276420000	607.69138829600	0.46101
74850	105500860070	MCCARTHY JOHN D	3209 SEAGULL BLVD		CORPUS CHRISTI	TX	78402	3213	SEAGULL BLVD	78402	14625	.14	BROOKLYN LT 7 BK 86	0	063.00	7000.12258689000	380.00101138900	0.16070
48632	593800060010	MCMILLAN ELIZABETH S TR O	L D & E M REVOCABLE LVG T	930 OAK PARK	CORPUS CHRISTI	TX	78408	3818	COLIMA ST	78408	1213	.04	OAK PARK LT 1 BK 6 LESS POR TO ROW	0	006.00	1940.00306773000	186.20239041300	0.04454
20418	593800110050	MEILVIA AREVALO ORTIZ	4118 LIVE OAK ST		CORPUS CHRISTI	TX	78408	4118	LIVE OAK ST	784083035	36370	.06	OAK PARK LT 5 BK 11 LESS POR TO ROW	1000	006.00	2948.17663601000	226.46128006800	0.06768
47741	151200180010	MENDEZ CRUZ M	1633 MARGUERITE		CORPUS CHRISTI	TX	78405	1633	MARGUERITE ST	784013143	94377	.26	CHAMBERLIN'S LTS 1 THRU 3 & W24.5' LT 4 BLK 18	1025	010.00	11741.27294610000	435.00607721300	0.26954
41967	079700540090	METHODIST CHURCH-ST PAULS	1202 SAM RANKIN		CORPUS CHRISTI	TX	78401	1208	SAM RANKIN ST	78401	6001	.17	BLUFF LT 9 BK 54	0	064.00	7500.16477156000	399.99873569700	0.17218
31249	160800010030	MICKEY CHERRY W	PMB 159	1103 RIVERY BLVD	GEORGETOWN	TX	78628	1113	SAM RANKIN ST	784011826	7012	.32	CLARKSON LTS 3 & 4 BK 1		064.00	7012.63452787999	393.49823510700	0.16099
35454	051500001600	MILDRED DAVISON	3134 HUISACHE		CORPUS CHRISTI	TX	78408	3134	HUISACHE ST	784083107	33100	.11	BAYMOOR LTS 159 & 16O LESS POR TO ROW	900	006.00	4849.10679155000	299.38131047100	0.11132
37558	582500210010	MILTON V JONES	902 S LOOP 499		HARLINGEN	TX	78550	3030	MARTIN LUTHER KING DR	784072541	26696	.55	NUECES BAY HTS EXTN LTS 1 2 3 & 4 BK 21	0	005.00	23702.19605020000	634.21692427600	0.54413
69401	105500540010	MINDFUL DEVELOPMENT LLC	AND C & M INVESTMENTS LLC	6921 NW 22ND ST	GAINSVILLE	FL	32653	3001	W SURFSIDE BLVD	784021127	14625	.14	BROOKLYN LT 1 BK 54	0	063.00	6500.18529403000	360.00284594300	0.14922
76481	351500160050	MIRCOVICH BROTHERS	C/O SYLVIA M MONTOYA	4922 LAVACA DR	CORPUS CHRISTI	TX	78411	2006	COLEMAN AVE	784051533	2676	.08	HOME PLACE LTS 5 & 6 LESS POR TO ROW BLK 16	400	010.00	1965.10240839000	178.35828865500	0.04511
45575	351500160020	MONTEZ LEONARDO	P O BOX 71061		CORPUS CHRISTI	TX	78467	705	SEVENTEENTH ST	784051502	13278	.07	HOME PLACE LT 2 BLK 16 LESS POR TO ROW	36000	010.00	3205.70452352000	237.53092686800	0.07359
63118	593800110110	MORAN JOE D	4615 SANDY RIDGE		CORPUS CHRISTI	TX	78410	4101	IH 37 ACCESS RD	78408	1983	.03	OAK PARK LT 11 BK 11 LESS POR TO ROW	0	006.00	801.66190912500	137.82389281200	0.01840
98181	048800050140	MORENO MIGUEL A	AND WFE NAOMI MORENO	906 15th St	Corpus Christi	TX	78404	1110	SIXTEENTH ST	784043523	61966	.14	BAY VIEW #3 BLK 5 LOT 14	1000	010.00	6105.13555525000	356.49915466400	0.14016
77888	379500030100	MOST REV WM MICHAEL MULVE	DD BISHOP OF THE DIOCESE	620 LIPAN ST	CORPUS CHRISTI	TX	78401	1613	MESTINA ST	78401	25200	.64	JONES BLK 3 LOT 10 THRU 13 & ADJ ALLEY& ADJ ALLEY	1700	011.00	28000.64330940000	680.00499943700	0.64281
53150	079700530030	MOSTAFA BIGHAMIAN	P O BOX 71085		CORPUS CHRISTI	TX	78467	1313	SAM RANKIN ST	784011830	8294	.23	BLUFF LTS J, K, L, S14' OF M & S PT OF LTS O & P BK 53 B	2500	064.00	9694.18845425000	485.47925103100	0.22255
27878	169500060170	MOUNT PILGRIM BAPTIST CHU	P O BOX 2093		CORPUS CHRISTI	TX	78403	1409	SAM RANKIN ST	78401	1563	.07	COLONIAL MEXICANA LTS 17 & 18 BLK SE/4 B	0	064.00	1687.53852999000	185.00179103300	0.03874
104815	105501290090	MRS EMILY J HARK	C/O DEBORAH DEAN-SCHACHNE	121 COMMERCIAL ST	ANGOLA	NY	14006	0	*UNASSIGNED		2600	.29	BROOKLYN LTS 9 & 11 BK 129	0	063.00	14000.32521760000	480.00457000800	0.32140
103622	105500560020	MULLER CHRISTOPHER	2632 S Wattlewood		Mesa	AZ	85209	3202	SEAGULL BLVD	784021210	33638	.29	BROOKLYN LTS 2 & 4 BK 56	0	063.00	14000.23901550000	480.00228962700	0.32140
66422	582000010090	MURARIU STELIAN	2146 COLFAX		CONCORD	CA	94520	2830	MARTIN LUTHER KING DR	78407	77345	.37	NUECES BAY HTS LTS 9 THRU 12 BK 1	1924	005.00	16128.30891210000	515.30470084000	0.37026
75132	582000010070	MURARIUS STELIAN	2828 MARTIN LUTHER KING		CORPUS CHRISTI	TX	78407	2828	MARTIN LUTHER KING DR	78407	55128	.21	NUECES BAY HTS W 6' LT 6 ALL LTS 7 & 8 BK 1	1400	005.00	9165.34106184000	439.34636021100	0.21041
101218	048800100070	NAJAR RUBEN AND	TRINIDAD GARCIA WFE	P O BOX 5223	CORPUS CHRISTI	TX	78465	1213	SEVENTEENTH ST	784051507	78305	.34	BAY VIEW #3 LT 7 BLK 10 (LESS POR TO ROW)	1876	010.00	6350.12851646000	354.98933218900	0.14578
29649	936700010116	NATALIE LASTRA CAMPOS	% BARTOLO DIAZ	721 SAM RANKIN	CORPUS CHRISTI	TX	78401	721	SAM RANKIN ST	784012160	14775	.04	WEST END LT 11A BK 1	800	064.00	1962.77575089000	196.19744235900	0.04506
78432	169500070070	NEW LIFE FELLOWSHIP OF	CORPUS CHRISTI INC	P O BOX 5190	CORPUS CHRISTI	TX	78405	1412	BURNS ST	78401	2344	.1	COLONIA MEXICANA LTS 7 8 & 9 BLK SW/4 B	0	064.00	1562.55474329000	175.00260201200	0.03587
49079	079700090050	NGWT LLC	4550 Corona Dr		Corpus Christi	TX	78411	917	N CARANCAHUA ST	78401	32870	.15	BLUFF LTS 5 AND 6 EXCEPT POR TO ROW BK 9	0	064.00	6945.68540500000	352.07519686300	0.15945
49837	191300000060	NIETO AUGUSTINE III AND W	413 FAIRMONT DR		CORPUS CHRISTI	TX	78408	6	S COUNTRY CLUB PL	784083041	44792	.26	COUNTRY CLUB PLACE NW/2 OF LTS 6 & 7A (LESS POR TO ROW)	1500	006.00	1806.11194731000	210.01248604900	0.04146
98529	105501030080	NL CLARK	PO BOX 781215		SAN ANTONIO	TX	78278	3413	W CAUSEWAY BLVD	784021342	4550	.14	BROOKLYN LT 8 BK 1O3	0	063.00	6500.13530343000	360.00180884700	0.14922
26131	191300000450	NOE GONZALEZ	CYNTHIA A GONZALEZ	46 SOUTH COUNTRY CLUB PLA	CORPUS CHRISTI	TX	78408	45	COUNTRY CLUB PL	78408	6133	.16	COUNTRY CLUB PLACE LT 45 (LESS POR TO ROW)	0	006.00	7214.69967047000	399.31779986300	0.16563
2565	646300140070	NORMA CLARICH	FIEN-GDN OF CELINA POLANC	1625 LIPAN	CORPUS CHRISTI	TX	78401	1625	LIPAN ST	784012138	37774	.16	PAUL CT LT 7 BK 14	1600	011.00	7000.05783981000	380.00755212800	0.16070
3579	690300030010	NUECES CO NAVIGATION DIST	P O BOX 1541		CORPUS CHRISTI	TX	78403	735	E PORT AVE	78401	3206626	12.26	PORT ADDITION LT 1 BLK 3		063.00	534490.24691400000	3394.16252449000	12.27026
38699	079700540070	NUECES COUNTY TRUSTEE	PO Box 2810		Corpus Christi	TX	78403	1222	SAM RANKIN ST	784011829	6180	.17	BLUFF BLK 54 LOT 7	600	064.00	7500.12407671000	399.99720721000	0.17218
104425	257600000172	NUECES HOTEL HOLDINGS LP	3401 ALLEN PKWY	# 200	HOUSTON	TX	77019	3030	BUFFALO ST	78407	2392480	1.74	FOREST PARK #2 BLK 0 LOT 17B		005.00	76185.74688630000	1829.51238844000	1.74899
40074	079700590050	NUECES RADIO PARTNERS LP	PO BOX 2010		BOERNE	TX	78006	719	N ALAMEDA ST	784012105	22500	.17	BLUFF LT 5 BK 59	0	064.00	7499.98619316000	399.99827950800	0.17218
73187	351500190050	OBREGON LINDA	3096 S PADRE ISLAND DR		CORPUS CHRISTI	TX	78415	818	SIXTEENTH ST	784043520	21976	.11	HOME PLACE LT 5 BLK 19	1900	010.00	4800.03846547000	319.99717677400	0.11019
54226	936700010120	OCEJO RAMONA	2954 Sabinas St		Corpus Christi	TX	78405	713	SAM RANKIN ST	784012160	39692	.11	WEST END S16' OF E70' OF LT 11H & E70' OF LT 12H BK 1	1900	064.00	3359.93626136000	235.99843550600	0.07713
47705	169500050050	OLIVIERA MANUELITA	7405 LAKE TRAVIS DR		CORPUS CHRISTI	TX	78413	1516	BURNS ST	78401	2344	.1	COLONIA MEXICANA LTS 5 6 & 7 BLK NW/4 B	0	064.00	1562.53079014000	175.00175136400	0.03587
90048	936700030050	OLSZEWSKI STAINED GLASS S	PO Box 614		CORPUS CHRISTI	TX	78401	1624	LEOPARD ST	784012129	163487	.3	WEST END LTS 5 & 6 BK 3	800	064.00	13400.06567700000	468.00726845500	0.30762
136650	051500001150	ORNELAS ISABEL G	3161 HUISACHE		CORPUS CHRISTI	TX	78408	3161	HUISACHE ST	784083106	33859	.15	BAYMOOR LT 115		006.00	6575.17247443000	363.00596539500	0.15095
54818	340500030010	ORTIZ MARIA DE LA LUZ MAR	901 Lexington Ave		Corpus Christi	TX	78407	901	LEXINGTON AVE	78407	61658	.4	THE HIGHLANDS LTS 1 & 2 BK 3	2344	064.00	7650.17477319000	450.43630106700	0.17562
27756	514000070040	OTHON GUILLEN	6302 SENATORS DR		CORPUS CHRISTI	TX	78413	815	SEVENTEENTH ST	784051503	25447	.11	MEULY C A FCL LTS 4 & 5 BK 7	700	010.00	2699.55415282000	254.02723262700	0.06197
5931	926400100015	P N DEVELOPMENT CO INC	DEECORP PROPERTIES LTD	STE 201-388 WEST 8TH AVE				1013	N SHORELINE BLVD	78401	1694716	2.4	WATER BEACH LT 1-A BLK 10	35000	064.00	101562.77126500000	1877.96050539000	2.33157
35820	351500110110	PADRON PRECILIANO Z AND	LORENZA H PADRON	5002 WILLIAMS DRIVE	CORPUS CHRISTI	TX	78411	1913	MARGUERITE ST	784051448	44209	.29	HOME PLACE LTS 10 THRU 12 BLK 11 LESS POR TO ROW	768	010.00	3719.30052387000	263.35742220600	0.08538
45708	054000290050	PAGE DAVID W AND MONIKA A	715 1/2 S TANCAHUA		CORPUS CHRISTI	TX	78401	711	CONCRETE ST	78401	151971	.45	BEACH E PT OF LTS 4 & 5, ALL LT 6 BK 29	15700	063.00	22487.42921130000	599.48911454100	0.51624
83399	105501290030	PAMELA FURLOW	11412 FOREST HEIGHTS DR		DALLAS	TX	75229	0	*UNASSIGNED		1300	.14	BROOKLYN LT 3 BK 129	0	063.00	7000.19970834000	380.00242088500	0.16070
42599	191300000300	PARK KELVIN W	4841 Lake Nocona Dr		Corpus Christi	TX	78413	4510	UP RIVER RD	78408	31896	.36	COUNTRY CLUB PLACE LTS 30 & 31 (LESS POR TO ROW)	300	006.00	5185.05422110000	342.21575151300	0.11903
11885	105500560120	PAT THOMPSON	P O BOX 10423		CORPUS CHRISTI	TX	78460	421	PLUM ST	784021239	14625	.14	BROOKLYN LT 12 BK 56	0	063.00	7000.14103671000	380.00242090000	0.16070
93397	105500560060	PATTENGILL ERIC J AND WFE	ANGELA J PATTENGILL	3212 Seagull Blvd	Corpus Christi	TX	78402	3212	SEAGULL BLVD	784021210	29408	.14	BROOKLYN BLK 56 LOT 6	2700	063.00	7000.11246328000	380.00275324600	0.16070
95170	351500180040	PAULA MARTINEZ	C/O NANCY RAMIREZ AND ETA	PO Box 5804	Corpus Christi	TX	78465	714	SIXTEENTH ST	78401	23652	.11	HOME PLACE BLK 18 LOT 4	392	010.00	5079.69602744000	324.65889975000	0.11661
14918	216400030190	PAULINE GONZALEZ	1025 NANDINA		CORPUS CHRISTI	TX	78408	1025	NANDINA DR	784083141	49416	.16	DRISCOLL VILLAGE LT 19 BLK 3	1200	006.00	7237.00287365000	360.90893627900	0.16614
24884	051500000600	PEDRO GARCIA JR	3221 MAGNOLIA		CORPUS CHRISTI	TX	78408	3221	MAGNOLIA ST	784083128	35705	.15	BAYMOOR LT 6O	900	006.00	6575.12240073000	363.00512375200	0.15094
88209	351500120040	PEDRO GUERRERO	3834 NIAGARA ST		CORPUS CHRISTI	TX	78416	0	CROSSTOWN FRONTAGE RD		3400	.06	HOME PLACE E40' OF LTS 5 & 6 & E40' OF S36' OF LT 4 BLK 12 LESS POR TO ROW	0	010.00	183.87105475600	73.22873295700	0.00422
43795	207700010010	PELAEZ JUAN R AND ANDY BU	629 MCCLENDON		CORPUS CHRISTI	TX	78404	1001	SAM RANKIN ST	784011824	21545	.09	DIAZ LT 1 BK A	1300	064.00	4091.05494247000	263.63100316400	0.09392
58474	051500000590	PEREZ BELINDA	3217 Magnolia St		Corpus Christi	TX	78408	3217	MAGNOLIA ST	784083128	45970	.15	BAYMOOR LT 59	1200	006.00	6575.15209680000	363.00583623900	0.15095
27101	216400020220	PEREZ LEOPOLDO C JR	1013 ACACIA		CORPUS CHRISTI	TX	78408	1013	ACACIA DR	784083114	40605	.14	DRISCOLL VILLAGE LT 22 BLK 2	1300	006.00	6396.22838025000	343.83912894200	0.14684
103085	105501020020	PEREZ LYDIA B	405 Eldon Cir		Corpus Christi	TX	78412	3301	W CAUSEWAY BLVD	784021234	9100	.29	BROOKLYN LTS 2 & 4 BK 1O2	0	063.00	13000.30736130000	460.00412416900	0.29845
88750	196500210040	PEREZ MARTIN	2106 MARTIN LUTHER KING		CORPUS CHRISTI	TX	78401	2106	MARTIN LUTHER KING DR	784011611	35876	.1	CRAVEN HEIGHTS .1002 AC OUT LTS 3 & 4 BLK 21	500	064.00	5546.58405821000	321.86632041600	0.12733
25738	379500050010	PEREZ RICARDO E	121 7TH ST		PORTLAND	TX	78374	1802	LIPAN ST	78408	29479	.03	JONES S/2 OF S/2 OF LT 1 BK 5	2700	011.00	1720.68088348000	168.61032359500	0.03950
95881	646300160135	PEREZ RICARDO E	121 SEVENTH ST		PORTLAND	TX	78374	423	CULBERSON ST	784084019	7583	.08	PAUL CT N/2 OF LT 13 BK 16	0	011.00	3500.04596018000	240.00290713500	0.08035
121286	379500050012	PEREZ RICARDO E AND	CONSUELO G PEREZ	121 SEVENTH AVE	PORTLAND	TX	78374	1802	LIPAN ST	784084034	1500	.03	JONES N/2 OF S/2 OF LT 1 BK 5		011.00	1478.98514552000	157.61481553000	0.03395
84257	105501050060	PETERSON PROPERTIES LTD	P O BOX 8229		CORPUS CHRISTI	TX	78468	3609	W CAUSEWAY BLVD	78402	9100	.29	BROOKLYN LTS 6 & 8 BK 1O5	0	063.00	13000.23539530000	460.00325322500	0.29845
44173	048115000600	PETRA MALDONADO	1350 18TH ST		CORPUS CHRISTI	TX	78404	1350	EIGHTEENTH ST	784043409	66072	.14	BAY TERR NO 2 LTS 6O AND 61 BK 15OO	1100	013.00	3147.75113548000	301.84739884800	0.07226
76685	216400020050	PINA-LOPEZ CYNTHIA L AND	B LOPEZ JR	1006 ERWIN	CORPUS CHRISTI	TX	78408	1006	ERWIN AVE	784083019	41777	.22	DRISCOLL VILLAGE LTS 4 & 5 BLK 2 LESS POR TO ROW	1100	006.00	9723.33874953000	423.07964582300	0.22322
66734	079700390040	POMPA JESSE RONALD AND	ROSE MARY POMPA	3238 HAMPTON	CORPUS CHRISTI	TX	78414	711	WACO ST	784012238	22500	.17	BLUFF LT 4 BK 39	1100	064.00	7500.06281458000	399.99928402600	0.17218
104398	105500760080	POPE A J III	230 INDIANA AVE		CORPUS CHRISTI	TX	78404	4214	E CAUSEWAY BLVD	78402	174	.57	BROOKLYN LTS 8, 10 & 12 BLK 76 & ADJ ALLEY & ST	0	063.00	25114.42771820000	638.77738420700	0.57655
45053	524000000363	POPE A J III REVOCABLE TR	% A J POPE III	230 INDIANA AVE	CORPUS CHRISTI	TX	78404	0	LANDLOCK	NONE	5000	10	MISC ACS N OF CITY 10 ACS (N OF NAVIGATION BLVD)	0	063.00	435600.19571900000	2640.00079142000	10.00004
4332	105500990020	PORT AUTHORITY OF CORPUS	222 POWER ST		CORPUS CHRISTI	TX	78401	718	BREAKWATER AVE	78402	6435	.14	BROOKLYN LT 2 BK 99	0	063.00	6500.10691166000	360.00110411400	0.14922
33003	169500070170	POWELL FAIRCLOTH ET UX	WIFE MARY	6902 MANOR TERRACE LANE	RICHMOND	TX	77469	1407	SAN PEDRO ST	784011328	1563	.07	COLONIA MEXICANA LTS 17 & 18 BLK SW/4 B	0	064.00	1687.54943020000	185.00194023000	0.03874
62270	151200170010	PRADO DENNIS AND	ERIKA ESPINOZA	1713 MARGUERITE ST	CORPUS CHRISTI	TX	78401	1713	MARGUERITE ST	784013145	72661	.17	CHAMBERLIN'S LTS 1 & 2 & 3' LT 3 BLK 17 (LESS POR TO ROW)	1200	010.00	3146.22643886000	282.26976578700	0.07223
30521	351500110110	PRECILIANO PADRON	LORENZA H PADRON	5002 WILLIAMS DRIVE	CORPUS CHRISTI	TX	78411	1913	MARGUERITE ST	784051448	44209	.29	HOME PLACE LTS 10 THRU 12 BLK 11 LESS POR TO ROW	768	010.00	4304.60572653000	291.22744559600	0.09882
39425	571100030030	PRINCE HALL MASONIC LODGE	P O BOX 71778		CORPUS CHRISTI	TX	78467	2514	NOAKES ST	784072740	15732	.32	NELSON #2 LTS 3 & 4 BK 3	1300	005.00	14574.88093530000	490.22957062100	0.33459
121285	379500050015	QUERIDO ALAN	PO BOX 6532		CORPUS CHRISTI	TX	78466	513	CULBERSON ST	784083956	26295	.06	JONES N/2 OF LT 1 BK 5 LESS POR TO ROW		011.00	2853.98466056000	217.78580138900	0.06552

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
33638	191300000071	RAMIREZ NICHOLAS JR	P O BOX 4871		CORPUS CHRISTI	TX	78469	953	POTH LN	784083042	33615	.09	COUNTRY CLUB PLACE BLK 0 LOT 7	700	006.00	5838.17545724000	334.66886018100	0.13403
61384	593800040080	RAMIREZ RAUL F. AND	REBECA E. RAMIREZ	931 OAK PARK AVENUE	CORPUS CHRISTI	TX	78408	931	OAK PARK AVE	784083052	57688	.17	OAK PARK LT 8 BK 4 LESS POR TO R O W	1100	006.00	7793.82232210000	378.58157975100	0.17892
58903	593800140060	RAMIRO CANIZALES	905 CENIZO AVENUE		CORPUS CHRISTI	TX	78405	4006	MUELLER ST	784083047	66511	.14	OAK PARK LT 6 BK 14 LESS POR TO R O W	1500	006.00	6379.46227886000	339.09568669300	0.14645
87520	207700010040	RAMON COVINGTON	2227 Millermore St		Dallas	TX	75216	1408	WINNEBAGO ST	78401	56513	.09	DIAZ LT 4 BK A	1896	064.00	4079.89233451000	263.21046985000	0.09366
58177	048800050160	RAMONA ACUNA	1102 16TH STREET		CORPUS CHRISTI	TX	78404	1102	SIXTEENTH ST	784043523	105793	.14	BAY VIEW #3 LT 16 BLK 5	1300	010.00	6105.12632424000	356.49868316700	0.14015
40621	593800100010	RANDY BARBER	P O BOX 9524		CORPUS CHRISTI	TX	78469	956	POTH LN	78408	37745	.13	OAK PARK LT 1 BLK 10 (LESS POR TO ROW)	800	006.00	6098.43609124000	331.24333957200	0.14000
103634	105500860090	RANLY DONALD J ET UX	130 ALTA PAZ		CORPUS CHRISTI	TX	78411	3217	SEAGULL BLVD	78402	19463	.19	BROOKLYN LT 9 & TRI POR OF 11 BK 86	0	063.00	9565.47470353000	421.23981507300	0.21959
21163	351500010040	RAUL AND VIRGINIA ORTIZ	3102 SONOMA DR		CORPUS CHRISTI	TX	78411	214	SIXTEENTH ST	784051402	7165	.09	HOME PLACE LT 4 BLK 1 LESS POR TO ROW	0	010.00	4107.83915172000	290.65343749500	0.09430
44257	160800040080	RAUL CORTEZ	MANUELITA VIOLA CORTEZ WF	1024 JOSEPHINE STREET	CORPUS CHRISTI	TX	78401	1024	JOSEPHINE ST	78401	44740	.15	CLARKSON LT 8 BK 4	1000	064.00	6750.14901143000	389.99836277600	0.15496
1761	351500010050	RAUL ORTIZ JR	3102 SONOMA DR		CORPUS CHRISTI	TX	78414	212	SIXTEENTH ST	784051402	47879	.08	HOME PLACE LT 5 BLK 1 LESS POR TO ROW	2700	010.00	3864.53917466000	278.03865926800	0.08872
6949	151200170120	RAUL SANTOS	3744 TOPEKA		CORPUS CHRISTI	TX	78411	1720	MARY ST	78401	10521	.24	CHAMBERLIN'S LTS 12 THRU 14 & S/2 LT 15 BLK 17	0	010.00	2950.08150158000	286.00883269000	0.06772
72043	051500000630	RAYGOZA OSCAR	4245 CALLICOATTE		CORPUS CHRISTI	TX	78410	3233	MAGNOLIA ST	784083128	31102	.07	BAYMOOR LT 63 LESS POR T R O W	500	006.00	3096.29616967000	233.06824199700	0.07108
38277	048800090070	RAZZO ANGELITA	2001 HARRIET DR		CORPUS CHRISTI	TX	78416	1225	SIXTEENTH ST	784043555	48147	.06	BAY VIEW #3 LT 7 BLK 9 (LESS POR TO ROW)	22100	010.00	2993.33219471000	221.87385636600	0.06872
108759	054000270040	REAMES ROBIN C	DBA BLACK TIE ROSES	1015 N. CHAPARRAL	CORPUS CHRISTI	TX	78401	1015	N CHAPARRAL ST	78401	285542	.25	BEACH LT 4 & SE TRI OF LT 5 BK 27	5900	064.00	11250.28545640000	458.11556566900	0.25827
1612	151200170080	REBECCA SANTOS	ROSALINDA R SANTOS	1716 MARY	CORPUS CHRISTI	TX	78401	513	FOURTEENTH ST	784013103	5900	.13	CHAMBERLIN'S LTS 8 & 9 BLK 17	700	010.00	2949.95128457000	286.00622616100	0.06772
36406	079700390075	REDDING BOB	1115 ANTELOPE ST		CORPUS CHRISTI	TX	78401	1115	ANTELOPE ST	784012210	91215	.2	BLUFF LT 7A BK 39	3900	064.00	9000.01629312000	420.00946130500	0.20661
57319	646300090070	REUTHINGER JOHN	3421 OCEAN DR		CORPUS CHRISTI	TX	78411	1625	COMANCHE ST	78401	6300	.16	PAUL CT LT 7 BK 9	0	011.00	7000.08412918000	380.00858581100	0.16070
43398	582000200110	REYES ARNULFO	1207 Palm Dr		Corpus Christi	TX	78407	1207	PALM DR	784072615	40051	.17	NUECES BAY HTS LTS 11 AND 12 BK 2O	1700	005.00	7500.13404474000	400.00175261800	0.17218
103624	105500840100	REYNA RAUL ALVAREZ	10410 AVALON RDG		SAN ANTONIO	TX	78240	3420	E CAUSEWAY BLVD	78402	65170	.29	BROOKLYN LTS 1O & 12 BK 84	1000	063.00	12990.69225960000	459.73123372000	0.29823
57832	105500530110	REYNALDO BARRERA	1609 6TH ST		CORPUS CHRISTI	TX	78404	401	BRIDGEPORT AVE	784021105	42504	.14	BROOKLYN BLK 53 LOT 11	4000	063.00	6500.12848362000	360.00127026800	0.14922
10975	593800140050	RHONDA CLARKE	410 POENISCH DR		CORPUS CHRISTI	TX	78412	4010	MUELLER ST	784083047	36919	.09	OAK PARK LT 5 BK 14 LESS POR TO ROW	1000	006.00	4162.08935887000	268.08047026600	0.09555
102155	079700360090	RIANARD OWEN JACKSON	G J TAYLOR TRS JACKSON FA	4834 PRESCOTT ST	CORPUS CHRISTI	TX	78416	916	WACO ST	78401	11644	.16	BLUFF BLK 36 LOT 9	1800	064.00	6753.69331589000	390.00257081600	0.15504
92275	936700010100	RICARDO ESCOBEDO	501 LOUISIANA		CORPUS CHRISTI	TX	78404	1405	ANTELOPE ST	784012109	7728	.08	WEST END W46' OF LT 1O & W46' OF N32' OF LT 11 BK 1	0	064.00	2207.97515483000	188.00087237800	0.05069
92790	351500190020	RICHARD CHARLES GONZALEZ	520 MOHAWK		CORPUS CHRISTI	TX	78405	806	SIXTEENTH ST	784043520	37706	.11	HOME PLACE BLK 19 LOT 2	600	010.00	4800.06783909000	319.99869020800	0.11019
1760	351500110090	RICHARD REYES	4328 IVY LN		CORPUS CHRISTI	TX	78415	512	SEVENTEENTH ST	784051443	23791	.07	HOME PLACE LT 9 BLK 11 LESS POR TO ROW	700	010.00	3134.02634437000	235.48806674600	0.07195
72605	169500070010	RICKEY ELIZABETH THERESA	7429 LAKE SUPERIOR DR		CORPUS CHRISTI	TX	78413	1424	BURNS ST	78401	2344	.1	COLONIA MEXICANA UNDIV INT IN LTS 1 THRU 3 BLK SW/4 B	0	064.00	1562.51207109000	175.00047103800	0.03587
91932	963000020020	RIOS JOSE LUIS ET UX	ANNA MARIA	2015 COLEMAN	CORPUS CHRISTI	TX	78405	2015	COLEMAN AVE	784051532	30361	.19	WIESS LTS 1 & 2 BK 2	900	010.00	8298.09458347000	432.02470134000	0.19050
43786	048800120070	RIVERA LISANDRA	2002 BUFORD		CORPUS CHRISTI	TX	78405	2002	BUFORD AVE	784051531	75141	.16	BAY VIEW #3 LT 7 & 1.5' OF LT 8 BLK 12	1200	010.00	7267.66314891000	343.00493847000	0.16684
103638	105500850040	ROBERT AND DONNA CATALANO	2634 FM 1103		CIBOLO	TX	78108	3306	E CAUSEWAY BLVD	78402	21471	.18	BROOKLYN W FCL 2 & 4 LESS S TRI POR BK 85	600	063.00	8922.70955840000	406.60225378800	0.20484
104401	105500790020	ROBERT AND JOHN GONZALEZ	823 KINNEY ST		CORPUS CHRISTI	TX	78401	3902	E CAUSEWAY BLVD	78402	29250	.29	BROOKLYN LTS 2 & 4 BK 79	0	063.00	14000.28827260000	480.00369913900	0.32140
31003	160800030010	ROBERT DOOLEY	P O BOX 4720		CORPUS CHRISTI	TX	78469	1001	JOSEPHINE ST	784011701	38793	.28	CLARKSON BLK 3 LOT 16	480	064.00	13344.02699550000	477.94136636700	0.30634
50226	151200020010	ROBERT GALVAN	1632 AGNES		CORPUS CHRISTI	TX	78401	1632	AGNES ST	78401	164508	.25	CHAMBERLIN'S LTS 1 THRU 4 LESS POR TO ROW BLK 2	19200	010.00	12099.89808590000	435.74343188900	0.27778
15681	351500180050	ROBERT GONZALEZ	718 16TH ST		CORPUS CHRISTI	TX	78401	718	SIXTEENTH ST	78401	84926	.11	HOME PLACE LT 5 BLK 18	1600	010.00	5079.70581000000	324.65839527500	0.11661
58313	351500180060	ROBERT GONZALEZ	1812 COLEMAN AVE		CORPUS CHRISTI	TX	78401	1812	COLEMAN AVE	78401	45032	.11	HOME PLACE BLK 18 LOT 6	700	010.00	5079.65566146000	324.65789080800	0.11661
104402	105500790060	ROBERT GONZALEZ & JOHN TAMEZ	823 KINNEY ST		CORPUS CHRISTI	TX	78401	3910	E CAUSEWAY BLVD	78402	29250	.29	BROOKLYN LTS 6 & 8 BK 79	0	063.00	13997.23073170000	480.00480220400	0.32133
41796	593800110090	ROCHA RAMON C CANIZALES E	905 CENIZO AVE		CORPUS CHRISTI	TX	78405	905	CENIZO AVE	784083030	54842	.17	OAK PARK LT 9 BK 11	1400	006.00	7403.65271646000	370.70401065800	0.16997
43395	582000200090	RODRIGUEZ ABEL M & SARA E	2910 MARTIN LUTHER KING		CORPUS CHRISTI	TX	78407	1201	PALM DR	784072615	66711	.15	NUECES BAY HTS LTS 9 AND 10 BK 20	2600	005.00	6833.94682023000	391.37774587000	0.15689
84512	646300090050	RODRIGUEZ FELIX	1608 HOWARD		CORPUS CHRISTI	TX	78408	1618	HOWARD ST	784012633	59304	.15	PAUL CT LT 5 & NW PT OF LT 4 BK 9	600	011.00	7000.19263674000	380.00960010900	0.16070
62646	048800120060	RODRIGUEZ J ELIAS	2405 NIAGARA		CORPUS CHRISTI	TX	78405	1021	SEVENTEENTH ST	784051505	44098	.15	BAY VIEW #3 BLK 12 LOT 6	1600	010.00	6533.11182751000	371.99827034700	0.14998
103052	216400030020	RODRIGUEZ LUIS ENRIQUE AN	1022 ACACIA DR		CORPUS CHRISTI	TX	78408	1022	ACACIA DR	784083115	41752	.16	DRISCOLL VILLAGE LT 2 BLK 3	1100	006.00	7113.41352067000	374.86208331700	0.16330
39946	646300070105	RODRIGUEZ PORFIRIO ET UX	323 CULBERSON		CORPUS CHRISTI	TX	78408	323	CULBERSON ST	784084018	29597	.07	PAUL CT N POR LT 10 BK 7	600	011.00	2277.31303096000	191.09439280400	0.05228
52375	051500000570	ROJAS JOSE JR AND DEBORA	3209 MAGNOLIA		CORPUS CHRISTI	TX	78408	3209	MAGNOLIA ST	784083128	44525	.15	BAYMOOR LT 57	1200	006.00	6575.12240073000	363.00512375200	0.15094
68552	048800090030	ROLAND MARTINEZ	1051 WEIZMANN		SAN ANTONIO	TX	78213	1209	SIXTEENTH ST	78404	1350	.01	BAY VIEW #3 LT 3 BLK 9 (LESS POR TO ROW)	22100	010.00	277.00608551300	105.86433152500	0.00636
25921	079700490110	ROSA GONZALES	C/O ISABEL GONZALEZ PALAC	5929 RAVEN HILL RD	CORPUS CHRISTI	TX	78414	906	N ALAMEDA ST	78401	9294	.17	BLUFF BLK 49 LOT 11	616	064.00	7500.20224845000	399.99924028200	0.17218
16978	169500050180	ROSA MARTINEZ	4618 QUINCY		CORPUS CHRISTI	TX	78411	1517	SAN PEDRO ST	78401	2344	.1	COLONIA MEXICANA LTS 18 19 & 20 BLK NW/4 B	0	064.00	1687.51726251000	185.00008972200	0.03874
96676	048800110090	ROSE MARIE GARCIA	1121 17TH ST		CORPUS CHRISTI	TX	78405	1121	SEVENTEENTH ST	784051506	53607	.14	BAY VIEW #3 LT 9 BLK 11	1300	010.00	6428.89906997000	370.49907976500	0.14759
12199	758900000090	ROSEVELT DUNCAN FLOYD	1414 HOWARD		CORPUS CHRISTI	TX	78401	1210	CARLINE ALLEY ST	784011828	29538	.03	SALT LAKE ADD 33' X 5O' N/2 OF LT H	800	064.00	3840.02484648000	248.00148077900	0.08816
102710	207700010020	ROY COVINGTON	4907 WEST FRIO		DALLAS	TX	75216	1402	WINNEBAGO ST	784011723	2090	.09	DIAZ LT 2 BK A	0	064.00	4066.98186438000	262.70312680500	0.09337
103642	105500850050	ROYAL DAVID	P O BOX 600		CORPUS CHRISTI	TX	78403	3309	SEAGULL BLVD	78402	25155	.51	BROOKLYN TRI POR OF LTS 3, 5, 7, ALL OF LTS 9 & 11 BK 85	0	063.00	22751.57644520000	633.79523667900	0.52231
68796	351500130060	RUBEN CHAVEZ	216 N HARTELL	P O BOX 266	POTTERVILLE	MI	48876	1810	MORRIS ST	784013162	29424	.11	HOME PLACE LT 6 BLK 13	960	010.00	5079.70436782000	324.65867208700	0.11661
24603	051500000750	RUBEN SOLIZ	3210 MAGNOLIA		CORPUS CHRISTI	TX	78408	3210	MAGNOLIA ST	78408	24210	.06	BAYMOOR LT 75 A	600	006.00	2737.45319990000	215.41544386000	0.06284
54463	257500180070	RUBIO GUDELIA VILLEDA	2713 BUFFALO		CORPUS CHRISTI	TX	78408	2713	BUFFALO ST	78408	18133	.09	FORREST PK LT 7 BK 18	600	005.00	3991.32658181000	268.98078503200	0.09163
72037	257500180080	RUBIO GUDELIA VILLEDA	2713 BUFFALO		CORPUS CHRISTI	TX	78408	2709	BUFFALO ST	78408	599	.01	FORREST PK LT 8 BK 18	0	005.00	2394.81485185000	205.11896905900	0.05498
85983	196500150070	RUDOLFO GALVAN	1109 COKE STREET		CORPUS CHRISTI	TX	78401	1109	COKE ST	78401	32976	.14	CRAVEN HTS LT 7 BK 15	1000	064.00	6249.76279107000	350.00545971900	0.14348
56433	257500180010	RUDOLPH G MIRCOVICH	C/O SYLVIA M MONTOYA	4922 LAVACA DR	CORPUS CHRISTI	TX	78411	2704	ANTELOPE ST	784083706	136693	.37	FORREST PK LTS 1 AND 2 BK 18	2200	005.00	7000.17588981000	380.00950348400	0.16070
23452	048800050120	RUDY CUELLAR	5202 BONHAM STREET		CORPUS CHRISTI	TX	78415	1118	SIXTEENTH ST	784043523	30682	.14	BAY VIEW #3 BLK 5 LOT 12	700	010.00	6105.13555525000	356.49915466400	0.14016
15434	169500040010	RUFUS AVERY	705 CAPRICE DR		CORPUS CHRISTI	TX	78418	1520	SAN PEDRO ST	784011331	2344	.1	COLONIA MEXICANA LTS 1 TO 3 BLK NE/4 B	0	064.00	1562.51752631000	175.00090066900	0.03587
57417	196500030020	RUTH MARTINEZ	1918 SEAN DR		CORPUS CHRISTI	TX	78412	1914	MARTIN LUTHER KING DR	78401	2267	.1	CRAVEN HTS LT 2 BK 3	0	064.00	4666.94502407000	286.89182136200	0.10714
55343	079700460070	SAAM MARY ALICE	525 LOUISANA AVENUE		CORPUS CHRISTI	TX	78404	1221	ANTELOPE ST	78401	11250	.08	BLUFF W75' OF LT 7 BK 46 AKA LT D	0	064.00	3750.06327253000	250.00364513300	0.08609
48705	379500030080	SAFEGUARD INVESTMENTS LTD	P O BOX 489		PORTLAND	TX	78374	1623	MESTINA ST	784012148	49207	.16	JONES LT 8 BK 3 & ADJ ALLEY	1500	011.00	7000.05783981000	380.00755212800	0.16070
97830	593800100050	SALINAS LUIS ANTONIO	4117 LIVE OAK STREET		CORPUS CHRISTI	TX	78408	4117	LIVE OAK ST	784083034	42454	.18	OAK PARK LT 5 BK 10	900	006.00	8099.99622775000	390.00223448400	0.18595
33696	079700340070	SALLY ANN GILBREATH	SANDRA ROSE NICOLAS	427 PASADENA PLACE	CORPUS CHRISTI	TX	78411	1017	ANTELOPE ST	784012240	48524	.17	BLUFF LT 7 BK 34	2500	064.00	7499.97375810000	399.99776926900	0.17218
6322	936700020070	SALVATION ARMY	1424 NORTHEAST EXPRESSWAY		ATLANTA	GA	30329	714	MEXICO ST	78401	20739	.15	WEST END LT 7 BK 2	0	064.00	6911.97714736000	383.99718588300	0.15868
39667	841400060060	SANCHEZ EDILBERTO C	1714 MORRIS ST		CORPUS CHRISTI	TX	78401	1719	MARY ST	784013151	6539	.15	STEELE AND LAUGHLIN LT 6 BK 6	300	010.00	6549.33220197000	361.83796151100	0.15035
83559	048800120030	SANTIAGO COLUNGA	MARIA LORENA COLUNGA WFE	1011 17TH STREET	CORPUS CHRISTI	TX	78401	1011	SEVENTEENTH ST	784051505	53620	.15	BAY VIEW #3 LT 3 BLK 12	900	010.00	6533.11009959000	371.99827033800	0.14998
31574	151200170120	SANTOS RAUL A	3744 TOPEKA		CORPUS CHRISTI	TX	78411	1720	MARY ST	78401	10521	.24	CHAMBERLIN'S LTS 12 THRU 14 & S/2 LT 15 BLK 17	0	010.00	1671.24258020000	174.86215624500	0.03837
24718	151200170110	SANTOS ROSALINDA	1716 MARY		CORPUS CHRISTI	TX	78401	1716	MARY ST	78401	59259	.13	CHAMBERLIN'S LTS 10 & 11 BLK 17	1000	010.00	2950.11260995000	286.00970281600	0.06773
51886	105500840050	SCHLADER JEROME ET AL	300 AVENUE OF OAKS ST		HOUSTON	TX	77009	3409	SEAGULL BLVD	784021213	14625	.14	BROOKLYN LT 5 BK 84	0	063.00	6500.13521587000	360.00110411100	0.14922
51399	048800120050	SEP FAMILY LIMITED	PARTNERSHIP	4518 BLUEFIELD DR	CORPUS CHRISTI	TX	78413	1015	SEVENTEENTH ST	784051505	37820	.15	BAY VIEW #3 LT 5 BLK 12	1200	010.00	6533.13790874000	371.99836403700	0.14998
86932	191300000500	SERVANDO AND LAURA GOMEZ	1506 KENNEDY AVE		CORPUS CHRISTI	TX	78407	50	COUNTRY CLUB PL	78408	14288	.38	COUNTRY CLUB PLACE LT 50	0	006.00	16512.97038720000	534.06611171400	0.37909
87846	048800120040	SHANE BENNETT AND XIU PEI	103 Antrim Dr		San Antonio	TX	78218	1013	SEVENTEENTH ST	784051505	46311	.15	BAY VIEW #3 LT 4 BLK 12	700	010.00	6533.14663460000	371.99882704200	0.14998
37864	582500240140	SHELTON DONALD B	4213 O DAY PKWY		CORPUS CHRISTI	TX	78413	3013	MINTON ST	78407	29135	.17	NUECES BAY HEIGHTS EXT BLK 24 LOT 14	900	005.00	7500.15798753000	400.00662543300	0.17218
79101	051500001630	SHEPARD RALPH AND LINDA S	6110 SAN RAMON		CORPUS CHRISTI	TX	78413	3124	HUISACHE ST	784083107	37793	.09	BAYMOOR LT 163 LESS POR TO ROW	1000	006.00	4346.40427493000	274.16474802200	0.09978

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
54056	051500001640	SHEPARD RALPH II ETUX LIS	% REGINO GUTIERREZ/CONCHA	PO BOX 4314	CORPUS CHRISTI	TX	78469	3118	HUISACHE ST	784083107	38647	.1	BAYMOOR LT 164 LESS POR TO R O W	900	006.00	4765.11156722000	291.15129612400	0.10939
36465	629000050010	SHI SHA INC	2299 HWY 281 SOUTH		FALFURRIAS	TX	78355	722	N PORT AVE	78408	834286	1.1	PALM PARK BLK 5	16488	064.00	37448.95400770000	888.89475787800	0.85971
37406	207700010030	SHIRLEY JEAN COVINGTON	4907 W FRIO DR		DALLAS	TX	75216	1406	WINNEBAGO ST	784011723	2103	.09	DIAZ LT 3 BK A	0	064.00	4044.51745641000	261.81456119600	0.09285
67891	344300200010	SMITH BILLY M	1205 STILLMAN AVE		CORPUS CHRISTI	TX	78407	1205	STILLMAN AVE	78407	33619	.24	HILLCREST FRAC POR OF LTS 1 & 2 ALL LTS 3 & 4 & S12.5' OF LT 5 BLK 20	1100	005.00	10469.80598480000	425.98376558800	0.24035
33925	169500060220	SMITH ROBERT LEE	4810 FRENCH		CORPUS CHRISTI	TX	78411	1419	SAM RANKIN ST	784011322	781	.03	COLONIA MEXICANA LT 22 BLK SE/4 B	0	064.00	1687.55346656000	185.00250136400	0.03874
34695	079700230010	SNYDER CLAUDINE AND	PATRICK P ROGERS	2708 BARTONS BLUFF LN	AUSTIN	TX	78746	902	ANTELOPE ST	784012208	45000	.34	BLUFF LTS 1 AND 2 BK 23	1200	064.00	7500.13969670000	400.00031775800	0.17218
94490	051500000780	SOLIZ HORTENCIA GONZALEZ	3017 SANTA SOFIA ST		CORPUS CHRISTI	TX	78415	3186	MAGNOLIA ST	78408	38011	.15	BAYMOOR LT 78	800	006.00	6575.12240073000	363.00512375200	0.15094
54405	257600000160	SOLWEST LLC	6657 NAVIGATION STE 800		HOUSTON	TX	77011	2810	BUFFALO ST	78407	154857	.4	FOREST PARK NO 2 LT 16	3000	005.00	18958.70348140000	578.88308645300	0.43523
72541	054000430120	SOMETHING ORIGINAL BOAT W	% EDWIN D HAWN	14222 Playa del Rey	Corpus Christi	TX	78418	514	POWER ST	784011535	120000	.17	BEACH LT 12 BK 43	7500	064.00	7500.10886397000	399.99811288600	0.17218
81887	048800100010	SOROLA MARTIN C	AND CIRA BENAVIDES WFE	2003 CRAIG	CORPUS CHRISTI	TX	78405	2003	CRAIG ST	784051536	61093	.15	BAY VIEW #3 LT 1 BLK 10 (LESS POR TO ROW)	1300	010.00	6864.14382190000	341.55203568900	0.15758
26911	514000050120	SPALLER GUADALUPE P	DBA BUNDLES OF CARE	1305 SOUTHBAY DR.	CORPUS CHRISTI	TX	78412	1824	HANCOCK AVE	78404	6250	.11	MEULY C A LT 12 BK 5	0	010.00	4978.13962106000	299.12087968700	0.11428
29735	758900040060	SPARKS ESTATE RUTH PARR	DAVID L MCNINCH,INDPT EXE	P O BOX 728	ALICE	TX	78333	2001	W BROADWAY ST	78401	229600	6.56	SALT LAKE ADD 6.557 ACS OUT OF BK 4-A	0	064.00	344670.22833800000	3069.76920410000	7.91257
70908	051500001200	SPT REAL ESTATE SUB III L	455 Taft Ave		Glen Ellyn	IL	60137	3185	HUISACHE ST	784083106	22475	.06	BAYMOOR LT 120 AND 121 LESS POR TO R O W	1800	006.00	2950.88940030000	267.01794164600	0.06774
108801	054000280030	SSP PARTNERS	4525 AYERS ST		CORPUS CHRISTI	TX	78415	301	IH 37 ACCESS RD	784012023	1135899	.81	BEACH LTS 3 THRU 6 & 6A BLK 28	4790	064.00	35211.96336940000	755.35290925800	0.80836
72863	079700350051	STATE OF TEXAS	P O BOX 12608		AUSTIN	TX	78711	1017	IH 37 ACCESS RD	78401	3750	.02	BLUFF SE TRI POR OF LT 9 BK 35 EXEMPT	0	064.00	850.02333258800	144.46546596300	0.01951
30818	151200170150	STELLA GONZALEZ	C/O GUADALUPE CASTANON JR	HCR 1 BOX 2514	SANDIA	TX	78383	1722	MARY ST	784013152	1379	.03	CHAMBERLIN'S N/2 LT 15 BLK 17	0	010.00	1379.19039846000	164.96187569900	0.03166
105749	054000420095	STEVE HASTINGS	PO BOX 2587		CORPUS CHRISTI	TX	78403	622	POWER ST	78401	261388	.47	BEACH POR OF LTS 9 TO 12 BK 42		063.00	20569.99232570000	627.00010575800	0.47222
30346	079700240050	STRIKING MARLIN PROPERTIE	C/O: DOUGLAS A ALLISON	403 N TANCAHUA ST	CORPUS CHRISTI	TX	78401	907	ANTELOPE ST	784012207	541893	.68	BLUFF BLK 24 LOT 5 ETAL	8768	064.00	7500.05046616000	399.99878352500	0.17218
79537	048800100150	SUSSER HOLDINGS II LP	P O BOX 9036		CORPUS CHRISTI	TX	78469	2002	MORGAN AVE	78405	87351	.6	BAY VIEW #3 LT 15A BLK 10	1000	010.00	26438.15399050000	655.10567165400	0.60694
28421	048800100090	SUSSER HOLDINGS IILP. A T	LIMITED PARTNERSHIP	555 E AIRTEX DR	HOUSTON	TX	77073	2002	MORGAN AVE	78405	735306	.58	BAY VIEW #3 BLK 10 LOT 9R	4200	010.00	25821.86679140000	731.97636942600	0.59279
84708	758900040050	SYLVESTER HARDEMAN	1711 STILLMAN		CORPUS CHRISTI	TX	78407	1502	FRANK ST	78401	41488	1.69	SALT LAKE ADD 2.469 ACS W37' OF LT 2 BK 4-A	2460	064.00	73765.88892610000	1209.16854508000	1.69344
13191	816100330060	SYLVIA SALINAS	1610 LAREDO		CORPUS CHRISTI	TX	78401	1610	LAREDO ST	784013140	25531	.17	SOUTH BLUFF LT 6 BK 33	300	010.00	7500.09620491000	400.00879385900	0.17218
23252	048800110010	TAMEZ BENITO JR ET UX	DEBORAH A	2001 BUFORD AVENUE	CORPUS CHRISTI	TX	78405	2001	BUFORD AVE	784051530	79424	.15	BAY VIEW #3 LT 1 BLK 11	2700	010.00	6937.63248627000	335.00418260700	0.15927
67994	582000010010	TAMEZ JOHN	823 KINNEY		CORPUS CHRISTI	TX	78401	2814	MARTIN LUTHER KING DR	784072645	12341	.19	NUECES BAY HTS LTS 1 AND 2 BK 1	1000	005.00	8611.72192554000	444.55460103700	0.19770
104972	079700210011	TANCAHUA PROPERTIES INC	710 BUFFALO ST	STE 101	CORPUS CHRISTI	TX	78401	901	N TANCAHUA ST	78401	44496	.28	BLUFF MIDDLE POR OF LT 1 W POR OF LTS 2 & 3 BLK 21	0	064.00	12210.33815030000	503.85335999500	0.28031
108473	048116010330	TARUZ ALLEN PROPERTIES LL	13346 CANDIDA ST		SAN ANTONIO	TX	78232	1402	S NINETEENTH ST	784043438	55439	.33	BAY TERR NO 2 LTS 33, 34, 35, 36 & 37 BK 16O1	10900	013.00	15625.35075550000	500.00550580800	0.35871
84949	105501290050	TAYLOR GEORGE	PO BOX 6910		CORPUS CHRISTI	TX	78466	0	*UNASSIGNED		1300	.14	BROOKLYN LT 5 BK 129	0	063.00	7000.13212723000	380.00171612000	0.16070
80419	169500070190	TAYLOR MARY	1026 HARRISON		CORPUS CHRISTI	TX	78404	1409	SAN PEDRO ST	784011328	781	.03	COLONIA MEXICANA LT 19 BLK SW/4 B	800	064.00	1687.54230499000	185.00137016300	0.03874
107706	105501060020	TAYLOR ROY B	16 WELLINGTON LN		CONROE	TX	77304	3701	W CAUSEWAY BLVD	78402	4868	.89	BROOKLYN UNDIV INT IN LTS 2, 4, 6, 8, 10 & 12 BK 106	0	063.00	39000.84327140000	860.01309308600	0.89534
52908	079700390050	TEMPLO TRINIDAD	ADAN & CARMELA ESPINOZA &	JOSE ORDONEZ TR 2302 MARY	CORPUS CHRISTI	TX	78405	719	WACO ST	784012238	135900	.17	BLUFF LT 5 BK 39	5000	064.00	7499.99205392000	399.99826003200	0.17218
8513	079700340080	TEN TEN ENTERPRISES INC	%NICOLAS &MORRIS&GILBREAT	5926 S STAPLES STE A-2	CORPUS CHRISTI	TX	78413	718	WACO ST	78401	25313	.17	BLUFF LT 8 BK 34	0	064.00	7499.97375810000	399.99776926900	0.17218
123842	379500050140	TEODOSO GONZALEZ	1453 CASA DE ORO		CORPUS CHRISTI	TX	78411	525	CULBERSON ST	78408	6414	.2	JONES LT 14 BK 5 LESS POR TO ROW		011.00	8990.48450723000	469.99339960600	0.20639
19178	646300070010	TEOFILO GUERRERO	4514 WATER WEED PASS		ELEMDORF	TX	78112	311	CULBERSON ST	784084018	6300	.16	PAUL CT LT 1 BK 7	0	011.00	7000.25272094000	380.00030881200	0.16070
40460	816100330010	TESORO COASTWIDE SERVICES	COMPANY	P O BOX 16290	HOUSTON	TX	77222	201	S BROWNLEE BLVD	784012929	12381	.64	SOUTH BLUFF LTS 1 TO 3 & PT OF LT 4 BK 33 OLD BULK PLANT	11700	VARIED	28406.30282630000	670.59685147700	0.65212
43452	079700390070	TEXAS CELLULAR TELEPHONE	% AT&T WIRELESS SERVICES	909 Chestnut St, RM 36-M-	Saint Louis	MO	63101	1127	ANTELOPE ST	784012210	40566	.31	BLUFF LT 7B BLK 39	200	064.00	13500.06972110000	480.00987013600	0.30992
45978	079700460060	THE CHAVIRA FAMILY TRUST	13215 CALLE DE MAYA		LA MIRADA	CA	90638	723	N STAPLES ST	784012219	22500	.17	BLUFF LT 6 BK 46	0	064.00	7499.97358404000	399.99774979300	0.17218
8544	936700020040	THE SALVATION ARMY	1424 N E EXPRESSWAY		ATLANTA	GA	30329	1516	LEOPARD ST	784012127	60300	.46	WEST END LTS 4 THRU 6 BK 2	0	064.00	20099.98691530000	568.00382948600	0.46143
47764	079700460050	THERMAC INC	PO BOX 4284		CORPUS CHRISTI	TX	78469	719	N STAPLES ST	784012219	22500	.17	BLUFF LT 5 BK 46	0	064.00	7499.97212390000	399.99774285100	0.17218
18697	105500590030	THOMAS DAVIS	P O BOX 1126		CORPUS CHRISTI	TX	78403	3501	TIMON BLVD	784021323	24395	.16	BROOKLYN E POR LT 3 & PT OF ST BK 59	0	063.00	4347.89171748000	335.39217833700	0.09981
58952	105500590120	THOMAS DAVIS	P O BOX 1126		CORPUS CHRISTI	TX	78403	413	BURLESON ST	784021301	23450	.16	BROOKLYN LT 12 & POR OF ALLEY BK 59	0	063.00	7000.19309039000	380.00258706300	0.16070
8896	079700460090	THOMAS STEPHEN COCHRAN	ET UX	1307 SARATOGA BLVD	CORPUS CHRISTI	TX	78417	716	N ALAMEDA ST	784012106	32554	.17	BLUFF BLK 46 LOT 9 ETAL	9700	064.00	7519.12815072000	400.43909970800	0.17262
46216	079700460075	THOMPSON CECIL	217 RIVIERA		CORPUS CHRISTI	TX	78418	1217	ANTELOPE ST	78401	3750	.04	BLUFF M37.50' OF LT 7 BK 46 AKA LT E	0	064.00	1874.95487749000	175.00045082100	0.04304
65591	105500560090	THOMPSON PAT	P O BOX 10423		CORPUS CHRISTI	TX	78460	3217	W SURFSIDE BLVD	78402	19490	.19	BROOKLYN W POR OF LTS 9 & 11 BK 56	0	063.00	11413.23575020000	440.85876960600	0.26201
104675	105500560030	THOMPSON PATRICK A AND	KATHRYN A THOMPSON	P O BOX 10423	CORPUS CHRISTI	TX	78460	3205	W SURFSIDE BLVD	78402	30375	.34	BROOKLYN NW POR OF LTS 3, 5 & 7 BK 56	0	063.00	21000.46305180000	580.00584824500	0.48211
69723	207700010060	TILLEY CHLOE	4508 PECAN VALLEY		SAN ANTONIO	TX	78223	1414	WINNEBAGO ST	784011723	2143	.09	DIAZ LT 6 BK A	600	064.00	4259.65009929000	270.41066261300	0.09779
11906	079700350040	TLC PROPERTIES INC	133 N PADRE ISLAND DR		CORPUS CHRISTI	TX	78406	813	ARTESIAN ST	784012213	31487	.24	BLUFF NE TRI POR OF LTS 4 & 5 BK 35 LESS NW TRI POR TO COUNTY	200	064.00	3182.18378926000	287.20121603800	0.07305
79448	048800090080	TOLEDO 774 HOLDINGS LLC	7717 Outreau Dr		Corpus Christi	TX	78414	1902	MORGAN AVE	784043554	167033	.26	BAY VIEW #3 E88' OF LTS 8 THRU 10 BLK 9	22100	010.00	11601.82022180000	438.40957720900	0.26634
55549	160800030030	TOMAS FLORES	SENAIDA H FLORES	1016 JOSEPHINE ST	CORPUS CHRISTI	TX	78401	1009	JOSEPHINE ST	784011701	3375	.15	CLARKSON LT 3 BK 3	0	064.00	6750.38777389000	390.00942130900	0.15497
86183	105500560010	TONY AND LUPITA CANAVACHOLO	1916 16TH ST		CORPUS CHRISTI	TX	78404	3201	W SURFSIDE BLVD	78402	41071	.11	BROOKLYN W 1OO FT OF LT 1 BK 56	400	063.00	7000.13212723000	380.00171612000	0.16070
59205	051500001680	TRAMMELL VIVIAN PRYOR	504 FAIRVIEW DR		CORPUS CHRISTI	TX	78408	3102	HUISACHE ST	784083107	29335	.11	BAYMOOR LT 168 LESS POR TO R O W	1100	006.00	5194.06745168000	318.67284394400	0.11924
20620	646300090060	TREJO PATRICIA	4618 HAMLIN		CORPUS CHRISTI	TX	78411	312	N BROWNLEE BLVD	784012606	2944	.07	PAUL CT LT 6 BK 9	600	011.00	3270.70723585000	231.21604634400	0.07509
71262	593800110070	TREVINO ADRIANA MARIE	4110 Live Oak St		Corpus Christi	TX	78408	4110	LIVE OAK ST	784083035	49613	.13	OAK PARK LT 7 BK 11 LESS POR TO ROW	1300	006.00	6059.13704708000	317.87936242000	0.13910
40622	593800040050	TRIPP CLARENCE L AND JOAN	438 HOMECREST ST		CORPUS CHRISTI	TX	78412	3917	IH 37 ACCESS RD	78408	781	.02	OAK PARK LT 5 BK 4 LESS POR TO ROW	0	006.00	1248.06231330000	181.12518878300	0.02865
105427	105500810070	TUNGATE JERRY	6225 STRASBOURG		CORPUS CHRISTI	TX	78414	3715	SEAGULL BLVD	78402	56975	.22	BROOKLYN N/2 LT 7 ALL LT 9 BK 81	915	063.00	10500.16616090000	430.00227215700	0.24105
145294	524000000000	UNION PACIFIC RAILROAD	1400 Douglas St	STOP #1640	Omaha	NE	68179	2501	N PORT AVE	78401	487273	8.94	MISCELLANEOUS ACRES N OF CITY 8.95 ACS		063.00	214715.37939200000	4727.49206708000	4.92921
97357	926400000000	UNITED STATES OF AMERICA	ATTN: BETTY KING (7PER)	819 TAYLOR ST RM 12A05	FT WORTH	TX	76102	1101	N SHORELINE BLVD	78401	2462181	3.49	WATER BEACH FEDERAL COURTHOUSE BLOCK, 3.50 ACS	7100	064.00	152457.06365600000	1691.00787467000	3.49995
54776	048800090040	VALERDI ANTONIO	4013 LITTLE JOHN DRIVE		CORPUS CHRISTI	TX	78411	1213	SIXTEENTH ST	78404	2025	.02	BAY VIEW #3 LT 4 BLK 9 (LESS POR TO ROW)	22100	010.00	925.01679146900	138.66535330400	0.02124
25611	963000030010	VICTOR ALFREDO CASTANEDA	P.O.BOX 5356		CORPUS CHRISTI	TX	78465	2010	COLEMAN AVE	784051509	49654	.14	WIESS LTS 1 AND 2 BK 3	1800	010.00	3177.58001423000	304.19813481800	0.07295
245	351500150060	VICTOR/ALMA BLANCA CANTU	% MARCO GARCIA/MARTA	623 17TH ST	CORPUS CHRISTI	TX	78405	623	SEVENTEENTH ST	784051501	82017	.11	HOME PLACE LT 6 BLK 15	900	010.00	4804.51596626000	313.60942709400	0.11030
16464	169500110050	VIDA SCOTT	% GLORIA SCOTT	PO BOX 900	RIVIERA	TX	78379	1414	SAM RANKIN ST	784011323	1563	.07	COLONIA MEXICANA LTS 5 AND 6 BLK SW/4 C	0	064.00	1562.52996688000	175.00062011400	0.03587
24943	196500210050	VILLAFUERTE ALFREDO J	2102 Martin Luther King D		Corpus Christi	TX	78401	2102	MARTIN LUTHER KING DR	784011611	24664	.12	CRAVEN HTS LT 5 BK 21	780	064.00	5538.61041314000	321.54675682400	0.12715
83760	339000010100	VILLARREAL ANTONIO	922 W THEO AVE		SAN ANTONIO	TX	78225	723	CLEVELAND ST	78408	3872	.04	HIGHLAND PK LT 1O BK 1	500	064.00	1742.53691067000	189.39909709200	0.04000
47163	079700350020	VILLARREAL LUPE O	4630 WILLOWICK DR		CORPUS CHRISTI	TX	78413	809	ARTESIAN ST	784012213	53415	.25	BLUFF N/2 OF LT 2 & ALL LT 3 BK 35	1100	064.00	11250.11405330000	450.00150937000	0.25827
31693	646300050040	VILLARREAL MARIA C	1620 CALDWELL		CORPUS CHRISTI	TX	78401	1620	CALDWELL ST	784012617	38000	.14	PAUL CT LT 4 BK 5	1600	011.00	6285.32302490000	351.98845804400	0.14429
29437	051500001650	VILLARREAL ROBERTO	703 AVE A		ALICE	TX	78332	3114	HUISACHE ST	784083107	39488	.11	BAYMOOR LT 165 LESS POR TO ROW	1000	006.00	5136.23809655000	305.99426264300	0.11791
95632	048800050130	VIRGINIA LOPEZ	3238 HOUSTON		CORPUS CHRISTI	TX	78411	1114	SIXTEENTH ST	784043523	59343	.14	BAY VIEW #3 BLK 5 LOT 13	800	010.00	6105.07846907000	356.49828969800	0.14015
97029	079700090010	W L BATES CO INC	901 N CARANCAHUA		CORPUS CHRISTI	TX	78403	901	N CARANCAHUA ST	784011931	128762	.08	BLUFF LT 1 LESS N E TRI TO COUNTY BK 9	3400	064.00	3484.66302557000	245.30323680300	0.08000
50909	196500030040	W R AND MARIA LAWRENCE	1902 MARTIN LUTHER KING		CORPUS CHRISTI	TX	78401	1902	MARTIN LUTHER KING DR	784011609	32047	.09	CRAVEN HTS LT 4 BK 3	900	064.00	4222.76765332000	269.12454966200	0.09694
94003	051500001610	WADE DELORIS J	3130 HUISACHE		CORPUS CHRISTI	TX	78408	3130	HUISACHE ST	784083107	37016	.07	BAYMOOR LT 161 LESS POR TO R O W	1100	006.00	3251.05773998000	231.24186620600	0.07463
64205	191300000630	WALTERS LINDA	2 S Country Club Pl		Corpus Christi	TX	78408	62	S COUNTRY CLUB PL	78408	71598	.78	COUNTRY CLUB PLACE LTS 63A & 62A & LT 61 LESS POR TO ROW	2300	006.00	12547.61294230000	493.50836732400	0.28805
37052	344300210200	WASHINGTON CURTIS M	P O BOX 71206		CORPUS CHRISTI	TX	78467	1212	STILLMAN AVE	784072728	42809	.25	HILLCREST LTS 20 & 21 & POR OF LTS 22 THRU 24 BLK 21	1000	005.00	11180.23065300000	440.58017606700	0.25666
62703	379500030090	WEBER PLAZA DEVELOPMENT L	9450 S PADRE ISLAND DR	STE 1	CORPUS CHRISTI	TX	78418	1619	MESTINA ST	784012148	6300	.16	JONES LT 9 BK 3 & ADJ ALLEY	0	011.00	7000.15605232000	380.00961964300	0.16070

OBJECTID	TAXID	NAME	ADDRESS	ADDRESS2	CITY	STATE	ZIP	SITE_NUM	SITE_STR	ZIP_CODE	VALUE_	ACREAGE	LEGAL	FLOOR_AR	CENSUS_T	SHAPE_AREA	SHAPE_LEN	acres
78490	593800100020	WELLS FARGO HOME MORTGAGE	INC SUCCESSOR	5024 PKWY PLZ BLVD DEPT 2	CHARLOTTE	NC	28217	4209	LIVE OAK ST	784083036	59142	.17	OAK PARK LT 2 BK 10 LESS POR TO ROW	1100	006.00	7826.14383326000	377.08111885900	0.17966
65508	151200170060	WEST GAYLE RAYE	1701 MARGUERITE ST		CORPUS CHRISTI	TX	78401	509	FOURTEENTH ST	78401	93127	.13	CHAMBERLIN'S LTS 6 & 7 BLK 17	1600	010.00	2950.08297680000	286.00840151500	0.06772
105260	105500750080	WHATABURGER RESTAURANTS L	ATTN: REAL ESTATE DEPT	300 CONCORD PLAZA DR	SAN ANTONIO	TX	78216	4444	E CAUSEWAY BLVD	78402	261495	.75	BROOKLYN NE35' OF LT 6, ALL LTS 8, 10, 12 & PT OF ALLEY BK 75	2300	063.00	25900.42225160000	649.98247307800	0.59459
87565	105501280010	WHITE ALTON T JR	2801 PRAIRE CREEK DR		PLANO	TX	75075	0	*UNASSIGNED		1300	.14	BROOKLYN LT 1 BK 128	0	063.00	7000.14083499000	380.00084522500	0.16070
108727	054000500070	WILLIAM ARNOLD	550 GARFIELD AVE UNIT 303		COCOA BEACH	FL	32931	523	FITZGERALD ST	784011512	92661	.17	BEACH S2.7' OF LT 6 & ALL LT 7 BK 50	7600	064.00	7635.13053282000	405.39799744500	0.17528
40566	054000750014	WILLIAM DURRILL	615 S UPPER BROADWAY ST		CORPUS CHRISTI	TX	78401	717	BREWSTER ST	78401	38159	.58	BEACH .584 AC OUT BLK 75 & PT OF OSO ST	48800	063.00	25388.92581740000	711.70279312400	0.58285
25011	079700370010	WILLIS JOHN J III	PO Box 123		Corpus Christi	TX	78403	901	WACO ST	78401	12138	.27	BLUFF LTS 1 AND 2 LESS S E POR BK 37		064.00	3815.86574989000	321.28090426600	0.08760

PUBLIC HEARING
US 181 Harbor Bridge Improvements Project

On Tuesday, February 18, 2014, the Texas Department of Transportation (TxDOT) will conduct a Public Hearing to discuss plans to improve US 181 Harbor Bridge.

Tuesday, February 18, 2014
Open House: 5 – 7pm
TxDOT Presentation: 7 – 7:30 pm
Public Comment Session – 7:30

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, TX.

The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX. The project is needed to maintain the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and to address safety risks caused by design deficiencies. The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

Four alternatives plus a No-Build alternative are being considered, and a preferred alternative (Red) has been identified for the proposed project. The proposed project would potentially involve the relocation of residences and businesses, and about 30 acres of right-of-way for the Green Alternative, 69 acres for the West Alternative and about 50 acres each of right-of-way for the Red and Orange Alternatives. At the Public Hearing, TxDOT will provide information on relocation assistance. In addition, the project would potentially require the use or taking of public land designated for use as parks and recreation areas, including Lovenskiold Park, TC Ayers Park, and the Rincon Channel Wetlands. All four alternatives involve impacts to wetlands and existing floodplain. The existing Harbor Bridge is considered to be a historic resource and would be removed as a result of the proposed project.

The Draft Environmental Impact Statement/Section 4(f) Evaluation prepared for the proposed project is available for review on the project website (www.ccharborbridgeproject.com) and at the following locations: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

The Public Hearing will be conducted in English. Persons interested in attending the public hearing with special communication or physical needs are requested to contact Rickey Dailey at

361-808-2544 at least 10 business days before the hearing so that appropriate arrangements may be made. TxDOT will make every reasonable effort to accommodate these needs.

All interested parties are encouraged to attend the Public Hearing and provide input on the project. Verbal and written comments may be presented at the hearing. Written comments not submitted at the Public Hearing may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, or submitted online at www.ccharborbridgeproject.com or via email at HarborBridgeDEIS@urs.com. Written comments will be accepted until March 3, 2014.

For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960



Appendix C: Project Mailing List and Information Letter

The Texas Department of Transportation invites you to a public hearing on the proposed US 181 Harbor Bridge project. Four alternatives are being considered for replacing the bridge with one identified as a preferred alternative.

Public Hearing

Tuesday, February 18, 5-8 p.m.
Congressman Solomon P. Ortiz International Center
402 Harbor Drive

Open House 5:00 pm
Presentation 7:00 pm
Public Comment 7:30 pm

El Departamento de Transporte del Estado de Texas le invita a una audencia pública sobre el proyecto propuesto del Harbor Bridge.Cuatro alternativas se consideran para el reemplazo del Puente con una identificada como la alternative preferida.

Audencia Pública

Martes, 18 de febrero, 5-8 p.m.
Congressman Solomon P. Ortiz International Center
402 Harbor Drive

Jornada de Puertas Abiertas 5:00 pm
Presentación 7:00 pm
Comentarios Públicos 7:30 pm

Texas Department of Transportation

1701 S. Padre Island Drive
Corpus Christi, Texas 78416

Please visit www.ccharborbridgeproject.com
for more detailed information about the project.

Favor de visitár www.ccharborbridgeproject.com
para más información detallada sobre el proyecto.

The Draft Environmental Impact Statement is available for public viewing at (1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; (2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; (3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and (4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

El Borrado del Estudio de Impacto Ambiental está disponible para el público en (1) La Librería Central Retama, 805 Comanche Street, Corpus Christi, TX 78401; (2) Oveal Williams Senior Center,1414 Martin Luther King Drive, Corpus Christi, TX 78401; (3) Oficina del Distrito de TxDOT,1701 S. Padre Island Drive, Corpus Christi, TX 78416; y el Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
Ms.	Polly	Abarca		Kelsey Methodist	361-852-6689	810 Rossi Drive	Corpus Christi	TX	78411		
Ms.	Kristina	Leal	Chief of Staff	City of Corpus Christi	361-826-3100					kristinal@cctexas.com	
	Nelda	Martinez	Mayor	City of Corpus Christi	361-826-3100	PO Box 9277	Corpus Christi	TX	78469	neldam@cctexas.com	
Mr.	John	Adams	Pres.	Coastal Bend Bays Foundation	361-882-3439	1231 Agnes St. Ste A-4	Corpus Christi	TX	78401	cbbf@baysfoundation.org	
The Honorable	Chris	Adler	City Council District 4	City of Corpus Christi	361-884-7718	P.O. Box 5405	Corpus Christi	TX	78465		
Ms.	Monique	Ahlers		Realtor	361-813-5025	PO Box 201	Portland	TX	78374	speakwithmonique@aol.com	
	Jewel	Allen				1701 Palm Dr.	Corpus Christi	TX	78407		
Mr.	Gary M	Allsup		Corpus Christi Housing Authority	361-889-3349	3701 Ayers Street	Corpus Christi	TX	78415	gary_allsup@hacc.org	
Mr.	Albert	Alvarado			361-887-4988	202 Reef Avenue # 305	Corpus Christi	TX	78702	alvaradoalsyl@yahoo.com	
Ms.	Adela G	Alvarez			361-882-2176	946 Lexington	Corpus Christi	TX	78407		
Mr.	Romaldo	Alvarez			361-882-2176	946 Lexington	Corpus Christi	TX	78407		
Mr.	Jarvis	Amaya		Kelsey Methodist	361-853-4377	4413 Mount Vern	Corpus Christi	TX	78411	strika300@aol.com	
Mr.	Christopher	Amy	Environmental Coordinator	TxDOT Corpus Christi District	361-808					christopher.amy@txdot.gov	
Mr.	Pete	Anaya	Director of Planning	City of Corpus Christi		1201 Leopard	Corpus Christi	TX	78401	petean@cctexas.com	
Mr.	Carl	Anderson		U.S. Army Corps of Engineers Galveston District	409-766-3914	P.O. Box 1229	Galveston	TX	77553-1229		
Ms.	Kelly	Arkadie			361-854-4105	3418 Crest Lake	Corpus Christi	TX	78415		
Ms.	Gretchen	Arnold		TAMUCC		6300 Ocean Drive #2200	Corpus Christi	TX	78412	gretchen.arnold@tamucc.edu	
Mr.	Keith	Arnold	CEO	Corpus Christi CVB	361-881-1888	101 North Shoreline	Corpus Christi	TX	78401	karnold@visitcorpuschristitx.org	
	Terry	Arnold				245 Circle Dr.	Corpus Christi	TX	78411	terry@leeawoods.com	
Mr.	Tony	Arredondo			361-985-6715	5229 Moultrie	Corpus Christi	TX	78413-3811		
Mr.	Antonio	Arredondo, Jr.			361-884-2660	1924 Brennan St.	Corpus Christi	TX	78408		
Mr.	Aaron	Arroyo			361-808-2226	109 St. Anthony	Sinton	TX	78387		
	Qasim	Aziz		AEP	361-881-5683	539 N. Carancahua	Corpus Christi	TX	78478	qaziz@aep.com	
Mr.	Ralph	Baehrine				103 Peacor Dr.	Portland	TX	78374		
	Pastor	Bailey		Macedonia Church of Our Lord Jesus Christ	361.887.7729	1916 Winnebago St.	Corpus Christi	TX	78401-1638		
	June and Emile	Balden				5602 Palo Verde	Corpus Christi	TX	78417		
	Carlos	Balvan			361-852-9580	505 Delaine	Corpus Christi	TX	78411		
Mr.	Peter	Barboza		Kelsey Methodist	361-884-8005	1506 Comanche	Corpus Christi	TX	78401		
Dr.	Arnold	Barrera	Principal	Oak Park Elementary	361-878-2240	3801 Leopard Street	Corpus Christi	TX	78408	Arnoldo.Barrera@ccisd.us	
Rev.	Linda	Baumheckel		St. Paul United Methodist Church	361-455-8418	1202 Sam Rankin St.	Corpus Christi	TX	78401	lbaumheckel@aol.com	
Mr.	Leo	Baylor				1916 Winnebago St.	Corpus Christi	TX	78401		
	Paula	Beatram/Forbus		Portland News	361-643-1566	1105 Railroad	Portland	TX	78374		
	Sam	Beecroft				PO Box 2643	Corpus Christi	TX	78403		
Reverend	Troy	Bell		St. Paul United Methodist Church	361-884-7056	1202 Sam Rankin St.	Corpus Christi	TX	78401	adadsecr@aol.com	
Mr.	Joe	Benavides			361-633-9308	410 Atlantic	Corpus Christi	TX	78404	gunnyb5597@hotmail.com	
	Terry	Benavides				930 Erwin	Corpus Christi	TX	78408		
Mr.	Raju	Bhagat		Raju Bhagat Inc - Best Western	361-726-7096	3805 Castle Ridge	Corpus Christi	TX	78410	rajubhagat@gmail.com	
Mr.	Dan	Biles	Engineering	City of Corpus Christi	361-826-3729	1201 Leopard	Corpus Christi	TX	78401	danb@cctexas.com	
Ms.	Betty	Black		Corpus Christi Beach Association	361-813-7063	725 Crown Harbor	Corpus Christi	TX	78402	benz0555@yahoo.com	
Ms.	Amelia	Bond		Property Owner	361-883-5322	2002 Leopard	Corpus Christi	TX	78408		
Mr.	Richard	Borchard	Vice-Chairman	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403		
Ms.	Amanda	Bosquer		TxDOT	361-364-6405	PO Box 1367	Sinton	TX	78387		
Mr.	Cliff	Bost		TxDOT - CRP	361-808-2258	P.O. Box 9907	Corpus Christi	TX	78469		
Mr.	Bret	Bostian		Corpus Christi ISD	361-886-9266	1220 Agnes Street	Corpus Christi	TX	78403	bwbostian@ccisd.us	
	Anita	Bouldin				5802 Everhart Rd. # 9-F	Corpus Christi	TX	78413		
	Tim	Bracy		A&B Comm.	361-884-3083	4813 Leopard	Corpus Christi	TX	78408		
Mr. and Mrs.	Alfred and Doris	Bradley			361-887-7428	1521 Van Loan	Corpus Christi	TX	78407		
Mr. and Mrs.	Harold and Lula	Branch			361-882-4186	1801 Stillman St.	Corpus Christi	TX	78407-2339		
	Kelly	Brieden				PO Box 833	Orange Grove	TX	78372	kelly.brieden@hotmail.com	
Mr.	Frank	Brogan	Deputy Director	Port of Corpus Christi Authority	361-882-5633	222 Power Street	Corpus Christi	TX	78401	frank@pocca.com	
	Maureen C	Brooks		Northside Manor	361-884-1846	1421 N Alameda St #D	Corpus Christi	TX	78401		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
Mr.	Lloyd	Brown			361-883-2207	1604 Palm	Corpus Christi	TX	78407		
Mr.	Robert	Brown			361- 853-4818	4721 Prescott	Corpus Christi	TX	78416		
Mr.	Greg	Brubeck	Engineering Services	Port of Corpus Christi Authority	361-885-6138	222 Power Street	Corpus Christi	TX	78401	Greg@pocca.com	
Mr.	David	Brungarot		Koch Pipeline	361-877-2586	8606 IH 37	Corpus Christi	TX	78401		
	Ricky	Bryant		Dept of Public Service	361-698-5645	1922 S. SPID	Corpus Christi	TX	78416		
	Barbara	Brynon		TCEQ	361-825-3100	6300 Ocean Dr	Corpus Christi	TX	78412		
	G W	Buck			361-537-5139	6635 S Staples St #1534	Corpus Christi	TX	78413		
Mr.	Ralph	Buehring				103 Pecos Dr.	Portland	TX	78374		
	Elena	Buentello		City of Corpus Christi	826-8466	2406 Lepard	Corpus Christi	TX	78408	elenaj@cctexas.com	
	Jason	Buntz								jbuntz@hicksenv.com'	
Mr.	Jeff	Butler	Caseworker	U.S. Rep. Blake Farenthold - 27th District	361-884-2222	101 N. Shoreline Dr. Ste 300	Corpus Christi	TX	78401	jeff.butler@mail.house.gov	
	Tina Y	Butler			361-334-3876	1450 Cambridge	Corpus Christi	TX	78415	tybutler@grandecom.net	
Ms.	Cherly	Byrd			361-980-8674	453 Montclair	Corpus Christi	TX	78412		
Ms.	Priscilla	Cambric			361-994-8677	1601 Airline Rd #31K	Corpus Christi	TX	78412		
Ms.	Suzie	Canales	Executive Director Pres.	Citizens for Environmental Justice	361-429-5341	5757 S. Staples # 1901	Corpus Christi	TX	78413	suziecanales@att.net	
Ms.	Christina	Cantu			361-850-8814	3401 Monterrey	Corpus Christi	TX	78411		
Mr.	R.D.	Cantu	(Retired Architect)		361-853-3367	4614 Orchid Lane	Corpus Christi	TX	78416		
	Rudy	Cantu		NCCAA	361-883-7201	101 SPID	Corpus Christi	TX	78405		
	Jason	Capeteart		Congressman Blake Farenthold	361-884-2222	101 N. Shoreline Blvd. Ste 300	Corpus Christi	TX	78401		
Ms.	Yolanda	Carpenter			361-884-4016	4025 UpRiver	Corpus Christi	TX	78408		
Mr.	Mike	Carrell	Chairman	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403	mcarrell@frostbank.com	
Mr. and Mrs.	Roy and Irene	Carrizales		Kelsey Methodist	361-854-7871	3641 Dalraida	Corpus Christi	TX	78411		
Ms.	Hannah	Carter			361-815-3099	4745 Willowick	Corpus Christi	TX	78413	hpc816@yahoo.com	
	Bertha	Castanedo				4410 Shaw	Corpus Christi	TX	78416		
	Leticia	Castanedo								lcastanedo@gmail.com	
	Aurora	Castillo				2115 Peabody	Corpus Christi	TX	78407		
Ms.	Linda	Cavazos			361-960-7764	3906 Leigh	Corpus Christi	TX	78408		
Ms.	Loretta	Cavazos		DuPont	361-776-6661	3618 Tripoli Dr.	Corpus Christi	TX	78415	Loretta.N.Cavazos-1@USA.dupont.com	
Ms.	Carol L	Ceasar			361-883-9973	1519 Peabody	Corpus Christi	TX	78407		
Ms.	Emma	Chapa			361-884-0727	2822 Keopke	Corpus Christi	TX	78407		
Ms.	Madelyn	Chapman			361-728-8608	1617 Peabody	Corpus Christi	TX	78407		
Mr.	Cecil	Childers		Frost Bank		500 W Broadway	Portland	TX	78374		
Mr.	Joe	Cisneros, III	Executive VP	Corpus Christi Regional E.D.C.	361-882-7448	800 N. Shoreline Blvd Ste 1300 South	Corpus Christi	TX	78401	jcisneros@ccredc.com	
Ms.	Brenda J	Clark			361-884-6486	2518 W. Broadway	Corpus Christi	TX	78407		
Ms.	Gwen	Cleman		Unity Chapel F.N.	361-882-6425	1207 Sam Rankin	Corpus Christi	TX	78401		
Ms.	Susan	Clewis		Texas Commission on Environmental Quality		6300 Ocean Drive, NRC Suite 1200	Corpus Christi	TX	78412	Susan.Clewis@tceq.texas.gov	
Ms.	Gwen	Coleman				1207 Sam Rankin	Corpus Christi	TX	78401		
	J.	Coleman				202 Ohio	Corpus Christi	TX	78404		
Ms.	Rosa Maria	Coleman			361-991-8946	7210 Yaupon Drive	Corpus Christi	TX	78414		
Ms.	Lena	Coleman-Wilson		Lena's Business Mgt.and Consultant	361-939-7400	P.O. Box 5907	Corpus Christi	TX	78465	lenacoleman@lenasbusmgmt.com	
Mr. and Mrs.	Thelmo and Sharon	Collier			361-883-7710	1902 Peabody	Corpus Christi	TX	78407		
Ms.	Krisina	Leal		Corpus Christi Hispanic Chamber of Commerce	361-887-7408	615 N. Upper Broadway Ste 410	Corpus Christi	TX	78401	kleal@cchispanicchamber.org	
Ms.	Liz	Contreras		Housing and Community Services	879-0177						
Mr.	Larry	Ehlers		Alternative Delivery, Transportation	512-479-1606					larry.ehlers@aecom.com	
Ms.	Janet	Cook				4242 Bulfbreeze #1006	Corpus Christi	TX	78402	janet8050@gmail.com	
Ms.	Yvonne	Cormier			361-815-0721	202 Reef # 306	Corpus Christi	TX	78402	beachplacegirl@yahoo.com	
Mr. and Mrs.	Luis & Edna	Corona				2805 David Street	Corpus Christi	TX	78405		
Mr.	Danny	Correa		AEP	361-881-5773	539 N. Carancahua	Corpus Christi	TX	78478		
Mr.	Gilbert	Cortinas		G & L Detail	361-888-6566	1826 Leopard	Corpus Christi	TX	78408		
Ms.	Kimberly	Curiel			361-816-2136	301 Hilldale	Corpus Christi	TX	78415		
Mr. and Mrs.	Jim/Birdie	Daries			512-242-9615	2630 Linn	Corpus Christi	TX	78410		
	Lucille	Daries				2817 Moore	Corpus Christi	TX	78407		
	Ernesto	De La Garra		TxDOT	361-808-2273	1701 SPID	Corpus Christi	TX	78416	edelaga@dot.state.tx.us	
	Vincent	Deases		AEP		539 N. Carancahua	Corpus Christi	TX	78478	vedeases@aep.com	
Mr.	Todd	Denton		Valero LP	361-289-3140	2829 Texaco Road	Corpus Christi	TX	78402		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
Mr.	Andrew	Dimas			826-3592	2406 Lepoard St	Corpus Christi	TX	78408	andrewd@cctexas.com	
	Dan	Donovan			361-884-3509	621 Atlantic	Corpus Christi	TX	78404		
Ms.	Cathy	Dooley			361-643-1762	210 Augusta Drive	Portland	TX	78374		
Mr.	Jim	Dooley			361-888-6230	210 Augusta Drive	Portland	TX	78374		
Mr.	Andrew	Du'Arte			361-462-5333	1203 Van Loan	Corpus Christi	TX	78407	andrewduartesr@gmail.com	
Mr.	Chris	Duke		On behalf of Congresman Blake Farenthold		101 N Shoreline Blvd., Ste 300	Corpus Christi	TX	78401	chris.duke@mail.house.gov	
Ms.	Josephine	Dyer			249-8468	1714 Sycamore			78415		
	Josephine	Dyer				1714 Sycamore	Corpus Christi	TX	78416		
	Foster	Edwardos		Chamber of Commerce		118 Alta Plaza	Corpus Christi	TX	78411		
Mr.	Foster	Edwards	CEO	Corpus Christi Chamber of Commerce		1201 N. Shoreline Blvd.	Corpus Christi	TX	78401	foster@theccchamber.org	
	Anita	Eisenhauer		Nueces County Historical Commission		11753 Up River Rd	Corpus Christi	TX	78410		
The Honorable	Larry	Elizondo, Sr.	City Council District 5	City of Corpus Christi	361-826-3105	1201 Leopard St.	Corpus Christi	TX	78401	larry.elizondo@yahoo.com	
Mr.	Scott	Elliff	Superintendent of Schools	Corpus Christi ISD	361-695-7405	801 Leopard St.	Corpus Christi	TX	78401	Scott.Elliff@ccisd.us	
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Mr.	Jon	Engelke			972-735-3000	16000 Dallas Pkwy	Dallas	TX	75248	jon.engelke@aecom.com	
Mr.	Pablo	Escobedo			361-883-7928	1905 Stillman	Corpus Christi	TX	78407		
Mr.	Richard	Espinosa		Kelsey Methodist	361-993-2766	5210 Crestwick	Corpus Christi	TX	78413		
	Eddie G	Eubanks		Nueces County	361-888-0904	901 Leopard	Corpus Christi	TX	78401		
	Nelda R	Eureste		TxDOT	361-808-2293	1701 SPID	Corpus Christi	TX	78416		
Mr.	John	Evans			361-882-3862	2821 John	Corpus Christi	TX	78407		
Ms.	Maria	Falcon			361-882-4477	2818 Keopke	Corpus Christi	TX	78407		
Ms.	Dorothy	Farmer			361-888-6648	1415 Palm	Corpus Christi	TX	78407		
	Sarah	Fe'Benavides		TxDOT	361-808-2380	1701 SPID	Corpus Christi	TX	78416		
	Cesar	Fernandes		FIGG		10000 N Central Fwy	Dallas	TX	75231	cfernandes@figgbridge.com	
Mr.	Howard	Fleck			361-884-7328	4242 Gulfbreezze	Corpus Christi	TX	78402		
Mr.	Michael A.	Flores			361-843-4528	510 Baraccuda Pl.	Corpus Christi	TX	78411		
Ms.	Ezra E	Flowers			361-881-8619	1815 Peabody	Corpus Christi	TX	78407		
Ms	Carolyn	Floyd				10658 Emmord Loop	Corpus Christi	TX	78410		
Ms.	Tammy	Foster			361-688-3666	1118 Vernon	Corpus Christi	TX	78407	hauntedangel69@yahoo.com	
Mr.	Richard	Franco	CEO	Housing Authority of Corpus Christi	361-889-3300	3701 Ayers	Corpus Christi	TX	78415	webmaster@hacc.org	
Mr.	Rudy	Galvan			361-443-1811	1109 Coke St	Corpus Christi	TX	78401		
Mr.	Frances	Gandy	Commissioner	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403		
Mr.	Cleo	Garcia			361-882-9514	1907 Peabody	Corpus Christi	TX	78407		
Mr. and Mrs.	Crecencio and Elena	Garcia			361-887-9132	2000 Van Loan	Corpus Christi	TX	78407		
Mr.	James E	Garcia			361-215-7264	2816 John	Corpus Christi	TX	78407		
	John M	Garcia		AEP Real Estate	361-881-5849	539 N. Carancahua	Corpus Christi	TX	78478		
Ms.	Maria R	Garcia			361-885-0606	2816 John	Corpus Christi	TX	78407		
	Paulette	Garcia				3149 Huisache	Corpus Christi	TX	78408		
Ms.	Rene	Garcia		GLO-Asset Inspector	361-825-3030	6300 Ocean Drive, NRC Bldg, Ste 2400	Corpus Christi	TX	78412	ggarcia@glo.state.tx.us	
Reverend	Carl	Garmon, Sr.		Brooks Chapel AME Church	361-853-7038	2101 N. Port Avenue	Corpus Christi	TX	78401		
	Diana Z	Garza		City of Corpus Christi	361-826-1760	1201 Leopard	Corpus Christi	TX	78401	dianag@cctexas.com	
Mr.	Henry	Garza			361-884-0072	1909 Van Loan	Corpus Christi	TX	78407		
Ms.	Hope	Garza		Kelsey Methodist	361-855-8380	4026 Kevin Driev	Corpus Christi	TX	78413		
Mr.	Rudy	Garza	ACM Business Support Services	City of Corpus Christi	361-826-3082	P.O. Box 9277	Corpus Christi	TX	78469		
	Sylvia	Garza			361-884-6869	1904 Fisk Ct	Corpus Christi	TX			
	Lorenzo	Gilmore				1717 Sycamore	Corpus Christi	TX	78416		
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Mr.	Michael	Glueck		AEP		212 E. Sixth St	Tulsa	OK	74119-1295		
Mrs.	Mary	Goldston			361-854-2944	502 Barracuda	Corpus Christi	TX	78411		
Mr.	Gonzales	Gonzales				926 Lexington	Corpus Christi	TX	78407		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
The Honorable	Joe	Gonzales	County Commissioner Precinct 2	Nueces County		901 Leopard, Room 303.07	Corpus Christi	TX	78401		
Ms.	Adela	Gonzalez			361-853-3395	4729 Mays Drive	Corpus Christi	TX	78413		
Hon.	Joe A.	Gonzalez		Nueces County Commissioner Prcinct 2	361-888-0296	901 Leopard Street, Room 303.07	Corpus Christi	TX	78401	joe.gonzalez@co.nueces.tx.us	
Mr.	Robert	Gonzalez	Commissioner	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403		
Ms.	Faryce	Goode-Macon	Asst Director, Planning	City of Corpus Christi	361-826-3240	2406 Leopard	Corpus Christi	TX	78401	FaryceG@cctexas.com	
	PC	Gracia				PO Box 10083	Corpus Christi	TX	78460		
	Coretta	Graham			361-723-1530	5617 Bonner	Corpus Christi	TX	78412		
Ms.	Coretta	Graham			361-723-1530	3206 Reid Dr. Ste 105	Corpus Christi	TX	78404	lawyergraham@msn.com	
Mr.	Art	Granado		Heart of CC	361-249-4501	PO BOX 638	Corpus Christi	TX	78403		
The Honorable	John	Green	City Council	City of Portland	361-643-6501	900 Moore Ave.	Portland	TX	78374	jfgreen@gtek.biz	
	Lonnie	Gregorcyk	District Engineer	TxDOT Corpus Christi District						lonnie.gregorcyk@txdot.gov	
Mr.	Ken	Griffin		AEP	361-881-5828	PO Box 2121	Corpus Christi	TX	78403	kwgriffin@aep.com	
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	Abel	Guerra			361-854-4022	512 Chanberlain St	Corpus Christi	TX			
Mr.	Humaldo	Guerrero			361-888-7630	1814 Peabody	Corpus Christi	TX	78407		
Mr.	Joe	Guzman		Rental Property @ Hillcrest	361-215-9231	725 Belmeade	Corpus Christi	TX	78412		
	Mark A	Hallowells			361-290-2161	1132 LA Mirada	Portland	TX	78374		
Mr.	Patrick	Halm			361-813-6589	714 Imperial Harbor	Corpus Christi	TX	78402	thehalms@yahoo.com	
Ms.	Cecilia	Hanna		Edward Jones	361-643-8218	1605 Hwy 181 Ste B	Portland	TX	78374		
Mr.	Lewis	Hardeman		Oveal Williams Center	361-947-4102	1762 Triple Crown	Corpus Christi	TX	78417	LHardeman2001@yahoo.com	
Mr.	Willie	Hardeman		NAACP	361-854-5154	4337 St. George Dr.	Corpus Christi	TX	78413	NAACP@sprint.blackberry.net	
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Ms.	Lisa	Hart		TxDOT	512-416-2628	125 E 11th St.	Austin	TX	78701		
Mr.	Judy	Hawley	Commissioner	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403	repjhawley@aol.com	
Mr.	W.L.	Haynes, Jr.			361-857-6590	1425 Valencia St.	Corpus Christi	TX	78416		
The Honorable	Judge Hayden	Head		U.S. Southern District Court		1133 N. Shoreline Blvd., Rm 308	Corpus Christi	TX	78401		
	Jorge	Hernanda			361-854-6950	4549 Bernandino	Corpus Christi	TX			
Mr.	Jorge	Hernandez				4549 Bernandin					
Mr.	James	Hernandez				600 Travis, Suite 4200	Houston	TX	77002		
	Sonya	Hernandez								sonya.hernandez@txdot.gov	
	Pedro M	Herrera			361-855-9475	4026 Cambridge	Corpus Christi	TX	78415		
The Honorable	Abel	Herrero	House District 34	Texas House of Representatives		606 N. Carancahua, Suite 103A	Corpus Christi	TX	78401	Abel.Herrero@house.state.tx.us	
Ms.	Juanita	Heslip			361-883-6728	1621 Peabody	Corpus Christi	TX	78407		
Mr.	Paul	Hickey			361-241-8662	2926 Irma	Corpus Christi	TX	78410		
Mr.	Willie R	Hill			361-882-7189	2812 Hulbirt	Corpus Christi	TX	78407		
Mr.	Albert	Hinojosa	District B Engineer	FHWA, Federal Office Building	512-536-5967	300 E. Eighth St. Rm 826	Austin	TX	78701-3233	albert.hinojosa@dot.gov	
The Honorable	Juan	Hinojosa	ATTN: Zandra Zuniga	LOCAL OFFICE		2820 S. Padre Island Dr. #291	Corpus Christi	TX	78415	Zandra.Zuniga@senate.state.tx.us	
Congressman	Ruben	Hinojosa		U.S. House of Representatives		1535 Longworth House Office Building	Washington	DC	20515		
	Jayson	Hodson		Corp of Engineers	409-766-3108	2000 Ft. Point Rd	Galveston	TX	77554	jayson.m.hudson@usace.army.mil	
	Sally	Hoke		League of American Bicyclists TX State Quarium	361-779-6389	3102 Santa FE St Apt 3 c	Corpus Christi	TX	78404	salhoke@yahoo.com	
Mr.	Raymond L	Holliway			361-884-5888	2021 Peabody	Corpus Christi	TX	78407		
	Martin	Honst		TxDOT	361-808-2261	1701 SPID	Corpus Christi	TX	78416		
	Russell	Hooten		TPWD	361-825-3240		Corpus Christi	TX	78412	russell.hooten@tpwd.state.tx.us	
Mr.	Martin	Horst	Area Engineer	TxDOT - CRP	361-808-2261	1701 S. Padre Island Dr.	Corpus Christi	TX	78405		
	Raymond	Huff				4853 Caroll Lane	Corpus Christi	TX	78415		
The Honorable	Todd	Hunter		Capitol Office, Rm EXT E2.406		P.O. Box 2910	Austin	TX	78768	todd.hunter@house.state.tx.us	
Mr.	Hugo	Ibarra		Felix Diesel Service, Inc.		P.O. Box 9253	Corpus Christi	TX	78469		
The Honorable	Judge Janis	Jack		U.S. Southern District Court		1133 N. Shoreline Blvd., Rm 321	Corpus Christi	TX	78401		
Mr.	John	Jacksom		HIALCO	361-992-8833	Bauer Drive	Corpus Christi	TX	78414		
Mr.	Willie May	Jackson			361-888-4980	1401 Stillman	Corpus Christi	TX	78407		
Mr.	Herb	Janeck			361-643-3733	1731 Austin St.	Portland	TX	78734-2490		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
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Reverend	Arthur	Jenkins		Thompson Chapel COGIC		2933 Carver Dr.	Corpus Christi	TX	78405		
Mr.	George	Johnson	Office of Parent Involvement & Education	Corpus Christi ISD	(361) 844-0442	924 Winnebago St.	Corpus Christi	TX	78401	GDJohnson@ccisd.us	
Dr.	Geraldine	Johnson			361-779-5656	7029 Brandon Drive	Corpus Christi	TX	78413		
Mr.	Ronni	Johnson			361-887-8944	1807 Stillman	Corpus Christi	TX	78407		
	JJ	Johnston				800 N. Shoreline Suite 1220 N	Corpus Christi	TX	78401		
Reverend	Bob	Jones				46256 Jarvis	Corpus Christi	TX	78412		
Dr.	Dan	Jorgensen	Professor of Public Admin.	Texas A&M University-Corpus Christi	361-825-3269	6300 Ocean Drive, Unit 5826	Corpus Christi	TX	78412	daniel.jorgensen@tamucc.edu	
The Honorable	Ron	Jorgensen	City Council	City of Portland	361-'643-6501	900 Moore Ave.	Portland	TX	78374	ron@gtek.biz	
	Endeson	Juanda		Kleinfelder, Inc.		1826 Kramer Lane, Suite M	Austin	TX	78758	ejuanda@kleinfelder.com	
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Ms.	Kate	Kelley				4221 Markins	Corpus Christi	TX	78411		
Ms.	Linda	Kennedy			361-774-2380	202 Reef #302	Corpus Christi	TX	78402	beachplacegirl@yahoo.com	
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	Kendal	Keyes		TPWD	361-825-3243	6300 Ocean Dr #2501	Corpus Christi	TX	78412	kendal.keyes@tpwd.state.tx.us	
The Honorable	Kevin	Kieschnick	City Council District 1	City of Corpus Christi	361-888-6600	1402 North Chaparal	Corpus Christi	TX	78401	K_kieschnick@yahoo.com	
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Mr and Mrs.	Lorenzo and Esther	Knowles			361-855-1714	4002 Tripoli Dr.	Corpus Christi	TX	78411		
Mr. and Mrs.	Renior and Justine	Knox			361-882-8849	1910 Stillman	Corpus Christi	TX	78407		
	Dan	Koesena				555 Cazachua					
Mr.	Amy	Kohls		Figg Bridge Engineers, Inc.	214-363-3444	10000 N. Central Expressway, Ste 1300	Dallas	TX	75231		
Mr.	James	Kollaja			361-883-4630	1716 N Port Avenue	Corpus Christi	TX	78401	jkollaja@imperialmill.com	
Ms.	Bob	Kostelnik	Commissioner	Port of Corpus Christi Authority		P.O. Box 1541	Corpus Christi	TX	78403	kostelnikb@gmail.com	
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Ms.	Yvonne	Landin				734 Snug Harbor	Corpus Christi	TX	78402		
Reverend	Arthur L	Lane	Senior Pastor	St. Matthew Missionary Baptist Church	361.882.4996	1101 Waco St.	Corpus Christi	TX	78401	pastor@stmattbc.org	
	Peter	Lara				5330 Wharton	Corpus Christi	TX	78415		
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The Honorable	Priscilla	Leal	City Council District 3	City of Corpus Christi	361-658-1302	1201 Leopard St.	Corpus Christi	TX	78401	priscillalealdistrict3@yahoo.com	
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The Honorable	David E.	Lewis	City Council	City of Portland	361-643-6501	900 Moore Ave.	Portland	TX	78374	delarch@cobridge.tv	
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	Virginia & Joe	Lopez			361-215-9817	2422 Summers St	Corpus Christi	TX	78407		
Mr.	Frank	Lovvorn		Guerra Kieschnick Cross & Lovvern, LLP	361-884-8897	500 N. Shoreline Ste 800	Corpus Christi	TX	78471	flovvorn@gkcl.net	
The Honorable	J.M.	Lozano	House District 43	Tx House of Representatives		635 King Ave	Kingsville	TX	78363	jose.lozano@house.state.tx.us	
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	Waunell	Madison		St. Paul United Methodist Church	361-855-9571	4111 Manhattan St.	Corpus Christi	TX	78411-4546		
Mr.	Richard D.	Mahan		Mahan Trucking	361-289-5078	1233 Vernon Drive	Corpus Christi	TX	78407		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
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Ms.	Susie	Margoba				1506 Comache	Corpus Christi	TX	78401		
Mr.	Daryle K	Martin			361-884-6881	1323 Peabody #2	Corpus Christi	TX	78407		
Ms.	Rena	Martin			361-992-6814	6334 Fitzhugh	Corpus Christi	TX	78414		
Ms.	Annette	Martinez			361-887-9203	1203 Van Loan Ave	Corpus Christi	TX	78407		
	Jose	Martinez			361-288-5932	3914 McArthur	Corpus Christi	TX	78416		
The Honorable	Nelda	Martinez	City Council Member	City of Corpus Christi	361-883-1403	1201 Leopard St.	Corpus Christi	TX	78401		
Mr.	Oscar	Martinez	ACM Safety, Health & Neighborhoods	City of Corpus Christi	361-826-3235	1201 Leopard	Corpus Christi	TX	78401	oscarm@cctexas.com	
	Miltan	Martiz			361-855-8497	PO Box 3603	Corpus Christi	TX	78463		
	Thomas	Masterson		Steve Roberts Realty	361-742-7966	5934 S Staples	Corpus Christi	TX	78401		
	Mario	Mata		TxDOT - Environmental	512-416-2660	118 E. Riverside	Austin	TX		mmata@dot.state.tx.us	
Mr.	Eddie Jackson	Mathis	Executive Director	Wesley Community Center	361-814-9922	4721 Angela	Corpus Christi	TX	78416-2120		
	William	Mayness		USCG	361-888-3162	555 N Caranacuha	Corpus Christi	TX	70408		
Mr. and Mrs.	James and Gloria	McChester		Hillcrest Residents Association	361-887-8541	1222 Van Loan Ave.	Corpus Christi	TX	78407		
The Honorable	Joe	McComb	County Commissioner Precinct 4	Nueces County		901 Leopard, Room 303.11	Corpus Christi	TX	78401	joe.mccomb@co.nueces.tx.us	
	Bryan D	McCool		IUPE #450	361-883-4625	834 Omaha Dr	Corpus Christi	TX	78408		
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	Dan	McGinn	Senior Project Mgr	City of Corpus Christi	361-826-3595	2406 Leopard	Corpus Christi	TX	78401	danielm@cctexas.com	
Ms.	Geraldine	McGloin		Nueces County Historical Commission	361-853-2011	141 Alta Plaza	Corpus Christi	TX	78411		
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Mr.	James	McLemore				5641 Antigua	Corpus Christi	TX	78411		
	Vic	Medina		Christus Spohn	881-3815	725 Elizabeth St	Corpus Christi	TX	78404		
	Pete	Meyer				4401 Gulf Bridge	Corpus Christi	TX	78402		
	John	Michael			814-9900	4501 Gollihar	Corpus Christi	TX	78401		
Mr.	Dave	Michaelsen	Chief Engineer	Port of Corpus Christi Authority						Dave@pocca.com	
	Doise	Miers								doise.miers@txdot.gov	
Mr.	Brian	Miller		resident	361-882-6611	4242 Gulfbreeze #602	Corpus Christi	TX	78402	bry_miller@yahoo.com	
Ms.	Evylin	Miller			361-853-2077	2057 Rockford	Corpus Christi	TX	78416		
Ms.	Josephine	Miller	Executive Director	San Patricio County EDC	(361) 643-4744	P.O. Box 238	Gregory	TX	78359	execdir@sanpatricioedc.com	
Mr.	Scott	Miller		OxyChem	361-776-6118	PO Box CC	Ingleside	TX	78362-0710	Scott_Miller@oxy.com	
Mr. & Mrs.	Herbert	Milligan				1601 Palm Dr.	Corpus Christi	TX	78407-2623		
Mr.	Vernis	Mitchell				7443 Cessna	Corpus Christi	TX	78412		
	Ron and Gloria	Mondragon				5468 Buggy Whip	Corpus Christi	TX	78415		
Mr.	Billie	Monguia			361-888-4006	2827 Dempsey	Corpus Christi	TX	78407		
Mr.	Rocco	Montesano		Lexington Museum	361-888-4873	2914 N Shoreline	Corpus Christi	TX	78402	rocco@usslexington.com	
Ms.	Carolyn	Moon		BdSKI	814-4920	4902 Clavin	Corpus Christi	TX	78411	cmoon4920@att.net	
The Honorable	Gary	Moore	City Council	City of Portland	361-'643-6501	900 Moore Ave.	Portland	TX	78374	gary@moore-ins.net	
	Robert	Morales			361-884-5499	1021 San Rankin	Corpus Christi	TX	78401	robert@DependableTaxService.com	
The Honorable	Alma V.	Moreno	County Commissioner, Pct. 3 (Mathis & Odem)	San Patricio County	361-368-4671	P.O. Box 1687	Odem	TX	78370	alma.moreno@co.san-patricio.tx.us	
Ms.	Joanna	Moreno		Corpus Christi Housing Authority	889-330	3701 Ayers	Corpus Christi	TX	78415		
Mr.	Michael	Morris	Parks and Recreation	City of Corpus Christi	361-826-3464	P.O. Box 9277	Corpus Christi	TX	78469-9277	michaelmo@cctexas.com	
Mr.	Otis L	Mosely			361-883-9973	1519 Peabody	Corpus Christi	TX	78407		
Ms.	Twila	Mouttet			361-888-0444	901 Leopard St., Rm 303	Corpus Christi	TX	78401		
Mr.	Roland	Mower	President/CEO	Corpus Christi Regional E.D.C.	361-882-7448	800 N. Shoreline Blvd Ste 1300 South	Corpus Christi	TX	78401	rcmower@ccredc.com	
Ms.	Michelle	Moya			361-887-9203	1203 Van Loan	Corpus Christi	TX	78407		
Mr. and Mrs.	Joel and Jamie	Mumphord				2011 Palm Dr.	Corpus Christi	TX	78407-2233		
	Kassondra	Munoz		TxDOT	361-808-2380	1701 SPID	Corpus Christi	TX	78416		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
The Honorable	Fred	Nardini	County Commissioner, Pct. 2 (Portland)	San Patricio County	361-643-1460	900 Austin Street	Portland	TX	78374	fnardini@co.san-patricio.tx.us	
	Ismael	Nava		Coastal Bend Bays Foundation		1231 Agnes St., Ste. 100	Corpus Christi	TX	78401		
	Lidia	Navarizo			361-883-8074	2825 Riggan	Corpus Christi	TX	78404		
Mr.	Ronald	Navarro		Hillcrest Residents Association	361-779-7172	1414 Peabody	Corpus Christi	TX	78407		
Mr.	Stephen	Ndima			361-808-2351	4205 Snowbird Street	Corpus Christi	TX	78413		
The Honorable	Loyd	Neal	Nueces County Judge	Nueces County		901 Leopard	Corpus Christi	TX	78401	nueces.countyjudge@co.nueces.tx.us	
Mr. and Mrs.	Seth and Ora	Neal Jr.			361-887-8372	1506 Stillman	Corpus Christi	TX	78407		
Mr.	Scott	Neeley	CEO	Corpus Christi Regional Transportation Authority	(361) 289-2712	5658 Bear Lane	Corpus Christi	TX	78405	sneeley@ccrta.org	
Mr.	Tom	Niskala		Corpus Christi MPO	361-884-0687	5151 Flynn Pkwy #404	Corpus Christi	TX	78411	tomn@cctxmpo.us	
Mr. and Mrs.	Pat and Kathy	Norrell				4506 Cobblestone	Corpus Christi	TX	78411		
Ms.	Vicki	Norton				5100 Timon Blvd	Corpus Christi	TX	78402	txgrannyv@gmail.com	
Mr.	Danny	Noyola			361-884-4963	#1 Battlin Buc	Corpus Christi	TX	78408	dannynoyola@hotmail.com	
Mr.	Frankie	Ochoa			361-884-0727	2822 Keopke	Corpus Christi	TX	78407		
Mr.	Javier	Olivarez		Dupont	361-985-1020	6830 Braesvalley Dr.	Corpus Christi	TX	78413	javier.olivarez@usa.dupont.com	
Mr.	RL (Tiger)	Olivarez			361-855-0556	1547 Ormond Dr.	Corpus Christi	TX	78407		
Ms.	Leah	Olivarri		Olivarri & Associates	361-884-5000	921 N. Chaparral #210	Corpus Christi	TX	78401	leah@olivarri.com	
	Esther	Oliver				205 Longview	Corpus Christi	TX	78408		
Ms.	Lisa	Oliver		Kelsey UMC	361-857-0543	3937 Barnes	Corpus Christi	TX	78415	lisao3937@sbcglobal.net	
Ms.	Sylvia	Oliver		Oveal Williams Center	361-888-8017	2814 Rogers St.	Corpus Christi	TX	78405-2933	satryonoliver@stx.rr.com	
Ms.	Dana	Olson	General Services Administration	Federal Courthouse	361-888-3330	1131 North Shoreline Blvd.	Corpus Christi	TX	78401	dana.olson@gsa.gov	
Mr.	Ron	Olson	City Manager	City of Corpus Christi	361-808-3222	1201 Leopard St.	Corpus Christi	TX	78401	rono@cctexas.com	
Mr.	J. Michael	Olszewski		Olszewski Stained Glass Studio	361-888-5642	1650 Leopard Street, PO Box 614	Corpus Christi	TX	78403		
	Armando	Oroper		TxDOT	361-808-2261	1701 SPID	Corpus Christi	TX	78416		
Mr.	Eddie	Ortega	Neighborhood Improvement	City of Corpus Christi	361-826-3234	P.O. Box 9277	Corpus Christi	TX	78469-9277	eddieo@cctexas.com	
Ms.	Guadalupe B.	Ortiz			361-888-6266	1502 Palm	Corpus Christi	TX	78407		
The Honorable	Oscar	Ortiz	County Commissioner Pricinct 3	Nueces County		901 Leopard, Room 303.09	Corpus Christi	TX	78401	oscar.ortiz@co.nueces.tx.us	
	Panka J	Patel			361-888-5391	202 Kleberg Pl	Corpus Christi	TX			
Mr.	Ray	Patel			361-883-7456	3202 Surfside Blvd.	Corpus Christi	TX	78402		
Mr.	Rick	Patel			361-883-9700	3200 Surfside Blvd.	Corpus Christi	TX	78402		
Mr.	Surejm	Patel	Days Inn			4333 Ocean Dr.	Corpus Christi	TX	78412		
Ms.	Laura	Paul, PE, CFM	Operations Lead	DH2MHILL	361-888-8100. ext 52	555 N. Carancahua Tower II Ste. 310	Corpus Christi	TX	78401	laura.paul@ch2m.com	
Mr.	Dennis	Peacock		Corpus Christi Housing Authority	889-3313	3701 Ayers	Corpus Christi	TX	78415		
Mr.	Daniel	Pena			361-882-8268	2813 Hulbrit	Corpus Christi	TX	78407		
	Irma	Pena			361-884-1958	354 Bartlett	Corpus Christi	TX			
Mr.	Johnny	Perales	ACM Public Works, Utilities & Transportation	City of Corpus Christi	361-826-3245	PO Box 9277	Corpus Christi	TX	78496	johnnyp@cctexas.com	
Reverend	Isidro	Pina		Kelsey Memorial United Methodist Church	361-882-9533	1610 Comanche	Corpus Christi	TX	78401		
	Andrew	Pizzo				302 Beach Ave	Corpus Christi	TX	78412		
Ms.	Wendy	Pizzo			446-3300	302 Beach Ave	Corpus Christi	TX	78402-1600	wendypizzo@yahoo.com	
	Billy	Placker			361-688-0586	1225 Golla	Corpus Christi	TX	78407	bplacker@hotmail.com	
Mr.	Gary M	Pleasant			361-883-8418	2024 Van Loan Ave.	Corpus Christi	TX	78407		
Mr.	John	Plotnik	Executive VP	Corpus Christi Regional E.D.C.	361-882-7448	800 N. Shoreline Blvd Ste 1300 South	Corpus Christi	TX	78401	jplotnik@ccredc.com	
Ms.	Eva M	Politte			361-855-5571	1213 Stillman	Corpus Christi	TX	78407		
Mr.	Jeff	Pollack	Environmental Project Manager	HDR Engineering	361-696-3362	555 North Carancahua, Suite 1650	Corpus Christi	TX	78401	jeffrey.pollack@hdrinc.com	
	Trevor	Pomedli			361-701-3333	1902 Brennon	Corpus Christi	TX	78408		
Ms.	Rose A	Porter			361-884-5888	2021 Peabody	Corpus Christi	TX	78407		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
The Honorable	James	Price, Jr.	County Commissioner, Pct.4 (Aransas Pass)	San Patricio County	361-758-5276					jim.precinct4@yahoo.com	
Mr.	David	Puebla			361-225-1237	4709 Philip Dr.	Corpus Christi	TX	78415		
Mr.	Greg	Punske		FHWA						gregory.punske@dot.gov	
Reverend	William L.	Pullam		St. Johns First Baptist Church	361-882-9834	1620 N. Port Avenue	Corpus Christi	TX	78401-1618	wpullam@aol.com	
The Honorable	Mike	Pusley	County Commissioner, Precinct 1	Nueces County	361-888-0245	901 Leopard St., Rm 303.05	Corpus Christi	TX	78401	mike.pusley@co.nueces.tx.us	
	Jamie	Pyle		City of Corpus Christi	361-826-3502	626 Monette	Corpus Christi	TX	78412		
Ms.	Carmen	Quinro			361-888-8611	1411 Van Loan	Corpus Christi	TX	78407		
	Mike	Raffay			814-8825	4526 Valor	Corpus Christi	TX	78413		
Ms.	Cindy	Ramos								cmr599@gmail.com	
Reverend	Louis	Randle		St. James Missionary Baptist Church		1529 Seville St.	Corpus Christi	TX	78416-1730		
Ms.	Rosalinda	Rangel			361-887-6354	2817 John	Corpus Christi	TX	78407		
Ms.	Angelica	Razzo		2001 Harriet Drive	361-855-0728	2001 Harriett Dr	Corpus Christi	TX	78416		
Mr.	Thomas	Reding			361-888-8719	Holm Green Center, #329 317 N. Carancahua	Corpus Christi	TX	78401-2739		
Mr.	Tom	Reilly			361-885-0425	726 Crown Harbor	Corpus Christi	TX	78402		
	Ruth	Rentch		FHWA						ruth.rentch@dot.gov	
	Jesse	Reyes		Kelsey Methodist	361-883-7119	1520 Comanche	Corpus Christi	TX	78401		
	JoAnn	Reyna				1605 Lexington	Corpus Christi	TX	78407		
Ms.	Stephanie	Rhodes				3225 Washignton St.	Corpus Christi	TX	78405		
Mr.	Troy	Riggs	Asst. City Manager	City of Corpus Christi	361-549-1545	1201 Leopard	Corpus Christi	TX	78401	troyr@cctexas.com	
	Lillian	rijojas		Valero	289-6000	1147 Cantwell	Corpus Christi	TX	78407		
Ms.	Amanda	Rios		TxDOT	361-808-2237	1701 SPID	Corpus Christi	TX	78416		
Mr.and Mrs.	Antonio and Elizabeth	Rios			361-883-8842	1911 Stillman	Corpus Christi	TX	78407		
Mr.	J. Eric	Rivera			361-887-6696	909 Stancahua	Corpus Christi	TX	78404		
	Carrie	Robertson				4401 Gulfbreeze Blvd	Corpus Christi	TX	78402		
Ms.	Carrie	Robertson			361-442-0628	4401 Gulfbreeze	Corpus Christi	TX	78402	thirdcoastphoto@gmail.com	
	Don	Rodman				1343 Bayview	Portland	TX	78374	don@therodmanco.com	
	Alfonso	Rodriguez		TxDOT	361-808-2231	1701 SPID	Corpus Christi	TX	78416		
	John	Rodriguez III				7813 Kingshire	Corpus Christi	TX	78413	jrod@nrgcc.com	
Ms.	Margie	Rose	ACM Genl Govt & Operation Support	City of Corpus Christi	361-826-3232	1201 Leopard	Corpus Christi	TX	78401	margier@cctexas.com	
Mr.	Jess	Rosen								jess.rosen@zachrycorp.com	
Mr.	Bernard	Ross		AEP	361-881-5814	418 Cape Lookout	Corpus Christi	TX	78412	bross@aep.com	
Ms.	Janet V	Ross			361-883-6072	1504 Van Loan Ave.	Corpus Christi	TX	78407		
Mr.	Tom	Rummel		TxDOT Bridge Division		125 east 11th Stree	Austin	TX	78701		
Mr.	Bernice K	Russell			361-883-3429	2422 Dempsey	Corpus Christi	TX	78407		
Mr.	Emilio	Saenz		Kelsey Methodist	361-883-9681	222 Glendale Drive	Corpus Christi	TX	78404		
Mr.	Sam	Sahlif		HDR	696-3325	555 N. Carancahua	Corpus Christi	TX	78401		
	Janan	Sahtout-Lee		TxDOT	361-808-2384	PO Box 9907	Corpus Christi	TX	78469		
Mr.	Jim	Salamenta		SMG - American Bank Center		PO Box 23040	Corpus Christi	TX	78403		
Ms.	Mary Helen	Salazar				3516 Holly Rd	Corpus Christi	TX	78415		
Mr.	Sam	Saldivor			361-808-2478	5425 King Trail	Corpus Christi	TX	78414		
Ms.	Paula	Sales Evans		TxDOT	361-808-2222	1701 S. Padre Island Dr.	Corpus Christi	TX	78416		
Mr. and Mrs.	Hector and Viola	Salinas			361-888-4352	1410 Van Loan	Corpus Christi	TX	78407		
Mr.	Val	Salinas	Commander of GI Forum Chapter		361-290-5732	5410 Hitching Post	Corpus Christi	TX	89415	valintinosleeians@knpanel.com	
	Jean E.	Salom				2821 Nueces	Corpus Christi	TX	78407		
Ms.	Jean	Salone			361-882-7828	2821 Neuces	Corpus Christi	TX	78407		
Ms.	Sylvia	Samaniego			361-854-4272	4410 Fir	Corpus Christi	TX	78411		
Mr.	Eddie Jackson	Sample	Board Representative	Corpus Christ Black Chamber of Commerce		P.O. Box 60574	Corpus Christi	TX	78466		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
	A. S.	Sanchez			361-882-1173	1819 Mestiuh	Corpus Christi	TX	78408		
Mr. and Mrs.	Antonio and Alicia	Sanchez		Kelsey Methodist	361-991-2412	6949 A. Swan Drive	Corpus Christi	TX	78412		
Ms.	Beatrice V	Sanchez			361-883-8974	2004 Stillman	Corpus Christi	TX	78407		
	Evelyn	Sanford				1402 Van Loon	Corpus Christi	TX	78407		
Mr.	Henry	Santana		Kelsey Methodist	361-854-6381	4033 Capitol	Corpus Christi	TX	78413		
Mr.	Billy	Sayles			361-887-0136	778 West Cornelia Circle	Corpus Christi	TX	78408	billysayles@yahoo.com	
Mr.	Tom	Schmid	Executive Director	Texas State Aquarium	361-881-1200	2710 N. Shoreline Blvd.	Corpus Christi	TX	78402	tschmid@txstateaq.org	
	Tony R.	Schmitt		Burns & McDonnell	972-455-3130	15950 N. Dallas Pkwy	Dallas	TX	75231		
Ms.	Peggy	Schorfheide			361-961-2160	3938 Surfside	Corpus Christi	TX	78402	pugagain@aol.com	
Mr.	Eddie Jackson	Schroeder		Property Owner	361-852-1492	1001 Grant Rd	Corpus Christi	TX	78411		
Mr.	Ken	Schrom	President	Corpus Christi Hooks Baseball	361-561-4681	PO Box H	Corpus Christi	TX	78469	kschrom@cchooks.com	
Ms.	Sondra	Scotch				115 Griffith Dr.	Rockport	TX	78382		
Dr.	Gloria	Scott			361-510-7626	P.O. Box 9174	Corpus Christi	TX	78489	scottgloria73@gmail.com	
The Honorable	Mark	Scott	City Council Member	City of Corpus Christi		1201 Leopard St.	Corpus Christi	TX	78401	markscott@sanjacintotitle.com	
	Roiann	Selsor			361-883-7769	425 Srojann@yahoo.com	Corpus Christi	TX	78702		
	James	Sexton		TxDOT		1701 SPID	Corpus Christi	TX	78416		
Mr and Mrs.	Gerald & Alice	Sheller		Resdent		429 McLeod	Corpus Christi	TX	78408		
Mr. and Mrs.	Donald and Berl	Shelton			361-855-8388	4213 Oday	Corpus Christi	TX	78413		
	Toni	Shimet	Radisson Beach		361-883-9700	3200 Surfside Blvd.	Corpus Christi	TX	78402		
The Honorable	Terry	Simpson	Judge	San Patricio County Judge	361-364-6120	400 W. Sinton, Ste 109	Sinton	TX	78387	judgeterrysimpson@hotmail.com	
The Honorable	Cathy	Skurow	City Council	City of Portland	361-'643-6501	900 Moore Ave.	Portland	TX	78374	cskurow@casengineeringservices.com	
Mr	John	Sloan		Harbors HOA	361-881-1005	709 Schooner Harbor	Corpus Christi	TX	78402	jandlsloan@aol.com	
	CR	Smith				4830 Broughton Dr	Corpus Christi	TX	78415		
Ms.	Elizabeth	Smith			361-882-9586	1322 Peabody	Corpus Christi	TX	78407		
	Shawn	Smith				PO Box 181082	Corpus Christi	TX	78480		
Mr.	Van B.	Smith			361-882-9586	1322 Peabody	Corpus Christi	TX	78407		
	Neva	Smoll		AEP Texas	361-881-5760	539 N. Crancahua	Corpus Christi	TX	78401	insmoll@aep.com	
Mr.	Eldridge B	Sneed			361-883-1077	1302 Palm	Corpus Christi	TX	78407		
	Jesse	Solis		GLO-Coastal - Tx A&M Corpus Christi	361-825-3050	6300 Ocean Drive, NRC Bldg, Ste 2800	Corpus Christi	TX	78412-5847		
Mr.	Luis P	Soto			361-883-5290	2725 Marguerite	Corpus Christi	TX	78405		
	Frances	Spears			361-883-5370	202 Reef #504	Corpus Christi	TX	78402	francesspears@yahoo.com	
Mr.	John	Spencer			361-887-8025	1413 Van Loan Ave.	Corpus Christi	TX	78407		
Ms.	Shirley	Sternadel			361-881-5700	202 Reef # 402	Corpus Christi	TX	78402	shirleysternadel@yahoo.com	
Ms.	Hattie	Stingley			361-884-4792	922 Lexington Ave.	Corpus Christi	TX	78407		
	Pete	Stricker			361-643-3436	1126 Orion	Portland	TX	78374		
	Errol	Summerlin		Tx Rio Grande Legal Aid	361-880-5437	102 Pueblo St	Corpus Christi	TX	78405		
Mrs.	Pat	Suter		Sierra Club	361-852-7938	1002 Chamberlain	Corpus Christi	TX	78404	phsuter@stx.rr.com	
	Ray	Sutton		TxDOT	361-808-2250		Corpus Christi	TX			
Mr.	Brian	Swindell			972-960-4400	17111 Preston	Dallas	TX	75025	brian.swindell@hdrinc.com	
Mr.	Carlos	Swonke	Director, ENV	TxDOT ENV						Carlos.Swonke@txdot.gov	
Mr.	Manuel	Tagle	Dept. of Public Works	Nueces County, Dept. of Public Works	361-888-0490	901 Leopard St., Ste 103	Corpus Christi	TX	78401	nueces.publicworks@co.nueces.tx.us	
Mr.	Rodolfo	Tamez		Kelsey Memorial United Methodist Church	361-882-9533	1610 Comanche	Corpus Christi	TX	78401	umc_kelsey@sbcglobal.net	
Mr.	Mike	Tanner	City Manager	City of Portland	361-643-6501	900 Moore Ave.	Portland	TX	78374	mtanner@portlandtx.com	
Mr.	Lamont	Taylor			361-739-4686	1701 Stillman	Corpus Christi	TX	78407-2737	ltshadow@gmail.com	
Mr.	Pat	Taylor				1701 Stillman	Corpus Christi	TX	78407-2737		
Ms.	Phyllis	Thedford			361-884-6550	4242 Gulfbreeze # 803	Corpus Christi	TX	78402	breakers803@yahoo.com	
Ms.	Phyllis	Thomas			361-882-4525	2417 Summers	Corpus Christi	TX	78407	deesa1@aol.com	
Ms.	Ada	Thompson			361-880-8969	2409 John St.	Corpus Christi	TX	78407		
Mr.	Roy N.	Tipton			361-882-4069	2809 Minton	Corpus Christi	TX	78407		
The Honorable	Nina	Trevino	County Commissioner, Pct. 1 (Sinton)	San Patricio County	361-364-6170	P.O. Box 1132	Sinton	TX	78387	Dpeaches23@aol.com	
Ms.	Ola	Tryon			361-882-6976	2814 Rogers St.	Corpus Christi	TX	78405-2933		
Ms.	Ruth M	Tryon			361-884-3427	1321 Van Loan	Corpus Christi	TX	78407		

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
Ms.	Sylvia	Tryon Oliver	President/CEO	Corpus Christ Black Chamber of Commerce	361-877-3634	PO Box 60574	Corpus Christi	TX	78466	satryonoliver@stx.rr.com	
Ms	Jacquelyn	Turner				4322 Kostoryz #203	Corpus Christi	TX	78415		
	Aristeo	Valdemare			361-884-5499	1021 San Rankin	Corpus Christi	TX	78401	aristeo@DependableTaxService.com	
Mr.	Mark	Valdez			361-882-8430	4433 Up River Road	Corpus Christi	TX	78408		
Mr.	Steve	Valdez			361-888-8611	1411 Van Loan	Corpus Christi	TX	78407		
Mr.	Elias	Valverde		Kelsey Methodist	361-993-2048	5222 Spring Brook	Corpus Christi	TX	78413	e.valverde@grandecom.com	
Mr.	Alvaro	Vela		Kelsey Methodist	361-853-4377	4413 Mount Vern	Corpus Christi	TX	78411		
Mr.	John	Vidaurri	Executive Director	Downtown Management District	361-882-2363	223 N. Chaparral St	Corpus Christi	TX	78401	jvidaurri@dtowncc.com	
Ms.	Mary	Villanueva			361-643-2170	1234 Memorial	Portland	TX	78374		
The Honorable	John	Vilo	City Council	City of Portland	361-643-6501	900 Moore Ave.	Portland	TX	78374	vilo@gtek.biz	
Mr.	Victor	Vourcos, P.E.	Advanced Project Development Engineer/Project Manager	TxDOT - CRP	361-808-2378	1701 S Padre Island Dr.	Corpus Christi	TX	78416	victor.vourcos@txdot.gov	
	Pat	Vyorrell			361-854-2867	4506 Cobblestone	Corpus Christi	TX	78411		
	Scott	Walker		Mantin	361-887-8559	502 E. Navigation	Corpus Christi	TX	78402		
	Jenise	Walton	Project Manager	TxDOT - Environmental Air Division	512-416-2763	125 E 11th St.	Austin	TX	78701-2483	jwalton@txdot.gov	
Mr.	Robert	Warner		Dupont		5428 Stonegate Way	Corpus Christi	TX	78411		
Mr.	Frank	Washington			361-882-1679	2018 Peabody	Corpus Christi	TX	78407		
Mr.	Ruben M	Washington			361-883-6720	2823 Hulbirt	Corpus Christi	TX	78407		
	Tebertie	Washington			361-882-7453	1808 Peabody	Corpus Christi	TX	78407		
	Val	Weems				1206 Harbor Lights Dr	Corpus Christi	TX	78412		
Ms.	Eloisa	Welch			361-882-4477	2818 Keopke	Corpus Christi	TX	78407		
	Mike	Werbiski				6018 Lucille Dr.	Corpus Christi	TX			
	J.	Westler			361-884-4266	4000 Surfside Blvd # 701	Corpus Christi	TX	78402		
Mr.	James	Weston				729 Schooner Harbor	Corpus Christi	TX	78402		
Mr.	Larry	White		Dupont	361-991-5225	1301 Southbay Dr.	Corpus Christi	TX	78412	Larry.L.White@juno.com	
Ms.	Gladys	Williams				3002 Washington St.	Corpus Christi	TX	78405		
Dr.	Harry	Williams			361-884-7109	4510 Haverhill	Corpus Christi	TX	78411	HarryOH3@aol.com	
Brother	Henry	Williams		Hillcrest Residents Association	361-887-7938	2422 Summers	Corpus Christi	TX	78407		
Mr.	Lewis	Williams			361-884-9257	3751 Wilson Dr.	Corpus Christi	TX	78407		
Ms.	Bertha	Wilson			361-883-1110	2005 Stillman	Corpus Christi	TX	78407		
Mr.	Bill	Wilson		WKMC Architects	361-887-6696	200 Augusta	Portland	TX	78374	bwilson@wkmcarchitects.com	
Mr.	Maurice	Wilson		Hillcrest Residents Association	361-883-3615	2101 Van Loan	Corpus Christi	TX	78407		
Mr.	John	Wimbish			361-882-3728	2420 Dempsey	Corpus Christi	TX	78407		
Mr.	Barry	Wolfson		Block Capital Real Estate Services, LLC		5114 Balcones Woods, Suite 307	Austin	TX	78759	barrywolfson2003@yahoo.com	
Ms.	Geraldine	Woods			361-882-1106	1223 Van Loan	Corpus Christi	TX	78407		
	Pat	Worrell		HDR	361-854-2867	4506 Cobblestone	Corpus Christi	TX	78411		
	Ramona	Wright			361-728-3450	723 N. Upper Broadway	Corpus Christi	TX	78401	wright_rl@yahoo.com	
Mr.	Randy	Wright	Assistant City Manager	City of Portland	361-777-4444	1900 Billy G Webb	Portland	TX	78374	rwright@portlandtx.com	
Ms.	Elvira	Wyatt			361-765-4731	1922 Archdale	Corpus Christi	TX	78416		
Ms.	Alberta	Yancey			361-883-8304	1502 Van Loan	Corpus Christi	TX	78407		
Ms.	Yvonne	York			361-883-0674	1419 Peabody	Corpus Christi	TX	78407		
	Ivy	Young			361-881-8044	710 Buffalo St., #401	Corpus Christi	TX	78401	ivy@frontiersurveying.com	
Ms.	Lillian	Young			361-883-0934	1921 Van Loan	Corpus Christi	TX	78407		
	Noel	Youngblood									
The Honorable	Judith	Zaffirini		LOCAL OFFICE		12702 Toepperwein Rd. #214	San Antonio	TX	78233	senator@zaffirini.com	
Ms.	Susan	Zimmerman	Director	Portland Chamber of Commerce	361-643-2475	PO Box 388	Portland	TX	78374	director@portlandtx.org	
				DelMar College Foghorn	361-698-1390	101 Baldwin Blvd., HC 215	Corpus Christi	TX	78404	editor@delmar.edu	
				Hillcrest Residents Association	361.887.7938	2422 Summers	Corpus Christi	TX	78407		
Mr.				Sherwin Alumina Co.	361-777-2677	6137 Jessica	Corpus Christi	TX	78469		
Ms.	Daisy	Tabone								pmichaud65@gmail.com	
Mr.	Matt	Bohleber								mbohleber@traylor.com	
Mr.	Pedro	Vega Jorge								pcvegaj@fcccousa.com	
Mr.	Greg	Mix				33455 6th Avenue South	Federal Way	WA			

Title	First Name	Last Name	Title 2	Organization	Phone	Address	City	State	Zip	Email	Fax
Mr.	Kevin	Walker		Zachry Corp		12625 Westmore Road, Suite 300; P.O. Bo	San Antonio	TX	78265	kevin.walker@zachrycorp.com	
Ms.	Holly	Hughes								hhughes@austin-ind.com	
Mr.	Paul	Newman		Zachry Construction Corporation		1333 W. 120th Ave, Suite 216	Westminster	CO	80234	paul.newman@zachrycorp.com	
Ms.	Melanie	Harris		Zachry Construction Corporation		1333 W. 120th Ave, Suite 216	Westminster	CO	80234	Melanie.harris@zachrycorp.com	
Ms.	Pam	Ching				2 Harrison St., Suite 500	San Francisco	CA	94105	pam.ching@tylin.com	
	Akiho	Ando								akiho_ando@iis.ihi.co.jp	
Mr.	Ken	Blair			812-477-1542	P.O. Box 5165	Evansville	IN	47716	kblair@traylor.com	
Ms.	Allison	Pasternak								apasternak@hntb.com	
Mr.	Oscar	Martinez	Asst City Manager	City of Corpus Christi	361-826-3189	1201 Leopard St.	Corpus Christi	TX	78401	oscarm@cctexas.com	
Mr.	George	Osgood	Kiewit Offshore Services, Ltd. PICC Representative		361-775-4414	2440 Kiewit Road	Ingleside	TX	78362	osgood@kiewit.com	
Mr.	Wes	Pierson	Asst City Manager	City of Corpus Christi	361-826-3082	1201 Leopard St.	Corpus Christi	TX	78401	wesp@cctexas.com	
Mr.	Andrew	Swank				11011 Richmond Ave, Suite 650	Houston	TX	77042	ACSwank@WeeksMarine.com	
Mr.	Dave	Lubitz								dave.lubitz@aguirre-fields.com	
Mr.	Bob	Gray								bgray@jsengr.com	
Mr.	David	Kochis				2880 Virgo Lande	Dallas	TX	75229	dkochis@fugro.com	
Mr.	Ken	Fredrickson								ken.f@samsung.com	
Mr.	John	Kelley								jkelley@massman.net	
Mr.	Doug	Nicholas								dougnicholas521@gmail.com	
Mr.	Douglas	Adiar		S. A. Healy Company		375 N. Stephanie St. Suite # 1611	Henderson	NV	89014	dadair@sahealy.com	
Mr.	Jim	Moldovan		C. J. Mahan Construction Company		3400 Southwest Blvd	Grove City	OH	43123	jmoldovan@cjmahan.com	
		Rosales		Rosales Partners						mrosales@rosalespartners.com	
Ms.	Amy	Vargas				10550 Richmond Avenue				amy.vargas@urs.com	
	Hazel	Frain Boyd				3710 Dalraida Drive	Corpus Christi	TX	78411	hsboyd@yahoo.com	

Appendix D: Newspaper Advertisements and Other Publicity

Corpus Christi, TX Market
KKTX AM, KMXR FM, KNCN FM
KRYS FM, KSAB FM, KUNO AM
Remit to: Clear Channel Broadcasting Inc.
PO Box 847472
Dallas, TX 75284-7472
Phone: (361)-289-0111

CLEAR CHANNEL RADIO

INVOICE: 184-118681

TX DOT EDUCATION-OUTREACH

125 E 11th St509 Lawrence Street
Ste 309
Corpus Christi, TX 78401

Advertiser No.: 388
TX DOT EDUCATION-OUTREACH
Order: 76747 Invoice Date: **02/23/2014**
Co-op: No Payment Due: **03/25/2014**
AE: GARCIA, LORIE

Billing Type: Broadcast

Note 1: **KKTX/KMXR/KRYS/KSAB/KUNO Feb 18th Hearing**

CPE

Invoice Summary:

No. of Spots/Misc:	253/0
Gross Spot Billing:	$4,059.00
Agency Commission:	$0.00
Net Spot Billing:	$4,059.00

This invoice is in accordance with the official log and the announcements/programs indicated below were aired on the dates and the times shown. Per your advertising agreement, the actual times may have run within 10 minutes of the scheduled time.

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KKTX-AM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
1	MTWThF	15	Local-Direct	Commercial	06:00:00-18:00:00				$32.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/10/14	08:36 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/10/14	12:33 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/10/14	04:25 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/11/14	06:03 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/11/14	10:25 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/11/14	11:32 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/12/14	06:04 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/12/14	06:25 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/12/14	12:20 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/13/14	07:03 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/13/14	11:31 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/13/14	03:32 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/14/14	08:52 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/14/14	03:55 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/14/14	05:26 PM	30		$32.00
11	MT	4	Local-Direct	Commercial	06:00:00-18:00:00				$32.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	09:27 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/17/14	03:26 PM	30		$32.00
	Harbor Bridge(English)			Commercial	02/18/14	06:03 AM	30		$32.00
	Harbor Bridge(English)			Commercial	02/18/14	12:32 PM	30		$32.00

Totals for Station: KKTX-AM No. of Spots/Misc: 19/0 Gross Amt: $608.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KMXR-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
3	MTWThF	23	Local-Direct	Commercial	06:00:00-18:00:00				$30.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/10/14	07:13 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/10/14	09:18 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/10/14	12:47 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/10/14	02:44 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/10/14	04:46 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/11/14	07:48 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/11/14	10:17 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/11/14	01:18 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/11/14	03:16 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/11/14	05:50 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/12/14	06:17 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/12/14	09:18 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/12/14	10:46 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/12/14	01:17 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/12/14	03:14 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/13/14	06:15 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/13/14	10:46 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/13/14	12:17 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/13/14	03:17 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/14/14	06:54 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/14/14	12:44 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/14/14	03:18 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/14/14	04:44 PM	30		$30.00
13	MT	4	Local-Direct	Commercial	06:00:00-18:00:00				$30.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	11:11 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/17/14	05:46 PM	30		$30.00
	Harbor Bridge(English)			Commercial	02/18/14	08:19 AM	30		$30.00
	Harbor Bridge(English)			Commercial	02/18/14	02:45 PM	30		$30.00
21	Sn	3	Local-Direct	Commercial	10:00:00-16:00:00				$15.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/16/14	11:15 AM	30		$15.00
	Harbor Bridge(English)			Commercial	02/16/14	01:43 PM	30		$15.00
	Harbor Bridge(English)			Commercial	02/16/14	03:15 PM	30		$15.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KMXR-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate

Totals for Station: KMXR-FM No. of Spots/Misc: 30/0 Gross Amt: $855.00

Market: Corpus Christi Station: KRYS-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
5	MTWThF	15	Local-Direct	Commercial	06:00:00-20:00:00	$61.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/10/14	06:43 AM	30		$61.00
Harbor Bridge(English)	Commercial	02/10/14	12:24 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/10/14	02:50 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/10/14	06:25 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/10/14	07:16 PM	30		$61.00
Harbor Bridge(English)	Premiere Gem	02/11/14	06:40 AM	30		$61.00
Harbor Bridge(English)	Commercial	02/11/14	10:25 AM	30		$61.00
Harbor Bridge(English)	Commercial	02/11/14	12:21 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/11/14	06:20 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/11/14	07:47 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/12/14	03:52 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/12/14	07:47 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/14/14	10:51 AM	30		$61.00
Harbor Bridge(English)	Commercial	02/14/14	07:14 PM	30		$61.00
Harbor Bridge(English)	Commercial	02/14/14	07:41 PM	30		$61.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
15	MT	4	Local-Direct	Commercial	06:00:00-18:00:00	$50.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/17/14	08:15 AM	30		$50.00
Harbor Bridge(English)	Commercial	02/17/14	11:51 AM	30		$50.00
Harbor Bridge(English)	Commercial	02/18/14	08:14 AM	30		$50.00
Harbor Bridge(English)	Commercial	02/18/14	02:44 PM	30		$50.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
23	Sn	3	Local-Direct	Commercial	10:00:00-16:00:00	$15.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/16/14	11:37 AM	30		$15.00
Harbor Bridge(English)	Commercial	02/16/14	01:17 PM	30		$15.00
Harbor Bridge(English)	Commercial	02/16/14	03:41 PM	30		$15.00

Totals for Station: KRYS-FM No. of Spots/Misc: 22/0 Gross Amt: $1,160.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KSAB-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
7	MTWTh	23	Local-Direct	Commercial	06:00:00-20:00:00				$40.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Premiere Gem	02/10/14	07:57 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	09:44 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/10/14	10:21 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	10:46 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/10/14	12:48 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	04:21 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/10/14	06:45 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	06:57 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/11/14	07:21 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	11:51 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/11/14	02:19 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	03:48 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/11/14	04:43 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	07:51 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/12/14	10:22 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	11:23 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/12/14	01:50 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	07:45 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/13/14	10:22 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	11:51 AM	30		$40.00
	Harbor Bridge(English)			Commercial	02/13/14	12:25 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	12:50 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/13/14	07:18 PM	30		$40.00
17	MT	4	Local-Direct	Commercial	06:00:00-18:00:00				$40.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	11:50 AM	30		$40.00
	Harbor Bridge(Spanish) v2			Premiere Gem	02/17/14	01:21 PM	30		$40.00
	Harbor Bridge(English)			Commercial	02/17/14	05:17 PM	30		$40.00
	Harbor Bridge(Spanish) v2			Commercial	02/18/14	09:27 AM	30		$40.00
25	Sn	3	Local-Direct	Commercial	10:00:00-16:00:00				$15.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	10:36 AM	30		$15.00
	Harbor Bridge(English)			Commercial	02/16/14	12:51 PM	30		$15.00
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	02:43 PM	30		$15.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KSAB-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate

Totals for Station: KSAB-FM No. of Spots/Misc: 30/0 Gross Amt: $1,125.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: KUNO-AM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
9	MTWThF	20	Local-Direct	Commercial	06:00:00-18:00:00				$7.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	07:26 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	10:26 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	01:53 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	04:55 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	08:25 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	11:28 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	02:49 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	05:33 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	08:49 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	11:51 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	02:53 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	05:48 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	06:29 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	09:27 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	12:48 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	03:51 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/14/14	07:22 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/14/14	10:25 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/14/14	01:51 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/14/14	04:57 PM	30		$7.00
19	MT	4	Local-Direct	Commercial	06:00:00-18:00:00				$7.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(Spanish) v2			Commercial	02/17/14	10:50 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/17/14	05:51 PM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/18/14	09:24 AM	30		$7.00
	Harbor Bridge(Spanish) v2			Commercial	02/18/14	03:53 PM	30		$7.00
27	Sn	3	Local-Direct	Commercial	10:00:00-16:00:00				$6.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	10:53 AM	30		$6.00
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	12:50 PM	30		$6.00
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	02:50 PM	30		$6.00

Totals for Station: KUNO-AM No. of Spots/Misc: 27/0 Gross Amt: $186.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: RKTX-AM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
2	MTWThF	15	Local Direct-Streaming	Commercial	06:00:00-18:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/10/14	08:22 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	12:56 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	04:25 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	08:03 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	12:56 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	04:02 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	09:52 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	01:47 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	05:31 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	06:03 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	10:51 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	02:53 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	08:02 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	11:56 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	03:53 PM	30		$1.00
12	MT	4	Local Direct-Streaming	Commercial	06:00:00-18:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	11:56 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/17/14	05:52 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/18/14	08:34 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/18/14	02:31 PM	30		$1.00

Totals for Station: RKTX-AM No. of Spots/Misc: 19/0 Gross Amt: $19.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: RMXR-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
4	MTWThF	23	Local Direct-Streaming	Commercial	06:00:00-18:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/10/14	07:13 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	09:45 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	12:17 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	02:43 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	04:40 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	07:15 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	10:45 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	12:45 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	03:14 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	05:47 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	06:12 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	08:45 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	11:45 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	01:13 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	03:41 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	06:46 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	09:11 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	12:17 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	03:11 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	07:14 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	10:19 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	01:14 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/14/14	04:10 PM	30		$1.00
14	MT	4	Local Direct-Streaming	Commercial	06:00:00-18:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	11:41 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/17/14	05:43 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/18/14	08:47 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/18/14	02:40 PM	30		$1.00
22	Sn	3	Local Direct-Streaming	Commercial	10:00:00-16:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/16/14	11:37 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/16/14	01:43 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/16/14	03:42 PM	30		$1.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: RMXR-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate

Totals for Station: RMXR-FM No. of Spots/Misc: 30/0 Gross Amt: $30.00

Market: Corpus Christi Station: RRYS-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
6	MTWThF	15	Local Direct-Streaming	Commercial	06:00:00-20:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/10/14	09:50 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/10/14	10:20 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/10/14	10:48 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/11/14	09:47 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/11/14	02:20 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/11/14	07:13 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/12/14	06:14 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/12/14	10:17 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/12/14	03:48 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/13/14	06:25 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/13/14	09:51 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/13/14	10:49 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/14/14	08:43 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/14/14	01:47 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/14/14	05:21 PM	30		$1.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
16	MT	4	Local Direct-Streaming	Commercial	06:00:00-18:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/17/14	03:20 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/17/14	05:47 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/18/14	08:53 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/18/14	02:45 PM	30		$1.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
24	Sn	3	Local Direct-Streaming	Commercial	10:00:00-16:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(English)	Commercial	02/16/14	10:17 AM	30		$1.00
Harbor Bridge(English)	Commercial	02/16/14	12:12 PM	30		$1.00
Harbor Bridge(English)	Commercial	02/16/14	02:41 PM	30		$1.00

Totals for Station: RRYS-FM No. of Spots/Misc: 22/0 Gross Amt: $22.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: RSAB-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To				Rate
8	MTWTh	23	Local Direct-Streaming	Commercial	06:00:00-20:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/10/14	07:43 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	09:40 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	11:20 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	02:15 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/10/14	04:44 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/10/14	06:44 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	07:20 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	10:18 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	12:48 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	02:16 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/11/14	05:15 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/11/14	07:46 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	06:23 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	08:49 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	10:18 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	01:19 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/12/14	03:41 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/12/14	05:16 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	11:23 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	12:22 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	02:18 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/13/14	02:47 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/13/14	07:38 PM	30		$1.00
18	MT	4	Local Direct-Streaming	Commercial	06:00:00-18:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(English)			Commercial	02/17/14	11:46 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/17/14	05:46 PM	30		$1.00
	Harbor Bridge(English)			Commercial	02/18/14	08:42 AM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/18/14	02:42 PM	30		$1.00
26	Sn	3	Local Direct-Streaming	Commercial	10:00:00-16:00:00				$1.00
	ISCI / SPOT TITLE			AIRED	DATE	TIME	LEN	MG	RATE
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	10:15 AM	30		$1.00
	Harbor Bridge(English)			Commercial	02/16/14	12:50 PM	30		$1.00
	Harbor Bridge(Spanish) v2			Commercial	02/16/14	02:39 PM	30		$1.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Market: Corpus Christi Station: RSAB-FM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate

Totals for Station: RSAB-FM No. of Spots/Misc: 30/0 Gross Amt: $30.00

Market: Corpus Christi Station: RUNO-AM

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
10	MTWThF	20	Local Direct-Streaming	Commercial	06:00:00-18:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(Spanish) v2	Commercial	02/10/14	07:47 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/10/14	10:48 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/10/14	01:52 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/10/14	04:54 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/11/14	08:24 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/11/14	11:26 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/11/14	02:32 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/11/14	05:33 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/12/14	02:53 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/12/14	05:34 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/13/14	06:52 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/13/14	09:50 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/13/14	12:47 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/13/14	03:51 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/14/14	07:20 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/14/14	10:24 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/14/14	01:51 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/14/14	04:42 PM	30		$1.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
20	MT	4	Local Direct-Streaming	Commercial	06:00:00-18:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(Spanish) v2	Commercial	02/17/14	11:26 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/17/14	05:51 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/18/14	09:47 AM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/18/14	03:52 PM	30		$1.00

Order Line	Days	By Week	Revenue Type	Ordered	Bind To	Rate
28	Sn	3	Local Direct-Streaming	Commercial	10:00:00-16:00:00	$1.00

ISCI / SPOT TITLE	AIRED	DATE	TIME	LEN	MG	RATE
Harbor Bridge(Spanish) v2	Commercial	02/16/14	12:20 PM	30		$1.00
Harbor Bridge(Spanish) v2	Commercial	02/16/14	01:54 PM	30		$1.00

Totals for Station: RUNO-AM No. of Spots/Misc: 24/0 Gross Amt: $24.00

DUPLICATE

Invoice: **118681** Advertiser: **TX DOT EDUCATION-OUTREACH**

Totals for Market:	Corpus Christi	No. of Spots/Misc: 253/0	Gross Amt:	$4,059.00
Totals for Invoice:		**No. of Spots/Misc: 253/0**	**Gross Amt:**	**$4,059.00**

DUPLICATE

PUBLISHER'S AFFIDAVIT

State of Texas }
County of Nueces }

KAILO COMMUNICATIONS/AGENCY AC
Ad # 305233
PO #

Before me, the undersigned, a Notary Public, this day personally came GEORGIA LAWSON, who being first duly sworn, according to law, says that she is LEGAL SALES REPRESENATIVE AND EMPLOYEE OF THE PUBLISHER, namely, the *Corpus Christi Caller-Times*, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of public hearing which the annexed is a true copy, was inserted in the *Corpus Christi Caller-Times* on:

CC-Corpus Christi Caller-Times	01/26/14 Sun
CC-Corpus Christi Caller-Times	02/02/14 Sun
CC-Corpus Christi Caller-Times	02/09/14 Sun

LEGAL SALES REPRESENTATIVE

On this 20 day of February 2014 I certify that the attached document is a true and exact copy made by publisher.

Notary Public, State of Texas

MICHELLE JOYCE CABRERA
My Commission Expires
March 19, 2016

Texas Department of Transportation

PUBLIC HEARING

US 181 Harbor Bridge Improvements Project

On Tuesday, February 18, 2014, the Texas Department of Transportation (TxDOT) will conduct a Public Hearing to discuss plans to improve US 181 Harbor Bridge.

Tuesday, February 18, 2014
Open House: 5 – 7pm
TxDOT Presentation: 7 – 7:30 pm
Public Comment Session – 7:30

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, TX.

The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX. The project is needed to maintain the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and to address safety risks caused by design deficiencies. The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

Four alternatives plus a No-Build alternative are being considered, and a preferred alternative (Red) has been identified for the proposed project. The proposed project would potentially involve the relocation of residences and businesses, and about 30 acres of right-of-way for the Green Alternative, 69 acres for the West Alternative and about 50 acres each of right-of-way for the Red and Orange Alternatives. At the Public Hearing, TxDOT will provide information on relocation assistance. In addition, the project would potentially require the use or taking of public land designated for use as parks and recreation areas, including Lovenskiold Park, TC Ayers Park, and the Rincon Channel Wetlands. All four alternatives involve impacts to wetlands and existing floodplain. The existing Harbor Bridge is considered to be a historic resource and would be removed as a result of the proposed project.

The Draft Environmental Impact Statement/Section 4(f) Evaluation prepared for the proposed project is available for review on the project website (www.ccharborbridgeproject.com) and at the following locations: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

The Public Hearing will be conducted in English. Persons interested in attending the public hearing with special communication or physical needs are requested to contact Rickey Dailey at 361-808-2544 at least 10 business days before the hearing so that appropriate arrangements may be made. TxDOT will make every reasonable effort to accommodate these needs.

All interested parties are encouraged to attend the Public Hearing and provide input on the project. Verbal and written comments may be presented at the hearing. Written comments not submitted at the Public Hearing may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, or submitted online at www.ccharborbridgeproject.com or via email at HarborBridgeDEIS@urs.com. Written comments will be accepted until March 3, 2014.

For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960

AUDENCIA PÚBLICA

Mejoras del Proyecto Harbor Bridge US 181

El Martes, 18 de febrero, 2014, el Departamento de Transporte Estatal de Texas (TxDOT, por sus signas en Ingles) llevará a cabo una audencia pública para discutir los planes para mejorar el Harbor Bridge US 181.

Martes, 18 de febrero, 2014
Audencia Pública: 5 – 7 p.m.
Presentación de TxDOT: 7 – 7:30 p.m.
Sesión de Comentarios Públicos – 7:30 p.m.

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, Texas

El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX. El proyecto es necesario para mantener el funcionamiento a largo plazo de un cruce de US 181 sobre el canal de navegación de Corpus Christi y para discutir los riesgos de seguridad causados por deficiencias de diseño. El límite se extendien al norte-sur a lo largo de US 181 y el Crosstown Expressway y de este-oeste a lo largo de I-37, y incluye: US 181 y Beach Avenue en el norte; Crosstown Expressway y Morgan Avenue en el sur; I-37 y Up River road en el oeste; y I-37 y Shoreline Boulevard en el este.

Cuatro alternativas más una alternativa de No-Construir se están considerando para el proyecto propuesto. El proyecto propuesto implicaría potencialmente la adquisición de unos 30 acres de derecho-de-vía para la Alternativa Verde, 69 acres para la Alternative Oeste, y unos 50 acres de derecho-de-vía para cada una de las alternativas restantes, Roja y Anaranjada. En la audencia pública, TxDOT proporcionará información sobre la asistencia para la reubicación. La Alternativa Oeste también invadiría un humedal. Además, el proyecto requeriría potencialmente el uso o la toma de tierra pública designada para su uso como parques y áreas recrealivas. El Harbor Bridge existente es considerado como un recurso histórico y sería eliminado como resultado del proyecto propuesto.

El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f) preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto (www.ccharborbridgeproject.com) y en los siguientes sitios: 1) Librería Central La Retama, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; y 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

La audencia pública se llevará a cabo en Inglés. Se pide que personas interesadas en atender la audencia pública con necesidades físicas o de comunicación especial se comuniquen con Rickey Dailey al 361-808-2544 por lo menos 10 días de negocios antes de la audencia para hacer los arreglos apropriados. TxDOT hará cada esfuerzo razonable para acomodar estas necesidades.

Se anima que todos los ciudadanos interesados atiendan la audencia pública y den su opinion sobre el proyecto. Comentarios verbales y escritos se pueden presentar en la audencia. Los comentarios escritos que no se presenten en la audencia pública podrán ser enviadas por correo a Christopher Amy al 1701 South Padre Island Drive, Corpus Christi, TX 78416, o pueden ser sometidas por medio del sitio web al www.ccharborbridgeproject.com o enviadas por correo electrónico a HarborBridgeDEIS@urs.com. Comentarios por escrito serán aceptados hasta el 3 de marzo, 2014.

Para más información, comuníquese con Christopher Amy, el Departamento de Transporte Estatal de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

GAL3B2D33

Texas Department of Transportation

PUBLIC HEARING

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The Public Hearing will be conducted in English. Persons interested in attending the public hearing with special communication or physical needs are requested to contact Rickey Dailey at 361-808-2544 at least 10 business days before the hearing so that appropriate arrangements may be made. TxDOT will make every reasonable effort to accommodate these needs.

All interested parties are encouraged to attend the Public Hearing and provide input on the project. Verbal and written comments may be presented at the hearing. Written comments not submitted at the Public Hearing may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, or submitted online at www.ccharborbridgeproject.com or via email at HarborBridgeDEIS@urs.com. Written comments will be accepted until March 3, 2014.

For additional information, contact Christopher Amy, Texas Department of

Texas Department of Transportation

PUBLIC HEARING

US 181 Harbor Bridge Improvements Project

On Tuesday, February 18, 2014, the Texas Department of Transportation (TxDOT) will conduct a Public Hearing to discuss plans to improve US 181 Harbor Bridge.

Tuesday, February 18, 2014
Open House: 5 – 7pm
TxDOT Presentation: 7 – 7:30 pm
Public Comment Session – 7:30

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, TX.

The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX. The project is needed to maintain the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and to address safety risks caused by design deficiencies. The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

Four alternatives plus a No-Build alternative are being considered, and a preferred alternative (Red) has been identified for the proposed project. The proposed project would potentially involve the relocation of residences and businesses, and about 30 acres of right-of-way for the Green Alternative, 69 acres for the West Alternative and about 50 acres each of right-of-way for the Red and Orange Alternatives. At the Public Hearing, TxDOT will provide information on relocation assistance. In addition, the project would potentially require the use or taking of public land designated for use as parks and recreation areas, including Lovenskiold Park, TC Ayers Park, and the Rincon Channel Wetlands. All four alternatives involve impacts to wetlands and existing floodplain. The existing Harbor Bridge is considered to be a historic resource and would be removed as a result of the proposed project.

The Draft Environmental Impact Statement/Section 4(f) Evaluation prepared for the proposed project is available for review on the project website (www.ccharborbridgeproject.com) and at the following locations: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

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Texas Department of Transportation

PUBLIC HEARING

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Open House: 5 – 7pm
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PUBLISHER'S AFFIDAVIT

State of Texas }
County of Nueces }

KAILO COMMUNICATIONS
Ad # 321032
PO #

Before me, the undersigned, a Notary Public, this day personally came GEORGIA LAWSON, who being first duly sworn, according to law, says that she is LEGAL SALES REPRESENATIVE AND EMPLOYEE OF THE PUBLISHER, namely, the *Corpus Christi Caller-Times*, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of US 181 HARBOR BRIDGE which the annexed is a true copy, was inserted in the *Corpus Christi Caller-Times* on:
CC-Corpus Christi Caller-Times 03/02/14 Sun

LEGAL SALES REPRESENTATIVE

On this 4 day of March, 2014 I certify that the attached document is a true and exact copy made by publisher.

Notary Public, State of Texas

MICHELLE JOYCE CABRERA
My Commission Expires
March 19, 2016

Texas Department of Transportation

US 181 Harbor Bridge Improvements Project
Public Comment Period Extended to March 18, 2014

The public comment period for the US 181 Harbor Bridge Project has been extended to March 18, 2014. The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX.

A public hearing for the US 181 Harbor Bridge Project was held on February 18, 2014. Materials from the hearing are available on the project website at www.ccharborbridgeproject.com. The Draft Environmental Impact Statement/ Section 4(f) Evaluation prepared for the proposed project is available for review on the project website and at the following locations: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

Written comments may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, or submitted online at www.ccharborbridgeproject.com or via email at HarborBridgeDEIS@urs.com. Written comments submitted/postmarked on or before March 18, 2014 will be accepted.

For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Mejoras del Proyecto Harbor Bridge US 181
Período de Comentarios Público Extendido al 18 de marzo, 2014

El período de comentarios público para el Proyecto Harbor Bridge US 181 se ha extendido al 18 de marzo, 2014. El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX.

Se llevó a cabo una audencia pública para el Proyecto Harbor Bridge US 181 el 18 de febrero, 2014. Materiales de esa audencia pública son disponibles en el sitio web del proyecto, www.ccharborbridgeproject.com. El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f) preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto y en los siguientes sitios: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

Los comentarios escritos pueden ser enviados por correo a Christopher Amy al 1701 South Padre Island Drive, Corpus Christi, TX 78416, sometidos en línea al www.ccharborbridgeproject.com o enviados por correo electrónico al HarborBridgeDEIS@urs.com. Los comentarios escritos sometidos/ matasellados en o antes del 18 de marzo 2014 seran aceptados.

Para más información, comuníquese con Christopher Amy, Departamento de Transportación de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

CAL321032

Texas Department of Transportation

US 181 Harbor Bridge Improvements Project
Public Comment Period Extended to March 18, 2014

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For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Mejoras del Proyecto Harbor Bridge US 181
Período de Comentarios Público Extendido al 18 de marzo, 2014

El período de comentarios público para el Proyecto Harbor Bridge US 181 se ha extendido al 18 de marzo, 2014. El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX.

Se llevó a cabo una audencia pública para el Proyecto Harbor Bridge US 181 el 18 de febrero, 2014. Materiales de esa audencia pública son disponibles en el sitio web del proyecto, www.ccharborbridgeproject.com. El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f) preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto y en los siguientes sitios: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

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Para más información, comuníquese con Christopher Amy, Departamento de Transportación de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

CAL321032

Radio Spot for Harbor Bridge public hearing – FINAL Copy

"The Texas Department of Transportation invites you to a public hearing on the proposed US 181 Harbor Bridge project.

Four alternatives are being considered for replacing the bridge with one identified as a preferred alternative.

Join us on Tuesday, February 18 at the Solomon Ortiz Center. An open house runs from 5 – 7 pm, followed by a presentation at 7 and public comment at 7:30.

We look forward to hearing your comments. For more information, go to ccharborbridgeproject dot com."

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS
COUNTY OF SAN PATRICIO

Before me, the undersigned authority, this day personally appeared **John Henry Tracy** who, by me being duly sworn, upon oath deposes and says that he is the **Publisher** of the **Portland News**, newspaper published once a week at **Portland, San Patricio County, Texas,** having been published continuously and regularly for a period of not less than one year in said county; that a true copy of the hereto attached

PUBLIC NOTICE

PUBLIC HEARING – US 181 HARBOR BRIDGE IMPROVEMENTS PROJECT – SPANISH

was published **1** time(s), the last publication date being within the time limit prescribed by law, said publications being made on

February 27, 2014
The Portland News

John H. Tracy, Publisher

Subscribed and sworn to before me, this **27th** day of **February 2014.**

(Seal)

KAY SITES
NOTARY PUBLIC
STATE OF TEXAS
My Comm. Expires 07-19-2016

Printed Name: **Kay Sites**
My Commission Expires: **07-19-2016**
NOTARY PUBLIC IN AND FOR
SAN PATRICIO COUNTY, TEXAS

Texas Department of Transportation

Mejoras del Proyecto Harbor Bridge US 181
Período de Comentarios Público Extendido
al 18 de marzo, 2014

El período de comentarios público para el Proyecto Harbor Bridge US 181 se ha extendido al 18 de marzo, 2014. El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX.

Se llevó a cabo una audencia pública para el Proyecto Harbor Bridge US 181 el 18 de febrero, 2014. Materiales de esa audencia pública son disponibles en el sitio web del proyecto, www.ccharborbridgeproject.com. El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f) preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto y en los siguientes sitios: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; y 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

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Para más información, comuníquese con Christopher Amy, Departamento de Transportación de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Texas Department of Transportation

US 181 Harbor Bridge Improvements Project
Public Comment Period Extended to March 18, 2014

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For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS
COUNTY OF SAN PATRICIO

Before me, the undersigned authority, this day personally appeared **John Henry Tracy** who, by me being duly sworn, upon oath deposes and says that he is the **Publisher** of the **Portland News**, newspaper published once a week at **Portland, San Patricio County, Texas,** having been published continuously and regularly for a period of not less than one year in said county; that a true copy of the hereto attached

PUBLIC NOTICE

PUBLIC HEARING – US 181 HARBOR BRIDGE IMPROVEMENTS PROJECT – ENGLISH

was published **1** time(s), the last publication date being within the time limit prescribed by law, said publications being made on

February 27, 2014
The Portland News

John H. Tracy, Publisher

Subscribed and sworn to before me, this **27th** day of **February 2014.**

(Seal)

KAY SITES
NOTARY PUBLIC
STATE OF TEXAS
My Comm. Expires 07-19-2016

Printed Name: **Kay Sites**
My Commission Expires: **07-19-2016**
NOTARY PUBLIC IN AND FOR
SAN PATRICIO COUNTY, TEXAS

Texas Department of Transportation

US 181 Harbor Bridge Improvements Project
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For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Texas Department of Transportation

Mejoras del Proyecto Harbor Bridge US 181
Período de Comentarios Público Extendido
al 18 de marzo, 2014

El período de comentarios público para el Proyecto Harbor Bridge US 181 se ha extendido al 18 de marzo, 2014. El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX.

Se llevó a cabo una audencia pública para el Proyecto Harbor Bridge US 181 el 18 de febrero, 2014. Materiales de esa audencia pública son disponibles en el sitio web del proyecto, www.ccharborbridgeproject.com. El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f) preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto y en los siguientes sitios: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; y 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

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Para más información, comuníquese con Christopher Amy, Departamento de Transportación de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS
COUNTY OF SAN PATRICIO

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PUBLIC NOTICE

PUBLIC HEARING – US 181 HARBOR BRIDGE IMPROVEMENTS PROJECT – (SPANISH)

was published **3** time(s), the last publication date being within the time limit prescribed by law, said publications being made on

January 30, 2014
February 6, 2014
February 13, 2014
The Portland News

John H. Tracy, Publisher

Subscribed and sworn to before me, this **13th** day of **February 2014.**

(Seal)

KAY SITES
NOTARY PUBLIC
STATE OF TEXAS
My Comm. Expires 07-19-2016

Printed Name: **Kay Sites**
My Commission Expires: **07-19-2016**
NOTARY PUBLIC IN AND FOR
SAN PATRICIO COUNTY, TEXAS

SARAH WHETSTONE/News photo

Aransas County 4-H, sold for for $25,999.

Texas Department of Transportation

AUDENCIA PÚBLICA
Mejoras del Proyecto Harbor Bridge US 181

El Martes, 18 de febrero, 2014, el Departamento de Transporte Estatal de Texas (TxDOT, por sus signas en ingles) llevará a cabo una audencia pública para discutir los planes para mejorar el Harbor Bridge US 181.

Martes, 18 de febrero, 2014
Audencia Pública: 5 – 7 p.m.
Presentación de TxDOT: 7 – 7:30 p.m.
Sesión de Comentarios Públicos – 7:30 p.m.

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, Texas

El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX. El proyecto es necesario para mantener el funcionamiento a largo plazo de un cruce de US 181 sobre el canal de navegación de Corpus Christi y para discutír los riesgos de seguridad causados por deficiencias de diseño. El límite se extendien al norte-sur a lo largo de US 181 y el Crosstown Expressway y de este-oeste a lo largo de I-37, y incluye: US 181 y Beach Avenue en el norte; Crosstown Expressway y Morgan Avenue en el sur; I-37 y Up River road en el oeste; y I-37 y Shoreline Boulevard en el este.

Cuatro alternativas más una alternativa de No-Construír se están considerando para el proyecto propuesto. El proyecto propuesto implicaría potencialmente la adquisición de unos 30 acres de derecho-de-vía para la Alternativa Verde, 69 acres para la Alternative Oeste, y unos 50 acres de derecho-de-vía para cada una de las alternative restantes, Roja y Anaranjada. En la audencia pública, TxDOT proporcionará information sobre la asistencia para la reubicación. La Alternative Oeste también invadiría un humedal. Además, el proyecto requeriría potencialmente el uso o la toma de tierra pública designada para su uso como parques y áreas recreativas. El Harbor Bridge existente es considerado como un recurso histórico y sería eliminado como resultado del proyecto propuesto.

El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f)preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto (www.ccharborbridgeproject.com) y en los siguientes sitios: 1) Librería Central La Retama, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; y 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

La audencia pública se llevará a cabo en Inglés. Se pide que personas interesadas en atender la audencia pública con comunicación especial o necesidades físicas se comuniquen con Rickey Dailey al 361-808-2544 por lo menos 10 dias de negocios antes de la audencia para hacer los arreglos apropriados. TxDOT hará cada esfuerzo razonable para acomodar estas necesidades.

Se anima que todos los ciudadanos interesados atiendan la audencia pública y den su opinion sobre el proyecto. Comentarios verbales y escritos se pueden presentar en la audencia. Los comentarios escritos que no se presenten en la audencia pública podrán ser enviadas por correo a Christopher Amy al 1701 South Padre Island Drive, Corpus Christi, TX 78416, o pueden ser sometidas por medio del sitio web al www.ccharborbridgeproject.com o enviadas por correo electrónico a HarborBridgeDEIS@urs.com. Comentarios por escrito serán aceptados hasta el 3 de marzo, 2014.

Para más información, comuníquese con Christopher Amy, el Departamento de Tranporte Estatal de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Texas Department of Transportation

PUBLIC HEARING
US 181 Harbor Bridge Improvements Project

On Tuesday, February 18, 2014, the Texas Department of Transportation (TxDOT) will conduct a Public Hearing to discuss plans to improve US 181 Harbor Bridge.

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402 Harbor Drive, Corpus Christi, TX.

The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX. The project is needed to maintain the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and to address safety risks caused by design deficiencies. The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

Four alternatives plus a No-Build alternative are being considered, and a preferred alternative (Red) has been identified for the proposed project. The proposed project would potentially involve the relocation of residences and businesses, and about 30 acres of right-of-way for the Green Alternative, 69 acres for the West Alternative and about 50 acres each of right-of-way for the Red and Orange Alternatives. At the Public Hearing, TxDOT will provide information on relocation assistance. In addition, the project would potentially require the use or taking of public land designated for use as parks and recreation areas, including Lovenskiold Park, TC Ayers Park, and the Rincon Channel Wetlands. All four alternatives involve impacts to wetlands and existing floodplain. The existing Harbor Bridge is considered to be a historic resource and would be removed as a result of the proposed project.

The Draft Environmental Impact Statement/Section 4(f) Evaluation prepared for the proposed project is available for review on the project website (www.ccharborbridge-project.com) and at the following locations: 1) La Retama Central Library, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) TxDOT District Office, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; and, 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

The Public Hearing will be conducted in English. Persons interested in attending the public hearing with special communication or physical needs are requested to contact Rickey Dailey at 361-808-2544 at least 10 business days before the hearing so that appropriate arrangements may be made. TxDOT will make every reasonable effort to accommodate these needs.

All interested parties are encouraged to attend the Public Hearing and provide input on the project. Verbal and written comments may be presented at the hearing. Written comments not submitted at the Public Hearing may be mailed to Christopher Amy at 1701 South Padre Island Drive, Corpus Christi, TX 78416, or submitted online at www.ccharborbridgeproject.com or via email at HarborBridgeDEIS@urs.com. Written comments will be accepted until March 3, 2014.

For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Texas Department of Transportation

PUBLIC HEARING
US 181 Harbor Bridge Improvements Project

On Tuesday, February 18, 2014, the Texas Department of Transportation (TxDOT) will conduct a Public Hearing to discuss plans to improve US 181 Harbor Bridge.

Tuesday, February 18, 2014
Open House: 5 – 7pm
TxDOT Presentation: 7 – 7:30 pm
Public Comment Session – 7:30

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, TX.

The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, I-37, and the Crosstown Expressway in Corpus Christi, TX. The project is needed to maintain the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and to address safety risks caused by design deficiencies. The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

Four alternatives plus a No-Build alternative are being considered, and a preferred alternative (Red) has been identified for the proposed project. The proposed project would potentially involve the relocation of residences and businesses, and about 30 acres of right-of-way for the Green Alternative, 69 acres for the West Alternative and about 50 acres each of right-of-way for the Red and Orange Alternatives. At the Public Hearing, TxDOT will provide information on relocation assistance. In addition, the project would potentially require the use or taking of public land designated for use as parks and recreation areas, including Lovenskiold Park, TC Ayers Park, and the Rincon Channel Wetlands. All four alternatives involve impacts to wetlands and existing floodplain. The existing Harbor Bridge is considered to be a historic resource and would be removed as a result of the proposed project.

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For additional information, contact Christopher Amy, Texas Department of Transportation, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960

Texas Department of Transportation

AUDENCIA PÚBLICA
Mejoras del Proyecto Harbor Bridge US 181

El Martes, 18 de febrero, 2014, el Departamento de Transporte Estatal de Texas (TxDOT, por sus signas en ingles) llevará a cabo una audencia pública para discutir los planes para mejorar el Harbor Bridge US 181.

Martes, 18 de febrero, 2014
Audencia Pública: 5 – 7 p.m.
Presentación de TxDOT: 7 – 7:30 p.m.
Sesión de Comentarios Públicos – 7:30 p.m.

Congressman Solomon P. Ortiz International Center
402 Harbor Drive, Corpus Christi, Texas

El proyecto propuesto incluye el reemplazo del Harbor Bridge y la reconstrucción de porciones a lo largo de US 181, I-37, y el Crosstown Expressway de Corpus Christi, TX. El proyecto es necesario para mantener el funcionamiento a largo plazo de un cruce de US 181 sobre el canal de navegación de Corpus Christi y para discutír los riesgos de seguridad causados por deficiencias de diseño. El límite se extendien al norte-sur a lo largo de US 181 y el Crosstown Expressway y de este-oeste a lo largo de I-37, y incluye: US 181 y Beach Avenue en el norte; Crosstown Expressway y Morgan Avenue en el sur; I-37 y Up River road en el oeste; y I-37 y Shoreline Boulevard en el este.

Cuatro alternativas más una alternativa de No-Construír se están considerando para el proyecto propuesto. El proyecto propuesto implicaría potencialmente la adquisición de unos 30 acres de derecho-de-vía para la Alternativa Verde, 69 acres para la Alternative Oeste, y unos 50 acres de derecho-de-vía para cada una de las alternative restantes, Roja y Anaranjada. En la audencia pública, TxDOT proporcionará information sobre la asistencia para la reubicación. La Alternative Oeste también invadiría un humedal. Además, el proyecto requeriría potencialmente el uso o la toma de tierra pública designada para su uso como parques y áreas recreativas. El Harbor Bridge existente es considerado como un recurso histórico y sería eliminado como resultado del proyecto propuesto.

El Borrador del Estudio de Impacto Ambiental/Evaluación de Sección 4(f)preparada para el proyecto propuesto es disponible para revisión en el sitio web del proyecto (www.ccharborbridgeproject.com) y en los siguientes sitios: 1) Librería Central La Retama, 805 Comanche Street, Corpus Christi, TX 78401; 2) Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401; 3) Oficina de Distrito de TxDOT, 1701 S. Padre Island Drive, Corpus Christi, TX 78416; y 4) Solomon Ortiz Center, 402 Harbor Drive, Corpus Christi, TX 78401.

La audencia pública se llevará a cabo en Inglés. Se pide que personas interesadas en atender la audencia pública con comunicación especial o necesidades físicas se comuniquen con Rickey Dailey al 361-808-2544 por lo menos 10 dias de negocios antes de la audencia para hacer los arreglos apropriados. TxDOT hará cada esfuerzo razonable para acomodar estas necesidades.

Se anima que todos los ciudadanos interesados atiendan la audencia pública y den su opinion sobre el proyecto. Comentarios verbales y escritos se pueden presentar en la audencia. Los comentarios escritos que no se presenten en la audencia pública podrán ser enviadas por correo a Christopher Amy al 1701 South Padre Island Drive, Corpus Christi, TX 78416, o pueden ser sometidas por medio del sitio web al www.ccharborbridgeproject.com o enviadas por correo electrónico a HarborBridgeDEIS@urs.com. Comentarios por escrito serán aceptados hasta el 3 de marzo, 2014.

Para más información, comuníquese con Christopher Amy, el Departamento de Tranporte Estatal de Texas, 1701 S. Padre Island Drive, Corpus Christi, TX, 361-739-6960.

Texas Department of Transportation

AUDENCIA PÚBLICA
Mejoras del Proyecto Harbor Bridge US 181

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Martes, 18 de febrero, 2014
Audencia Pública: 5 – 7 p.m.
Presentación de TxDOT: 7 – 7:30 p.m.
Sesión de Comentarios Públicos – 7:30 p.m.

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402 Harbor Drive, Corpus Christi, Texas

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Texas Department of Transportation

PUBLIC HEARING
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TxDOT Presentation: 7 – 7:30 pm
Public Comment Session – 7:30

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402 Harbor Drive, Corpus Christi, TX.

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Appendix E: Sign-in Sheets from Public Hearing and Speaker Cards

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
1	Victor Vourcos	TxDOT				
2	Chris Amy	TxDOT				
3	Doreen Harrell	Kailo				
4	Charlie Bennett	URS				
5	Sonya Hernandez	TxDOT				
6	MIKE CHAVEZ	TxDOT				
7	Carol Scott	Kailo				
8	Carolyn A Nelson	TxDOT				
9	Rickey Daley	TxDOT				
10	Debbie Taylor	HNTB				

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
1	Larry Bates	Gulf Compress	work			
2	Ruben Medina	PCCA	work			
3	Hongbo Qian	Cityhall	———			
4	Nick Cecava	FNI	work			
5	Joe Guerra	Citizen	Paper			
6	Rachel Lunsford	BMcD	work			
7	Gwen Coleman	Unity Chapel	Letter			
8	Neil McQueen	Surfside Engrg	PAPER			
9	Jamie Pyle	City of CC	TxDOT			
10	Alyssa Michelle Bance	City of CC				

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
11	JOHN MAGGLORE	CITY OF CORPUS CHRISTI				
12	RANDAL GRONES	TxDOT				
13	Edna Kelley	IRRCC/BASCT	Radio			
14	Mark Cottle	Cottle-Tx	Cottle-Tx			
15	Bobby GALVAN	GALVAN MOSTEO				
16	Susan Clewis	TCEQ	email			
17	Pat Placke	IRREJ				
18	Richard MAGBY		MAIL			
19	Jamie Vega		Email			
20	Tony "		"			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
11	Martin Rodin	Consultants	Public Notice			
12	Kerry Winkler	Cascella	Public Notice			
13	Jaime Cruz	TxDOT	Public Notice			
14	Rich Squire	AECOM	Pub Notices			
15	Rev. Manuel Quintanilla	Crossroads Fellowship	Media			
16	Chris Caram	TxDOT				
17	John Wooley	Balcones Geotech	web site			
18	John Brestin	Bucklad & Taylor	web site			
19	Z.R. BRIGHT	PROPERTY OWNER	MAIL/MEDIA			
20	D.K. & CAROLYN SMITH		MEDIA			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
21	R. Umscheid	TXDOT	Noise			
22	Emily Reed	Hicks & Co				
23	Jason Buntz	Hicks & Company				
24	ReBecca Grey	LEPC - CCCAC	TV			
25	Elyse Schmitt	Hicks & Co.				
26	James Perez	MyPressFirm	mail			
27	Lonnie Gregory	TxDot				
28	Delia Dodson					
29	Lupita DeLeon					
30	Isabel DeLeon		mail			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
21	Blue Jay	Blue Out of the	Chris			
22	JOHN H. RUYLE	CITIZEN	FLYER			
23	Akiko Ando	~~Gobs~~ Company Business	Web site			
24	Joe Elizondo	Greenwood	T.V. Storyboard			
25	Carolyn Floyd	Door L.E.P.C.	Post Card			
26	Tom Van Landt	Hicks + Co.	TxDOT			
27	Mary Helen Lee	Mattzinn	mail			
28	TOM SARDO	PARSONS	TxDOT			
29	ROB TURTON	HNTB	TXDOT			
30	Richard Fields	Aguirre&Fields	Email			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

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No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
31	Danny Jackson	TxDOT				
32	David Harrah	TxDOT				
33	CIRA BENAVIDES					
34	Alex Marshall	Weeks Marine, Inc.				
35	Gil Hernandez	Coca-Cola	Radio			
36	Jesse Esquivel	TxDOT				
37	RUDY GARZA	C.C. City Council	EMAIL			
38	Gale V Rooney	Citizen	Paper			
39	BRIGIDO GONZALEZ	CCMPO				
40	AARON FLORES		INTERNET			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
31	John H. Contreras	Crossbridge Fellowship	Media			
32	Marcy Newman	Jacobs	Website			
33	Arnulfo Reyna		News			
34	Crescencio Garcia		News			
35	Elena Garcia		News			
36	MIKE LEHMAN	BROWN&GAY	WEBSITE			
37	Bruce Switalla		KKTX radio			
38	GENE CLANCY	STRIPES	MANY WAYS			
39	Norma Ortiz					
40	Sharon Bailey Luis	City of Corpus Christi				

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
41	Kyle Madsen	TxDOT				
42	GAYE WHITE	REP HUNTER				
43	CASEY CARLTON	FHWA				
44	Ray Lucas	Housing & Community Services	Paper			
45	RAY CHUNG	City of Corpus Christi	ne Email			
46	K.N. GUNALAN	AECOM	Website			
47	DALE SWITALLA	RESIDENT	MAILING			
48	Larry Peirce	Fugro				
49	Rodney Popp	Rods Autos	News 6			
50	Armando Ortiz	Home Owner	Newspaper			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
41	Mark Hilderbrand	Kiewit	TxDOT			
42	Jorge Guerra		MAIL			
43	Jim Klein	Clean Economy Coalition	event			
44	SOCLE FRANCOIS	URS	URS			
45	ANTHONY CIAVLIK	HDR	HDR			
46	MONICA PAGE	PCRS -	LETTER			
47	Bob Hauter	US Congress	TXDOT			
48	Connie Hahn	Workforce Solutions	MPO			
49	PAT VETTER	TVE, INC	MPO			
50	Diana Pryor	TAMUCC	School			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
51	Gary Hodges	Brown & Gay Engineers	internet			
52	BOB BERGMAN	ROCKLAND TAYLOR	"			
53	Dan Biles	CoCC	TAC			
54	Sharon Capehart	Gray Pyle	News			
55	Steven Ashley	Port of CC				
56	Nancy Gates	URS				
57	Dal Suter	Sierra				
58	Michael Midkiff	TXDOT				
59	Michael Quinn	IFS	Web site			
60	T. EUGENE PRYOR	TAMUCC	SCHOOL			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
51	Greg Cangelosi	Traylor Bros				
52	Maria Perez		letter in mail			
53	David Casares		" "			
54	MARTIN SOROCA					
55	Ramiro Chavez					
56	Ramon Jr.	TxDOT	office			
57	Valente Alvarez, Jr.	TxDOT	office			
58	Robert Schulz	PCCA	multiple Sources			
59	RANDY ROGERS	WILLIAMS BROTHERS	— "			
60	LUIS BUENTELLO	CONGRESSMAN FARENTHOLD	" "			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
61	Patricia Trejo		letter TxDot			
62	Mary Jane Trammell		letter			
63	R.D. CANTU					
64	Patricia A. Parsley Property		Letter			
65	Clip Meador		word of mouth			
66	Alvin Francis		Paper			
67	Gloria Scott	Citizen	list; paper etc			
68	A. Brenda Suarez	HCS	email			
69	Kristie Brink	TxDOT				
70	Janet Cook	Beaches Condos	TxDOT Notice			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

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No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
61	ANNA MARIA RIOS	RESIDENCE	LETTER			
62	JOSE LUIS RIOS	—	—			
63	Albert Hinojosa	FHWA	Notice			
64	JORGE MENDOZA	ODEBRECHT CONTRACTOR	Notice			
65	GREG PUNSKE	FHWA	—			
66	Richard Hill	RESIDENCE	RADIO, NEWSPAPER			
67	Geanette Daley					
68	X JON HALE	Resident	NEWS			
69	Smiley Nava	Kelsey Memorial UMC	Email			
70	TRACEY APING	—	NEWS			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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71	Paul Derkowski	Eng. Consult.	Web Site			
72	Lewis Gamboa	RTG Constr	Web Site			
73	Laman Lawson	Lawson Comm.	Rity			
74	[redacted]	D.A.C				
75	TOM NISKALA	MPO	WEB			
76	RICHARD RESPINOSA	SELF	Newspaper			
77	MANUEL CARBALLO	FIGG	WEB			
78	Michelle Schroeder		mail			
79	DAVID FIELDS	Gulf Contractors	Web site			
80	ALBERTO RETO	SELF	NEWSPAPER			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
71	Nicolle Ward	TxDOT				
72	Jackie Plock	TxDOT				
73	GABE JOHNSON	P.B				
74	Woody Owens	P.B				
75	JAMES ORSAK	TESTENGEER				
76	Ernesto De la Vara	TXDOT				
77	Paul Newman	Zachry				
78	Michelle Villarreal	City of CC				
79	Tom Taylabve	City of CC				
80	RACHEL BROWNE	Brown & Gay				

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
81	DAVID AMBRIZ	CITY OF CORPUS CHRISTI	WORK			
82	SAM BECROFT					
83	David Mills	TerraSond Limited	WORK			
84	[illegible]	[illegible]	[illegible]			
85	Jason Alvarez	TxDOT	work			
86	Carol Luschen	TxDOT				
87	FRANK HOCZMAN	TxDOT				
88	MARK Steck	CCFREIGHTLINER	Infrastructure Comm. Hee			
89	Doise Miers	TxDOT				
90	HAL SUTER	SIERRA CLUB	MEDIA			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
81	CHARLES QUAKE	HUTTE-COLLINS	WEBSITE			
82	Carrie R Meyer	North Beach Community Association	mail + email			
83	Bob Brown	Parsons Brinckerhoff	Web			
84	Becky Kurecka	Oliver Ritz Assoc				
85	~~Alex~~					
86	~~Alex~~ Gonzales	~~Mott~~	email			
87	Grace Gonzalez		paper			
88	Ricardo Pedraza	HDR	Invitation			
89	Tomas Trevino	TxDOT	"			
90	Greg Kochgerdorger	HDR	website			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Mark Trammell		Mail			
92	Phyllis Cunningham	TCEQ	~			
93	Bobby Palmer Jr.	Business Owner				
94	Jose Gonzalez Jr	TxDOT				
95	Leah Pagen Olivarri	Olivarri + Associates	Various - email + mail			
96	Roger Hanson					
97	Dennis Peacock	Housing Authority	TxDOT			
98	Tammy MEALER	CCEI	———			
99	Leslie Carlyon		Letter			
100	Gordon Robinson	RTA	TxDot			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Gustavo Perez	Salvation Army	Mail			
92	Michelle Weston	Resident/Property Owner	mail			
93	James Weston	"	"			
94	MIKE PUSLEY	NUECES COUNTY	EMAIL			
95	BILL McCORD	WKMCARCH'S	"			
96	Sylvester Hardin	—	—			
97	Tyner Little	Nueces Co.	email			
98	Derek Mangold	TAMUCC				
99	Kimberly Garcia	TAMUCC	Roff Wood			
100	KENT POWER	RH SHACKELFORD	CALLER TIMES			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	JUAN AGUIRRE	PC	TxDOT			
92	Terry Sweeney	CCDMD	Notice			
93	MARK SANDOVAL		RADIO			
94	Matilda Lara	Rep Herrera	FB			
95	Lauren Hutchison	HPI/CBBF	Word of Mouth			
96	Eric Ludgren	TAMUCC				
97	Philip Ramirez	Turner Ramirez	Email			
98	Lauren Gonzalez	TAMUCC	Website			
99	Jon Ulmer	SRR	Email			
100	Cheston Bilbo	TAMUCC	Class - ESA			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Mary A. Gonzalez		Letter			
92	Teodoro R. Gonzalez		TC			
93	M. Brent Ocker		TV			
94	Peter Polk	TxDOT				
95	Peter M. Stricker	TxDOT Retired	Paper			
96	Rick Inzeo		Letter			
97	Lloyd Lake	CCISD	Paper			
98	Paul Silva		Radio			
99	Ralph Gilster	Granite	Internet			
100	~~Jacobson~~ Shroeder	Architect	Website			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Robert Whitehurst	Cooper Antlar				
92	Eddie Bartell	CC Thomas Key				
93	Natalya Watson	—	what's up CC			
94	Jeanette Ross		Mailing			
95	Juanita Y Flores		Mailing			
96	Jared Puebla		--			
97	ANN THORN	PORTLAND	News			
98	ALEX RAMIREZ		News			
99	John Longoria	—	AC			
100	Manuel Alvarez		Caller Times			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Sarah Garza	PCCA	invited			
92	Sunshine Vanover	ORColenAssoc				
93	Milton Martin		Mail			
94	Bill Rentfrow	Rentfrow Pc				
95	Dick Perry	Durrill	TV			
96	Jerry Susser	Susser Holdings				
97	Andrew Wilson	Austin Bridge & Road				
98	JESUS MORENO	RED. HERRERO				
99	Alexandra Austin	Olivarri & Associates	work			
100	Annika Gunning	city of CC	newspaper			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Amelia Bond	Gulf Radwks	Letter/News Paper			
92	Claude U. D'Hangel-	Resident	advertising			
93	Fos for Edwards	C.C. Chamber	TXDOT			
94	Bolden Jenkins	Resident	News			
95	Alan Albin	CCDMA	TxDOT			
96	Ruben Saenz	N County Airport	TxDOT			
97	Carolyn Moon					
98	Richard Bullock	CBCOG	TX DOT/MPO			
99	Dan Kahn	Port CC				
100	Douglas & Joan Honeycutt	Citizen	Paper			

Public Hearing
Solomon Ortiz Center
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Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

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No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Elvia Aguilar	OA	newspaper			
92	Lorenza Gilmore		word of mouth Council			
93	Martin Horst	TxDOT				
94	Dan Leyendecker	CAN	Word of Mouth			
95	John Kodela	—	—			
96	Joe Guzman	ce Chamber				
97	Ellie Guzman	ce Chamber				
98	Don Redman	Redman Co				
99	Ellen McIntyre	CC City Council				
100	Emily C. Soto		T.V. & Paper			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Antonio Guerrero Yolanda Guerrero		before meeting			
92	Alma Garza		mail			
93	Adam Ellis	Baker	TxDOT			
94	SAM SALDIVAR SR	HDR	TxDOT			
95	Oscar Soliz	~~TXDOT~~	"			
96	Carlos Calle	TxDOT	"			
97	ANdres Corona		Letter			
98	Mike Westergren	Self	media			
99	Maryann Woodward-Smith	Brekers Condo	Mailing			
100	Dana Mento		TV			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

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February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	DAVID ROYAL	FRIEND	NOTIFICATION			
92	Tony Wood	TAMUCC	Radio			
93	Terrie Gonzalez	none				
94	Carlos Carrales	[illegible]	Letter			
95	[illegible]	TAMUCC	TAMUCC			
96	Bob Pavlison	PICC	TxDOT			
97	KRIS TV Janine Reyes					
98	female					
99	male					
100						

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Jorge C. Rangel	Self	Media/mail			
92	HENRY F. FEY	Self.	Mail			
93	MYRON GROSSMAN	SELF	PAPER			
94	Peggy Hayes	CPA	Paper			
95	[illegible]		Letter			
96	Darcy Schroeder		Paper			
97	Dinh Luu		Letter			
98	Joseph Greive		Work			
99	Scott Miller					
100	Brother Henry Williams		CAC			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Dale Stubblefield	Austin Bridge	Frank Hoerman			
92	PauLette King		MAIL			
93	Cruz E. Aguilar	Webber + Southern Crushed Concrete	News			
94	Bill Ward	Bill Ward Real Estate	Caller Times			
95	Caron Jenkins	Hgt. Homeowner	KLUX Radio 89.5			
96	Jason Williams	CC. Resident	Friend			
97	Nelda Martinez	City of Corpus Christi	City			
98	Sylvia Ramos	Sanders Heritage	TxDOT			
99	Joseph Barrientes		CT			
100	Nena Small	AEP Texas	notice by mail			

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Mark C. Jaworski	Citizen				
92	Stacey Killinger		Paper			
93	Barry Pyle	CITIZEN	"			
94	ARAIZA, JUAN		PAPER			
95	Rick Small	"	WIFE			
96	Michael Thorr		W of M			
97	Adrian D. Uresti	CITIZEN	FRIEND			
98	Linda Baumbeckel	Citizen	On Committee			
99						
100						

Public Hearing
Solomon Ortiz Center
Harbor Bridge Project
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

SIGN-IN

February 18, 2014, 5-8 pm

Please PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
91	Abel Guzman	Cobb-Fendley & Assoc.	Web site			
92	Linda Guarteche	Del Mar GIS	HNTB/TXDOT			
93	Lisa Gonzales		paper			
94	Pete Anaya	CH2MHill				
95	Henry Garrett	H&S				
96	Dae Calloway	Calloway Resources	email			
97	[illegible]	Tx A&M Univ-Kingsville	—			
98	Ken Thorp	Port of Corpus Tx	News			
99	Bernard Ross	AEP	Paper			
100	Fanny Chirinos-Tober	Kaiko				

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

COMMENTS

_____
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_____
_____
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_____

Name:_____
Address:_____
City, State, Zipcode:_____
Email:_____

(Per 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.

☐ Please add me to the project mailing list

Written comments may be turned in today, or mailed or emailed by March 3, 2014 to:

Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416Christopher.Amy@txdot.gov **www.ccharborbridgeproject.com**

El Proyecto del US 181 Harbor Bridge
Declaración de Impacto Ambiental Preliminario / Sección 4 (f) Evaluación
Mejoramiento a US 181 al Harbor Bridge sobre el Canal de Navegación de Corpus Christi
Audencia Pública – Martes, 18 de febrero 2014

COMENTARIOS

_____
_____
_____
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_____
_____
_____
_____
_____
_____

Nombre:_____
Domicilio:_____
Ciudad, Estado, Código Postal:_____
Correo Electónico:_____

(Por Código de Transporte de Texas, §201.811(a)(5)): marcar cada una de las cajas siguientes que le correspondan:

❑Soy empleado por TxDOT.
❑Hago negocios con TxDOT.
❑Yo podría beneficiarse económicamente del proyecto o cualquier otro elemento sobre el cual que estoy comentando.

☐ Por favor agregarme a la lista de correo del proyecto

Los comentarios escritos se pueden entregar hoy, o enviarse por correo postal o electrónico antes del 3 de Marzo 2014 a:

Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Christopher.Amy@txdot.gov **ccharborbridgeproject.com**

A

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Mayor Nelda Martinez
Organization (if applicable) City of Corpus Christi
Time checked in _____

1

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Sylvia Ramirez
Organization (if applicable) SENATOR Juan "Chuy" Hinojosa
Time checked in _____

1



IN S

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Joe V. Elizondo
Organization (if applicable) Greenwood Door Co.
Time checked in _____

V

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Tony Guerrero
Organization (if applicable) _____
Time checked in 5:30

3

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: John Kelley
Organization (if applicable) RBCC - BASCI
Time checked in 6:04

&

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Gloria R. Scott
Organization (if applicable) _____
Time checked in 6:32 pm

05

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Claude V. D'Unger
Organization (if applicable) Resident
Time checked in 6:40 PM

96

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Foster Edwards
Organization (if applicable) Corpus Christi Chamber of Commerce
Time checked in 6:42

87

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Peggy Hayes, CPA
Organization (if applicable) Consulting Group
Time checked in 7:05

Leave open the south bound exit ramps to Laredo + Agnes Streets
Leave open the north bound ramps from Laredo + Agnes Streets

8

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: Carolyn Moon
Organization (if applicable) _____
Time checked in 7:14 pm

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: KEN TILORD
Organization (if applicable) PORTLAND TEXAS UNOFFICIAL
Time checked in 7:37

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: ARAIZA JUAN

Organization (if applicable) _____

Time checked in _____

Texas Department of Transportation

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

SPEAKER CARD

Name: HENRY WILLIAMS
Organization (if applicable) HILLCREST RESIDENTS ASSOCIATION
Time checked in 7:15

Appendix F: Photographs from Public Hearing



Member of the public signs in at the Public Hearing



Public Hearing participant fills out comment card after reviewing the Preferred Alternative schematic



TxDOT project manager answers questions about the Preferred Alternative schematic during the Open House portion of the Public Hearing.



Consultant engineer explains Preferred Alternative schematic to Public Hearing participants.



Participants interact during Open House portion of the Public Hearing.



Participant views display boards during the Open House portion of the Public Hearing.



TxDOT representatives give their technical presentation.



Visualizations of all four alternatives on display at the Public Hearing.



Participants listen to TxDOT's technical presentation at the Public Hearing.



Participants listen to public comment session during Public Hearing.

Appendix G: Certified Transcript and Public Hearing Certification

CERTIFICATION OF PUBLIC HEARING

CSJ: 0101-06-095
US 181 Harbor Bridge Improvements Project: The project limits extend both north-south along US 181 and the Crosstown Expressway and east-west along I-37 in Nueces County, and include: US 181 at Beach Avenue on the north; Crosstown Expressway at Morgan Avenue on the south; I-37 and Up River Road on the west; and I-37 and Shoreline Boulevard on the east.

1. A public hearing was held on Tuesday, February 18, 2014, to discuss the proposed US 181 Harbor Bridge Improvements Project;

2. The economic and social effects of the project location, design, and impact on the environment have been considered;

3. The statutory provisions of the Civil Rights Act of 1964 were considered in determining economic, social, and environmental effects; and

4. The project is consistent with the goals and objectives of urban planning, as promulgated by the community.

Christopher D. Caron

Christopher D. Caron
Deputy District Engineer, Corpus Christi District

11/20/14

Date

TEXAS DEPARTMENT OF
TRANSPORTATION
CORPUS CHRISTI DISTRICT

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Public Meeting

February 18, 2014

5:00 p.m. to 8:00 p.m.

Solomon P. Ortiz International Center
401 Harbor Drive, Corpus Christi, Texas

ORIGINAL

MR. CARON: If I can get everybody's attention. We will go head and get started. Good evening, ladies and gentlemen. On behalf of the Texas Department of Transportation and the Federal Highway Administration, I am pleased to welcome you to the public hearing for the US 181 Harbor Bridge Project. My name is Christopher Caron and I am the Deputy District Engineer for the Corpus Christi District. I will be serving as the hearing officer for this evening. I have with me this evening Christopher Amy, District Environmental Coordinator and manager for the project. I would like to take a moment and introduce those public officials and their staff who are here with us this evening.

I would like to go ahead and start with Louise Buentello from Congressman Blake Farenthold's office. Thank you, sir, for being with us tonight. Moving on.

Sylvia Ramirez with State Senator Juan Hinojosa. And thank you for being here with us tonight.

Dr. Matilda Saenz with State Representative Abel Herrero, thank you for being here with us tonight.

Tyner Little with Nueces County Judge Lloyd Neal. Thank you very much for being here with us tonight.

County Commissioner Mike Pusley is in the -- Yes, sir. Thank you, Commissioner, for being here tonight.

Corpus Christi mayor, Nelda Martinez. Mayor. There you are. Thank you for being here with us tonight.

Corpus Christi City Counsel member, Pauline McEntire and councilman, thank you for being here tonight.

And Port of Corpus Christi Chair, Judy Hawley. And I know she's in the room, so thank you for being with us here tonight. Please accept my apologies if I missed anyone. If I have, we will find you or find us at the back table and we will go ahead and introduce you a little later.

Tonight we are going to briefly review the project background, the need and purpose for the project, and then talk about what we learned from completing the draft environmental impact statement, or EIS. We will show you the preferred alternative. In addition, we'll review the proposed park and environmental justice mitigations. In other words, how we will make up for any potential impacts on the local community. We will explain the next steps in the environmental documentation process and, finally, it will be time for you to make comments that will go on the public record.

The purpose of this public hearing is to explain the results of the draft environmental impact statement prepared for the proposed US 181 Harbor Bridge Project to replace the Harbor Bridge and reconstruct portions of US Highway 181 and Interstate Highway 37 and the Crosstown Expressway, and to receive public testimony on this proposed project. This public hearing is being held in a compliance

with Title 23 of the United States Code, Section 128 and 23 Code of Federal regulations, part 771.

Tonight's proceeding are being held to provide an opportunity to interested citizens to make public comment on the proposed project, including the preferred alternative and to provide a public forum for presenting views on the social, economic, environmental and other potential effects.

TxDOT and its co-lead agency, the Federal Highway Administration, have prepared a Draft Environmental Impact Statement/Section F4 evaluation to fulfill the requirements set forth by the National Environmental Policy Act of 1969 or N-E-P-A, NEPA. This document complies with all the applicable federal and state regulations.

The Draft Environmental Impact Statement and Section 4F evaluation documents, the state's evaluation of the transportation need and purpose for the project, development of transportation options, effects on the economic, social, and natural environment, the project's consistency with area goals and objectives, mitigation measures, and public and agency involvement activities. The 4F evaluation refers to Section 4F, a special provision of the Federal Department of Transportation Act of 1966. This provision states that federal agencies cannot approve the use of land for publicly owned parks, recreational areas, wildlife, and water fowl refuges or historical sites unless there is no feasible and

prudent alternative to using this land, and the project includes planning in a manner to minimize the harm caused by use of the property or the impact on the property or the land is minimal.

On January 3rd of this year, copies of the Draft Environmental Impact Statement became available for public review and comment and will remain available until the close of the comment period on March 3rd.

New right-of-way would be required for the proposed project regardless of the build alternatives selected.

Regarding TxDOT's right-of-way acquisition process, I would like to read the following: TxDOT offers relocation and financial assistance to residents and business owners that are affected by the acquisition of right-of-way in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act Uniform Act of 1970. Once it has been determined that a property or structure must be acquired in order to construct the roadway, the property owner and/or tenant is contacted by a TxDOT relocation counselor who provides information on exactly what benefits for which the owner/tenant is eligible and who assists the owner/tenant in applying for those benefits. The TxDOT relocation representative would provide listings of comparable housing, transportation to inspect the housing, and referral to other

agencies that provide assistance for relocated persons.

Properties presented as comparable would be of similar size in terms of number of rooms, living space, locations, and square footage. The properties would be available for purchase and within the financial means of the potentially displaced person. The replacement housing would have all minimum standards established by TxDOT to be safe, sanitary, and conform to all local building codes. In any case, a potentially displaced person would not be required to move until comparable replacement dwellings are presented."

In addition to residential relocation assistance, TxDOT also provides assistance to businesses, farms and non-profit organizations required to be relocated. These benefits may be in the form of reimbursements for reasonable moving expenses, and re-establishment expenses."

For those of you with questions about right-of-way acquisition issues, TxDOT representatives are here tonight to answer your questions. Please visit the right-of-way tables for more information or to obtain right-of-way brochures on the right-of-way and relocation assistance process. Brochures are available both in English and in Spanish.

A court reporter is taking notes of tonight's proceedings. This transcript, along with comments received, will become part of official record for the project. The

comments received tonight and during the public comment period will be evaluated and considered in making the final project decision.

Before we begin the technical presentation, I would like to review the procedures for tonight's public hearing. Under the guidelines, the National Environmental Policy Act, during the formal public hearing, we can report findings of the Draft Environmental Impact Statement and Section 4F evaluation and listen to your comments. This public hearing is part of the open comment period that ends on March 3rd, 2014. Following the technical presentation, we will be taking public testimony. During the presentation and public testimony, we can receive comments but cannot respond to them or answer questions. You can also provide written comments tonight. Following the public comment period, a hearing report will be published and responses to substantive project-related comments will be provided.

Everyone should have received a meeting packet when you signed in this evening. This packet will be helpful as we go through tonight's program. If do you not have a packet, please raise your hand and we will bring you one. Okay. There are a couple -- There is hand raised up front and we will provide you-all a packet.

The packet includes an agenda, project map, project fact sheet and comment card. Speaker cards are

available at the sign-in table if you would like to speak tonight. You may fill out a speaker card at any time during the hearing and return it to the sign-in table.

If you prefer to provide written comments, you may fill out the comment card included with the packet and place it in the comment box or mail it to me where it's shown. You may also dictate a comment to the court reporter. Everyone's comments are welcome and encouraged and will be taken into consideration when final project decisions are made.

Now I will turn over the presentation to Christopher Amy, TxDOT Corpus Christi District Environmental coordinator.

MR. AMY: Thank you, Mr. Caron. Good evening, ladies and gentlemen. The proposed project includes the replacement of the Harbor Bridge and the reconstruction of portions of US 181, IH 37, and the Crosstown Expressway. The project limits extend north south along US 181 and the Crosstown Expressway, and east west along IH 37, and includes US 181 at North Beach Avenue on the north, and Crosstown Expressway at Morgan Avenue on the south, IH 37 and Up River Road on the western extents of the project.

The proposed project would replace the Harbor Bridge and reconstructs the intersection of IH 37 and Crosstown Expressway, but would not add capacity to the

roadway constructing additional travel lanes. Currently there are three lanes in each direction. However, a new bridge would provide 10 foot inside and 12 foot outside shoulders and a separated 10 foot shared used path for bicyclists and pedestrians.

The estimated construction cost for the proposed project will range from 6 to 700 million in 2013 dollars. The estimated completion date is 2020.

An historical timeline for the project: TxDOT completed the first phase of planning and development for the project in a feasibility study completed in 2003. The study evaluated whether the Harbor Bridge was adequate to meet the future travel demands, identified engineering needs for improvement and proposed preliminary corridor alternatives.

The feasibility study identified four preliminary alternatives: Blue, Green, Red and Orange, to be carried forward for the evaluation of the Draft EIS.

In 2005, TxDOT began the schematic preliminary design development, the environmental studies, and the public involvement for the proposed project and published a Notice of Intent to indicate that the project was underway.

In 2007, we expanded the original project to include potential managed tolled lanes in the project design.

In 2010, TxDOT decided to remove the tolling component from consideration and to return the project to its

original limits.

In the summer of 2011, a new Notice of Intent was published and two sets of public agency scoping meetings were held to offer the community a chance to comment on proposed alternatives and offer new alternatives for consideration.

In 2012, TxDOT continued our environmental and engineering efforts to study the alternatives. The Citizens and Technical Advisory Committees were re-instituted from the original meeting held in 2005 and began meeting again at the Oveal Williams Senior Center.

In addition, TxDOT held a series of 7 neighborhood outreach meetings within various locations in the project study area. TxDOT also held a public meeting here at the Ortiz Center on December 4th of that year.

In 2013, the project team fully developed and finalized our Draft EIS and supporting documentation closely with our cooperating agencies, Environmental Protection Agency, Highway and Urban Development, and the US Coast Guard, and gathering input from our CAC/TAC members and stakeholders.

In Fall of 2013, TxDOT also conducted additional public involvement with the City's Park and Rec Department to get feedback on the proposed park mitigation efforts.

In January 3rd of this year, TxDOT and Federal

Highways released the Draft Environmental Impact Statement and Section 4F evaluation, which identified the Red alternative as the selected preferred alternative. TxDOT also held 8 neighborhood outreach meetings, like in 2007, to discuss the findings of the Draft EIS and proposed mitigation to elicit written comments during the public comment period prior to the hearing tonight.

During the public and agency coping process held in 2011, the community had a chance to review preliminary alternatives identified for the crossing of the Ship Channel and offer additional -- any additional ideas. In addition, the No-Build, leaving the current bridge as is, was considered in the Draft EIS.

During project scoping, two additional alternatives were also suggested by members of the public and the agencies: A Tunnel alternative and a West alternative. At the end of the scoping period, six preliminary alternatives were identified: Blue, Green, Red, Orange, West, and Tunnel for consideration.

The reason for the Harbor Bridge project is to improve the safety and reduce the long-term maintenance and operation of the structure.

Safety concerns include: As the roadway touches down on the North Beach area and the roadway has an S-curvature to the roadway, that is challenging. And on the

southside of the bridge, there are three exits, all of them in close proximity. This roadway geometry is challenging for all of us who live here, but is particularly challenging for commercial vehicles and traveling motorists not familiar with our city. Exit and entrance ramps are shorter and closer together than called for in the current design standards. Drivers have to accelerate quickly to merge onto oncoming traffic, and exit ramps leave little room to decelerate onto connecting streets. The existing approaches for the Harbor Bridge are on a steep, vertical 5 percent slope, exceeding the current design criteria of 4 percent. The current bridge does not have shoulders, which places travel lanes next to the concrete median. The challenge, as most of you are aware, is when there is a vehicle accident or breakdown, there is no refuge lane or shoulder to pull off, in which ultimately results in lane closures and traffic delays during an incident.

The US 181 corridor is a critical hurricane evacuation route to the area, second only to IH 37. In the event of a hurricane storm event, the US 181 corridor will have to provide a safe facility for folks evacuating the area, including contra flow hurricane evacuation lanes. Just as important will be a facility that allows for emergency personnel to access the areas around the bridge during a post-storm event for recovery and disaster relief.

The other need is long-term maintenance and operation. The Harbor Bridge is a steel structure over salt water and corrosion is an -- is an inevitable factor in maintaining the structural integrity of the bridge. A combination of salt-laden air, year-around windy conditions, and warm temperatures increases the potential for steel corrosion to occur. The bridge is a fracture-critical structure, much like the IH 35 bridge that collapsed in Minneapolis. This means that key structural elements supporting the bridge are not themselves supported by additional redundant elements. This does not mean the bridge is unsafe, only that there is no second line of protection if a structural member were to fail.

A new structure allows TxDOT to construct a bridge with updated corrosion resistant materials, more concrete elements, resulting in decreased maintenance cost over the life of the new bridge.

As some of the main joints, connection and structural members continue to deteriorate beyond repair, TxDOT will have to ultimately take the bridge out of service, resulting in road closures to replace key structural elements. Once this repair is completed, the bridge design would still remain a fracture-critical structure.

The preliminary alternatives were screened using a criteria established by TxDOT and Federal Highways for

determining whether each alternative would meet the need and purpose of the project. Following the screening process, four of the build alternatives were determined to meet the need purpose: Green, Red, Orange and West, while the Blue and the Tunnel alternatives did not. The Blue alternative would increase the likelihood that storm surge associated debris from a hurricane would potentially leave the highway inoperable, thereby limiting access to North Beach area for evacuation, recovery, and rendering aid.

The Tunnel would not be able to be designed to prevent the possibility of flooding and the implications of a flooded evacuation route could lead to loss of life and delays during rescue/recovery efforts following a hurricane. Therefore, these two alternatives would not serve as a reliable long-term hurricane evacuation route for the Corpus Christi area and therefore, would not meet the need and purpose.

The No-Build do nothing alternative was carried forward in the Draft Environmental Impact investigation, but it did not address concerns with all aspects of the need and purpose for safety and long-term maintenance of the bridge and connecting roadways.

The Greed, Red, Orange and West alternative would meet the need and purpose of the project and therefore, were carried forward for full consideration in the Draft

Environmental Impact Statement as reasonable alternatives.

Visualizations have been prepared for all four alternatives carried forward for consideration in the Draft EIS. Each alternative prepared depicts vantage points from areas within the vicinity of the project area, such as the Hillcrest neighborhood, Crosstown interchange, and North Beach.

The visualizations are in no way meant to be prescriptive in what the bridge looks like, but it does show the likely bridge type, which is a cable-stay bridge like the Fred Hartman Bridge over the Houston Ship Channel. If you have not had a chance to look at these visualizations tonight, I urge you to view them before you leave. Sometime next week, we plan to post the visualizations on our website that is included in your packet.

The Draft Environmental Impact Statement and Section 4F evaluation explains how four reasonable alternatives were carried forward for evaluation. It also explains the potential impacts on the environment and the community. It examines the baseline for environmental and social conditions in the project study area. It explains reasonable and foreseeable environmental consequences associated with the proposed project. It explains indirect and cumulative impacts of the proposed project and summarizes ongoing outreach with the public, working committees, and

stakeholder groups.

The Draft EIS identifies a preferred alternative that best meets the need and purpose of the project, has the least overall harm to environmental constraints, has the greatest potential to reduce the impacts of the community and the environment through mitigation efforts, and maximizes design considerations for public safety.

The Red alternative shown in this slide is identified in our document as the preferred alternative. The Red alternative involves an interchange at Crosstown and IH 37, then continues north just west of Whataburger Field, crossing the Ship Channel, and lands in North Beach at Beach Avenue. This map shows in detail the local parks, community facilities, and other community land uses that were considered in our investigation.

The Red alternative was identified as the preferred alternative for the following reasons: It best meets the need and purpose for the project, addressing safety deficiencies and maintaining long-term bridge operation. Compared to the other alternatives, the Red alternative would result in the least overall harm, while also maximizing engineering considerations. The Red alternative would support the city's ability to implement its long-term community sustainability planning initiatives for the surrounding

neighborhoods and businesses. It would preserve, and in some cases, improve the existing connectivity to the bridge from nearby neighborhoods compared to other alternatives and would best accommodate bicycle/pedestrian travel, both on the bridge and through the communities within the project area. It accommodates the navigational transportation needs for the Port of Corpus Christi in the future for the life of the new bridge.

Resolutions supporting the Red alternative have been passed by Nueces County, the City of Corpus Christi, the Corpus Christi Metropolitan Planning Organization, the Port of Corpus Christi, Corpus Christi Regional Transportation Authority.

A definitive decision in the selected alternative will be made by Federal Highways with a Record of Decision expected later this year.

To mitigate the fact that all the alternatives would affect parkland/recreational areas and one would affect the wetlands, TxDOT has worked closely with the City of Corpus Christi Parks and Rec Department to propose improvements to compensate for the loss of parkland, portions of TC Ayers, And all of Lovenskiold Park, as well as portions of the Rincon Channel Wetlands. These improvements include upgrades at Ben Garza Park for the loss of Lovenskiold Park, the Rincon Channel Wetlands, and Dr. H.J. Williams Memorial Park.

In addition, a new park is proposed at the site of Washington Elementary and RTA Depot for the loss of TC Ayers.

A new walking trail is also proposed that would connect all of these parks and public facilities in the Hillcrest and the Washington Coles neighborhoods.

Neighborhood meetings were held in September of 2013 to get community input on the proposed improvements. Community suggestions have already been incorporated into some of these improvements.

Our visualizations for the parks are located on side of the room if you have not chance to look at them this evening.

An Environmental Justice evaluation asks the question, "Does the project have a disproportionately high and adverse affect on minority and lower income population?" A disproportionate affect would be an adverse affect that is borne by this population or is appreciably more severe or greater in magnitude on the minority or low income population than adverse affects suffered by non-minority or non-low income population.

In the case of the proposed project, all of the alternatives, because of the proximity of the bridge, would result in potentially adverse affects on minority low income populations even though considerable efforts have been made to

avoid and/or minimize these effects. Therefore, the following mitigations measures have been proposed for consideration to offset any adverse effects.

Feedback from agencies and the public will be considered before finalizing commitments to move forward with the mitigation actions. The proposed mitigation includes workforce support. This includes goals for disadvantaged and historically under-utilized businesses during construction.

Identify opportunities with Workforce Solutions of the Coastal Bend and local training centers specializing in services and trade schools for workers and employers affected by displacement.

Design opportunities include the local residents are asked to provide input on lighting, landscape, and other features around the project area.

Assisting local stakeholders with identifying federal grant dollars for improving neighborhood streets, lighting and making the neighborhood a more sustainable place to live and work.

Working with our cooperating partners and local stakeholders to identify additional housing and transportation options and local transportation planning initiatives that focuses on minority and low income community improvements.

Extensive public involvement and outreach has taken place during various phases of the project that spans

nearly a decade.

TxDOT and Federal Highways has received a significant amount of public input on the proposed project for environmental documentation and preliminary design phases of the proposed project.

The first neighborhood meeting was held in 2007. From there, a website and newsletter was established to keep the public better informed on the latest progress.

Public scoping meetings were also held in 2005, 2007, and then again in 2011. Our Citizens' Advisory Committee was re-instituted in 2011 and the Technical Advisory Committee was formed, and both met in 2012 through 2014 at the Oveal Williams Senior Center.

In 2012, TxDOT conducted 7 neighborhood meetings within the project study area, followed by a public meeting on December 4th at the Ortiz Center. In addition, TxDOT has made staff available to meet with individuals in the community, organizations and stakeholder groups upon request to better inform and indicate about the proposed project.

In 2013, TxDOT and the Corpus Christi Parks and Rec Department held neighborhood meetings at the Oveal Williams Senior Center and Ben Garza Park on proposed park mitigation.

In 2014, TxDOT held 8 additional neighbor meetings to discuss the findings of the Draft Environmental

Impact statement, proposed park mitigation proposed Environmental Justice mitigation, and discuss in detail local traffic movements and access to the bridge and connecting roadways.

In addition, TxDOT is holding storefront meetings twice a week through the public comment period for the Draft Environmental Impact Statement. TxDOT staff is at the La Retama Public Library on Tuesday afternoon between 5:00 and 6:00 P.M., and on Thursdays at the Oveal Williams Senior Center between 11:30 and 1:00. TxDOT staff is also available during regular working hours at our district office located at S.P.I.D. and Greenwood.

On January 3rd of this year, TxDOT and Federal Highways released the Draft Environmental Impact Statement and 4F evaluation for public comment. We are here tonight to fulfill the requirements for the public hearing.

The next step in the NEPA process is the closing of the public comment period on March 3rd. We do have a request pending for extending the comment period but the request is still being processed by TxDOT and Federal Highways.

After holding the public hearing and considering all the comments received, TxDOT and Federal Highways will determine whether the preferred Red alternative would be moved forward for selection.

At this time, we anticipate Federal Highways will issue a combined final Environmental Impact Statement and Record of Decision sometime in the Fall of this year.

If the proposed project is approved, the next step would be to develop the final design and prepare right-of-way maps necessary for construction of the alternatives selected in the Record of Decision.

At this time, I would like to turn the presentation back over to Mr. Caron.

MR. CARON: Thank you, Mr. Amy. Now we will begin the public testimony portion of this evening's hearing. If you have registered to make a public comment, you will have your opportunity shortly. Just as a reminder, because of guidelines for the comment period, we will not be able to respond to comments or questions during the public testimony portion of this meeting. When your name is called, please move to the front of the room and be ready to speak. Please limit your comments to three minutes. If you run out of time for your comment, you're encouraged to provide additional comments in writing on the comment card provided with your packet.

If you wish to participate in public testimony and have not yet filled out a speaker card, please see the staff at the sign-in table.

We will now begin taking testimony. I will

begin by calling on any public officials that are signed up to provide comments. Then you will be called in the order that your speaker cards were received. Please begin your comments by stating your name. And I do want to indicate the mike is at the front. If you're unable to come to the mike, raise your hand, signal that, and we will bring the mike to you.

I would like to start by requesting comment from Mayor Nelda Martinez from the City of Corpus Christi.

MAYOR MARTINEZ: Thank you to TxDOT and all the representation and certainly, to all of the public that has come out here tonight. I think, if anything, this has been a very transparent and open process and I am pleased that we have done significant outreach with many of our stakeholders and certainly our governing bodies and with all of our partners. There is no doubt that this bridge was built to World War II standards, steel material, salt air, toxic climate, the mitigations and the actual maintenance has -- it's cost-prohibitive. And every route has a down side, but I will tell you not doing anything and building a bridge and getting to where we need to be is not an option. We're very sensitive to the concerns of the neighborhood. At one time, we actually had a Come to Jesus talk about some of the cannibalization that was happening with some of the businesses, the churches, and the senior centers, and the park and far -- the gym as well. And that was done as far as an

outreach and was addressed, and certainly was done away with. But now we have some other considerations we're going to go through. And I can talk about all the economic development. I can talk about the need of the Panama Canal. I can talk about all of the multipliers of economic scales. That will happen once that this is a realty, which I certainly strongly support the Red route and knowing the due diligence you put behind there. But what is most important are the people. We will continue to have an outreach and listen in the mitigation, and we have some significant concerns on the Environmental Justice issues. There are residents. We have our partners. We will continue to listen and in every opportunity, make it better. And I am -- I have one more minute. I am so familiar with that 3-minute time scale.

So with all that said, thank you everybody for coming out here tonight. This is very reflective of how important it is to get your feedback and your engagement in this process, knowing it is an organic process. And on behalf of the City of Corpus Christi through all their due diligence, and we will continue to work hard, we strongly support the Red route, and we look forward to opportunities to make things better and do right by our citizens. Thank you.

MR. CARON: Thank you for your comments, Mayor.

Our next speaker will be Sylvia Ramirez from Senator Juan Chuy Hinojosa's office.

MS. RAMIREZ: My name is Sylvia Ramirez. I'm district director for Senator Juan "Chuy" Hinojosa. He regrets that he could not be he. He is in Austin, but he sent me something to read on his behalf.

"Before I took office as Senator for Corpus Christi, the one issue that always came up from the local community was the replacement of the Harbor Bridge. Working together, we have secured the funding for a new Harbor Bridge and we are on our way to breaking ground. On January 3rd of this year, TxDOT announced the Red alternative would be the route used for the replacement of the bridge. Under this plan, the new bridge would be about a thousand feet west of the existing bridge and would re-construct portions of US 181, I 37, and the Crosstown Expressway, including a new interchange at I-37 and SH 286 with four direct connector ramps.

One concern recently brought up to my attention of the Red route and the construction of a new bridge is the potential for affecting neighborhood and those living within the path of the new bridge. I encourage the department to minimize the impact of those affected constituents and remain compassionate to those who will be displaced. However, as our region continues to grow, we are faced with difficult choices and our safety and future prosperity must be balanced for our community as a whole.

As the quality of America's infrastructure continues to be put in the spotlight, the opportunity for the Coastal Bend to have a newer, and more importantly, safer bridge, is critical. With over 30,000 vehicles crossing the Corpus Christi Harbor Bridge every day, this represents a true testament to its function as a vital link between our communities.

I also encourage TxDOT to utilize opportunities for green zone funding to restore areas affected by the construction to their natural state. Replacing the Harbor Bridge ensures that Corpus Christi will continue to have a striking presence and will thrive at the local and international port, promising economic growth, prosperity, jobs, and endless opportunities for years to come.

I thank you for the opportunity to speak on behalf of my constituents and continue to offer my assistance to the Department."

MR. CARON: Thank you for your comments.

Next we will have Judy Hawley, Chair of the Commission of the Port of Corpus Christi.

(SHORT PAUSE.)

MR. CARON: Okay. She's somewhere but we'll move forward and come back if necessary.

We will now go ahead and move into the citizen's comments. I do want to request that if you do want

to speak and you have not yet filled out a card, we do have them in the back of the room.

Starting, the first person to speak will be Joe Elizondo from Greenwood Door Company, followed by Tony Guerrero.

Mr. Elizondo.

UNIDENTIFIED PERSON: He had to fly out.

MR. CARON: Okay. Mr. Guerrero, are you here this evening? Okay. Would you like us to -- Yes, sir. Would you please approach the mike, or we can bring it --

MR. GUERRERO: You said you weren't going to answer any questions?

MR. CARON: No, sir. We are not permitted. We can only take comments.

MR. GUERRERO: Then I'll sit down.

MR. CARON: Thank you.

Next we have John Kelly from RBCC, BASGI, I believe, followed by Gloria Scott.

MR. KELLY: Yes. I'm John Kelly and I'm with Rebuild CC. We are a revitalization development company, a major area -- interest in the area to be affected. I'm a principal in the company, as well as one of the founders of the Bay Area Smart Growth Initiative and Chairman and Developer of * Subcommittee and Revitalization. We certainly prefer the Red route. Given that though, we have concerns

about the closure of the northbound entrance ramp and the southbound exit ramp to the vagueness of Laredo and it will have major and bigger impacts on the area. It is likely to cut off the access -- increase the lack of access to the neighborhoods on both sides of Crosstown, further exacerbating the loss of access due to the necessary Lipan Street bridge and the exits at Lipan and Comanche. We would move heavy truck traffic to commercial and light industrial facilities on the Laredo/Agnes corridor, on the access road, having to move through a series of six traffic lights to exit on Laredo and Agnes, mixing with car traffic on the access road. This has a high potential to encourage businesses to leave the area.

See one likely impact would be to push major car traffic on to the Morgan exit, which is already narrowed and congested. Agnes is a -- connects with the State Highway 44, which is a major hurricane evacuation route and provides access to industrial facilities stretching from downtown to out. It would cut out easy access to the stall of traffic downtown. The area already has already -- The area already has the most low-income housing in the city. Cutting off access will continue its decline, when access off the new bridge would make it right for redevelopment. We have several proposed projects to bring affordable housing in the area which would be negatively impacted by the closure of these exits, if not killed.

Third point on a separate issue, while the Washington Coles area is likely to see significant revitalization, industrial parks at Hillcrest is questionable, as the area is likely to turn to more industrial because of economic pressures. Investments in rail line along Port Avenue and Laredo/McKinney area and bike trails would complete around and would circle downtown and give pedestrians bike access to jobs and entertainment, CoC Port, the sea district, and downtown. Investment in this multi-modal system would improve the connectedness of the neighborhoods impacted by the bridge and minimize separation and reducing traffic. --

MR. CARON: Thank you for your comment.

Next we have Gloria Scott, who will be followed by Claude D'Unger.

MS. SCOTT: I hope my time does not include my identifying myself. Thank you. I am Gloria Scott, a citizen of Corpus Christi, and I represent lots of people. Thank you, Mayor, for your comments but I think you should have said you represent the city council's position and not the citizens, because there are many citizens that absolutely abhor the Red route.

It is our thought that the Blue route was the most important one because that is the definition of a bridge over water, not over land. We don't know why it was taken out, and we certainly think the West route is the next most

logical route to have, which will not destroy any neighborhood. You talk very fearfully about the social implications in the various things you've said, yet you haven't spoken of what's going to happen to the families with income, low income, as well as racial, especially African-Americans and many Hispanics fit the mix. Those are the people who will be most affected in this whole thing of residences, et cetera.

We also suggested long ago that you not only look at what you're doing but you go around to Mobile, Alabama and look at the bridge and, sure, steel has to be in it, but concrete is all around the bridge all the way over to Dolphin Island and so it does not deteriorate. We think that a lot has not been done about this. And we also know that Remax and others have taken the land on the northwest side and have given it commercial costs and are holding it in their books separately for personal costs and it has not been changed to commercial property, but they've told me a lot, the corner of Stillman and Koepke was $125,000 per lease. And so that's a part of the chicanery.

Also, a company in Houston has made a full-scaled -- and they've been here in Corpus -- sign and infusion of a commercial and residential part of the northside so that when all the poor people have been put out and their land taken, all of our land taken, that it will therefore be

available for them. Check with Remax if you think I'm lying and see what they will tell you.

MR. CARON: Thank you for your comments.

Next we have Claude D'Unger, followed by Foster Edwards with the Corpus Christi Chamber of Commerce.

MR. D'UNGER: Thank you very much. I appreciate the opportunity to be here and I'm amazed that you have my name properly pronounced. My name is Claude D'Unger. I'm a life-long resident of Corpus Christi. I remember quite well the Bastille Bridge. I'm familiar with North Beach as a child going there for recreational area. I come here to advocate for the western route.

The Red route, I appreciate the amount of work that's gone into that, the Orange route, and the Blue route, but in looking at North Beach, it's our only under -- or undeveloped strip of Shoreline on Corpus Christi Bay with the development opportunities for tourism, whether it be hotels, motels, amusement parks, condos. It's unlimited, but nobody but trolls want to live under a bridge. And I think that the western route -- I think we should have no bridge on North Beach if at all possible. I think also, as Dr. Scott pointed out, some of the problems with the bridge going through the -- through the north side, it's going to be catastrophic. I think it's counterproductive as far as economic development concerns.

Heavy, heavy development on North Beach would easily connect to the downtown area, Whataburger Field, and this area from the ferry. As I said a little earlier, we're looking at another Miami Beach. Corpus Christi purports to be a tourist destination. It's a wonderful place to live. Otherwise, I would have left a long time ago. There's some -- there's some other issues come up and if you'll bear with me, I'm going to submit them in writing before the March 3rd deadline. But I do want to commend you on the amount of work you've put into this effort even though I don't agree with the final report. It's a tremendous amount of work and as a citizen, I appreciate it. Thank you very much.

MR. CARON: Thank you for your comments.

We now have Foster Edwards with the Corpus Christi Chamber of Commerce, who will be followed by Peggy Hayes.

MR. EDWARDS: I'm Foster Edwards. I'm the President and CEO of Corpus Christi Chamber of Commerce and we have been following this and have meetings on this and have spent lots of time looking at the proposals and the process. I want to thank TxDOT for all the great work they've done and for the process they've gone through, a lot of due diligence, a lot of public comment, a lot of public hearings, and we appreciate that.

We really have two findings at the Chamber.

One that is we need a new bridge. The safety concerns, the maintenance concerns, many of which were detailed in the presentation and I guess all of which were detailed, are of concern to us too. And as the older bridge needs what it's going to cost to maintain, and at some point, it just becomes a bridge that has to be closed and that's not acceptable to any of us.

The second finding we have is that the Red route, which is preferred. It's the most cost effective. It -- it seems to be the straightest, most logical route, and it also is a route that, while it does some damage to properties, is it a route that does as little a damage as possible, and we appreciate that. The cost effective nature is very important to us and the other routes would cost a lot more money and we understand that, and as taxpayers, we like for the government to be efficient as possible with their money.

Thank you very much for all your work. We do appreciate it.

MR. CARON: Thank you for your comments tonight. Next we have Peggy Hayes, C.P.A. with consulting group, who will be followed by Carolyn Moon.

MS. HAYES: Very short. Good evening. My name is Margaret Hayes. Peggy is my nickname, and I am with the consulting group affiliated with RBCC, Rebuild Corpus Christi

and just want to cast one vote for the Red design but with a modification on the entrance ramp and the exit ramps, please consider leaving open those ramps that are targeted to be closed down near Agnes and Laredo. Thank you. And thank everybody here on their study and their input and it's going to happen so I'm thankful.

MR. CARON: Thank you for your comments.

Next we have Carolyn Moon, who will be followed by Ken Thorne, and I want to mention those are our last two comments I have cards completed for. It is not too late. If you do want to speak, you can still fill out a comment card and they will bring it out to us.

MS. MOON: Hi. I'm Carolyn Moon and I'm a member of innumerable environmental groups and, of course, I understand fully that people are part of the environment.

You kind of glossed over wetlands and never mentioned the fact that when you do giant construction things, you do a lot of digging. And the Red route goes right through some of the most polluted ground in the county, at least. Maybe even in the nation. And, you know, it historically was a tank farm like back in the '30s when they really didn't care, and I'm quite worried about what are you going to do with all that dirt. I think the West route would be a lot cleaner. Thank you.

MR. CARON: Thank you for your comments.

Next we have Ken Thorne.

MR. THORNE: Yes, sir. I'm from Portland and just have some concerns from our side of the bay there. You know, I've been going through that area back and forth since 1968 so I know the area pretty intimately. And the original layout of that was horrible. There's five major curves. There's been thousands of accidents, I don't know how many deaths involved with that design. It was horrible from the beginning. The Red route repairs that. First time I looked at this under Google Earth, it was kind of amazing. When you make the first curve to the bridge coming from Portland, if you take the straight line, you wind up at Crosstown interchange. I mean, can't do better than that.

There are some concerns about losing Agnes and Laredo. I'm not sure why. The altitude of a cross flyover going towards the bridge from the Crosstown is plenty adequate for a flyover, but anyway.

The other thing I wanted to talk about is there's been some talk about making a toll bridge, that sort of thing. Well, there's a little problem with that, at least from our standpoint. Most of us work in Nueces County. We cross that bridge twice a day. At $2.00 a day, that's almost a thousand dollars a year tax for every person that goes to work over there. That's a little strange for us considering that the only reason the bridge is there is because of the

Port. The Port is the beneficiary of that bridge, not the people traveling back and forth across there. The causeway would do nicely for us. So we'd like to have that taken into consideration also.

And last thing I'd like to says this is a huge opportunity. You know, I'm looking at structures all over the world that are just amazing and here's an opportunity to do something that has never been done before. The peak of this bridge is going to be a thousand feet in the air. I mean, I hope they really think big about this because it's going to affect a lot of people for a very long time. Thank you.

MR. CARON: Thank you for your comment. We have received two additional comment cards. I'd like to ask Mr. Juan Araiza, who will be followed by Mr. Henry Williams.

MR. ARAIZA: How you-all doing? Again, I attended the last two public meetings you-all had and I put all my concerns down and as I look around the room here, it kind of concerns me because the only problem that I have is how the information is being put out for these people -- and this is the word that's being used at these meetings -- those people that are being displaced in the north -- on the north side? If -- I know that somebody made a comment because I can't believe everything that the Caller-Times writes but, you know, the more that I ask questions and the more that I read, what is being printed in black and white is not the truth.

It's not actually what has been happening. They're misleading. According to what I've ready and talked -- spoken to these people is they're misleading the people on the north side that don't have a place to live, and that's really not true. And the more that I dig is that I see that as this thing was put in place I think in 2005, 2004, those people that run the city have already purchased property on the northside way ahead of before it became public. And the more that you research, it's those same people that are running the public information for the State or indirectly -- indirectly involved in those real estate transactions. You know, it -- that's not right. I mean, those people that are running this thing are telling me what I said is it's not fair that those people that are around in city hall have this inside information, that before you know it, they're buying all this property. And my question is is it a coincidence? I don't think so.

My only concern is -- and it has to be -- and I feel bad because the people on the north side are the bad people and there's nobody here to speak for them. So that's my concern. We have to be up front with the people that are being displaced. Those people that are being out there that -- and when the dust settles, after the bridge is built, those people that are going to be most affected will be feeling the pain way after it's been completed. It's already

documented. I hope that the highway department addresses those issues and I hope that it's not -- that I hope I can work with you and maybe -- we have to work with HUD because one of my understanding is that in order for this to go through, it has to have the approval of the HUD -- so -- well, you know, let's think of that. That's our concern, is the displacement of people.

MR. CARON: Thank you for your comments.

Next we have Mr. Henry Williams from the Hillcrest Resident's Association.

MR. WILLIAMS: My name is Henry Williams and I am with Hillcrest Resident Association, and I will try to be brief and to the point with my comments.

Now I think that the most important area that needs to be visited is the area of values and the area of human lives and the people who will be affected by the bridge. And these are the people who live in Washington Coles Hillcrest area. I think it's vitally important that we as a city not prioritize economics, but that we prioritize the well-being of the people who will be most affected. And, you know, we will be glad to work with any -- with TxDOT. We'll be glad to work with anyone, but the priority has to be the lives of the people who will be most affected. Thank you.

MR. CARON: Thank you for your comments and thank you everyone for their comments tonight who came tonight

to speak.

In closing, project information may be obtained at the Corpus Christi District Office or by calling Rickey Dailey, Public Information Officer at area code 361-808-2544, or Christopher Amy, Environmental Coordinator, at area code 361-808-2376. Both of these references are noted in the meeting handouts. We would like to remind you that you can submit your comments tonight by placing your completed comment card in the comment box. If you want take to take your comment card home and fill it out, please mail it to the address on the form.

Again, all written comments must be postmarked no later than March 3rd, 2014 to be included in the official public hearing report.

An official public hearing report will be prepared that includes the verbatim transcript. Responses to address substantive project-related comments received during the comment period will also be included in the public hearing report. This report only available for review once the Federal Highway Administration has issued their finding for the proposed project. The report will be available at the TxDOT Corpus Christi District Office.

Thank you for taking time to participate in this public hearing. The public hearing for the US 181 Harbor Bridge project is now adjourned. Please drive safely and good

night.

(End of Hearing)

STATE OF TEXAS)

COUNTY OF NUECES)

I, SYLVIA D. TREVINO, Certified Shorthand Reporter for the State of Texas, d hereby certify that the foregoing 41 pages, numbered 1 through 41, constitute a full, true and correct transcription of the proceedings had; thereafter, reduced to typewritten form by me and under my supervision.

Certified to by me this 27th day of February, 2013.



Sylvia D. Trevino

Sylvia D. Trevino, CSR 2733
Expiration Date: 12/31/14
US LEGAL SUPPORT
Firm Number: 342
802 N. Carancahua St., Ste. 2280
Corpus Christi, Tx 78401
Phone: 361-883-1716
Fax: 361-888-6550

TEXAS DEPARTMENT OF TRANSPORTATION
CORPUS CHRISTI DISTRICT

U.S. 181 Harbor Bridge Project

Environmental Documentation and Schematic Development

Public Meeting

February 18, 2014
4:30 p.m. to 8:30 p.m.

Solomon P. Ortiz International Center
Nueces Room
402 Harbor Drive, Corpus Christi, Texas

ORIGINAL

C O M M E N T S

MR. MARK STECK: My name is Mark Steck. My background is in the trucking industry for 40 years, specializing in hazardous materials, transportation, and for many years, this bridge has been a subject in safety meetings throughout the United States in different trucking companies that I've been involved in. I've always avoided the bridge. It will be a welcome site when we get rid of the turns. Thank you.

MR. BRUCE SWITALLA: My name is Bruce Switalla. I would like to be able to see the sites like the harbor and the Lexington from my average height automobile. The concrete barriers that replaced the metal rails prevent most sightseeing for drivers and passengers. This is the third millennium for crying out loud. Is there no safe material to make the rails out of to allow people the opportunity to see out of the sides of their cars. That was all I had to say. Thank you.

REPORTER'S CERTIFICATE

I, MARIA GALLEGOS, a Certified Shorthand Reporter for the State of Texas, do hereby certify that the foregoing 3 pages constitute a full, true and correct transcription of the comments given at the time; that the proceedings were reported by machine shorthand and computer aided transcription.

Certified to by me on this the 18th day of February, 2014.



Maria Gallegos

Maria Gallegos, CSR #6285
Expiration Date: 12/31/15

U.S. Legal Support
802 N. Carancahua Street,
Suite 2280
Corpus Christi, Texas 78401
Tel: (361) 883-1716
Fax: (361) 888-6550

Appendix H: Material from Public Hearing









HARBOR BRIDGE - GREEN ALTERNATIVE









HARBOR BRIDGE - ORANGE ALTERNATIVE









HARBOR BRIDGE - RED ALTERNATIVE









HARBOR BRIDGE - RED ALTERNATIVE



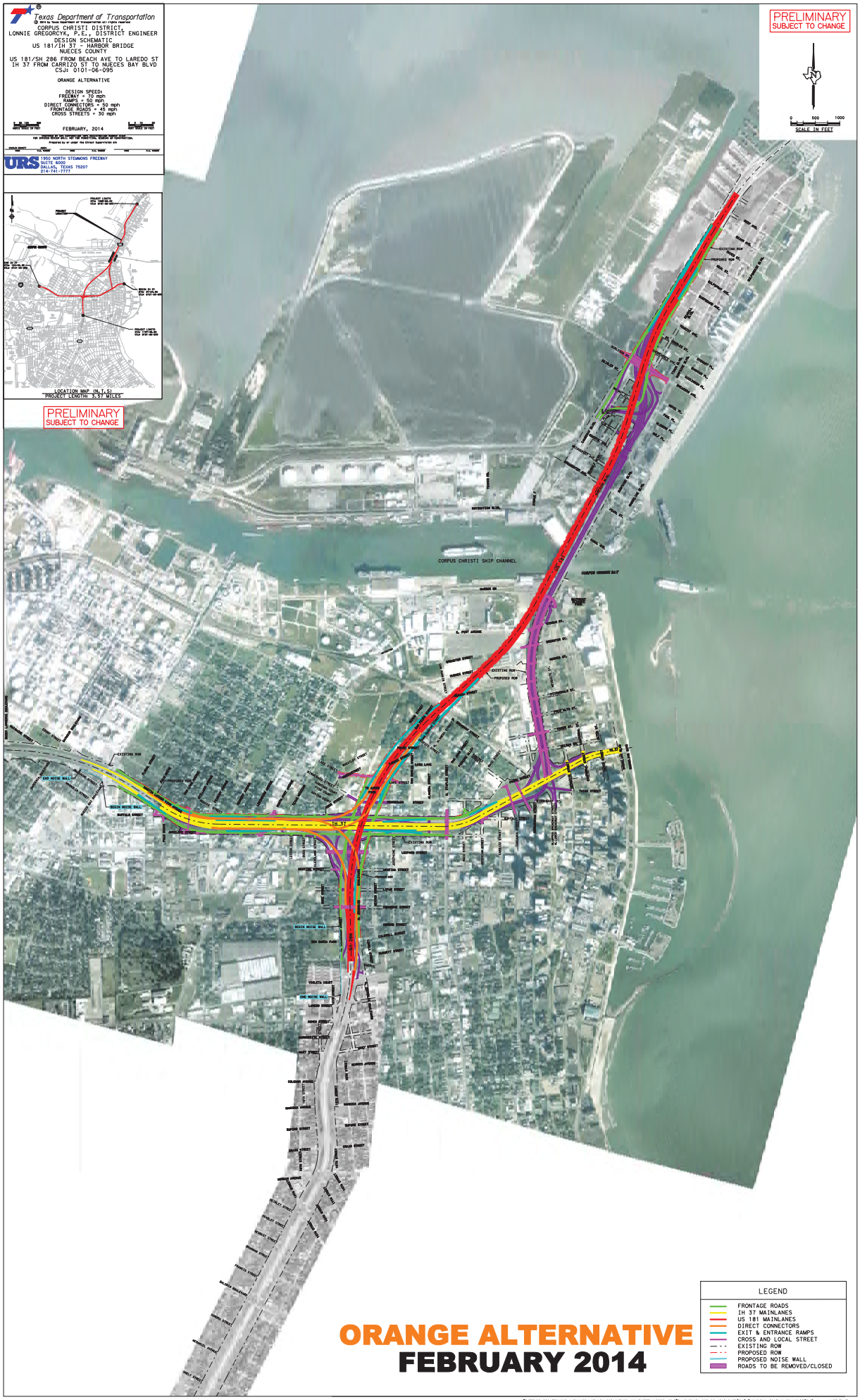


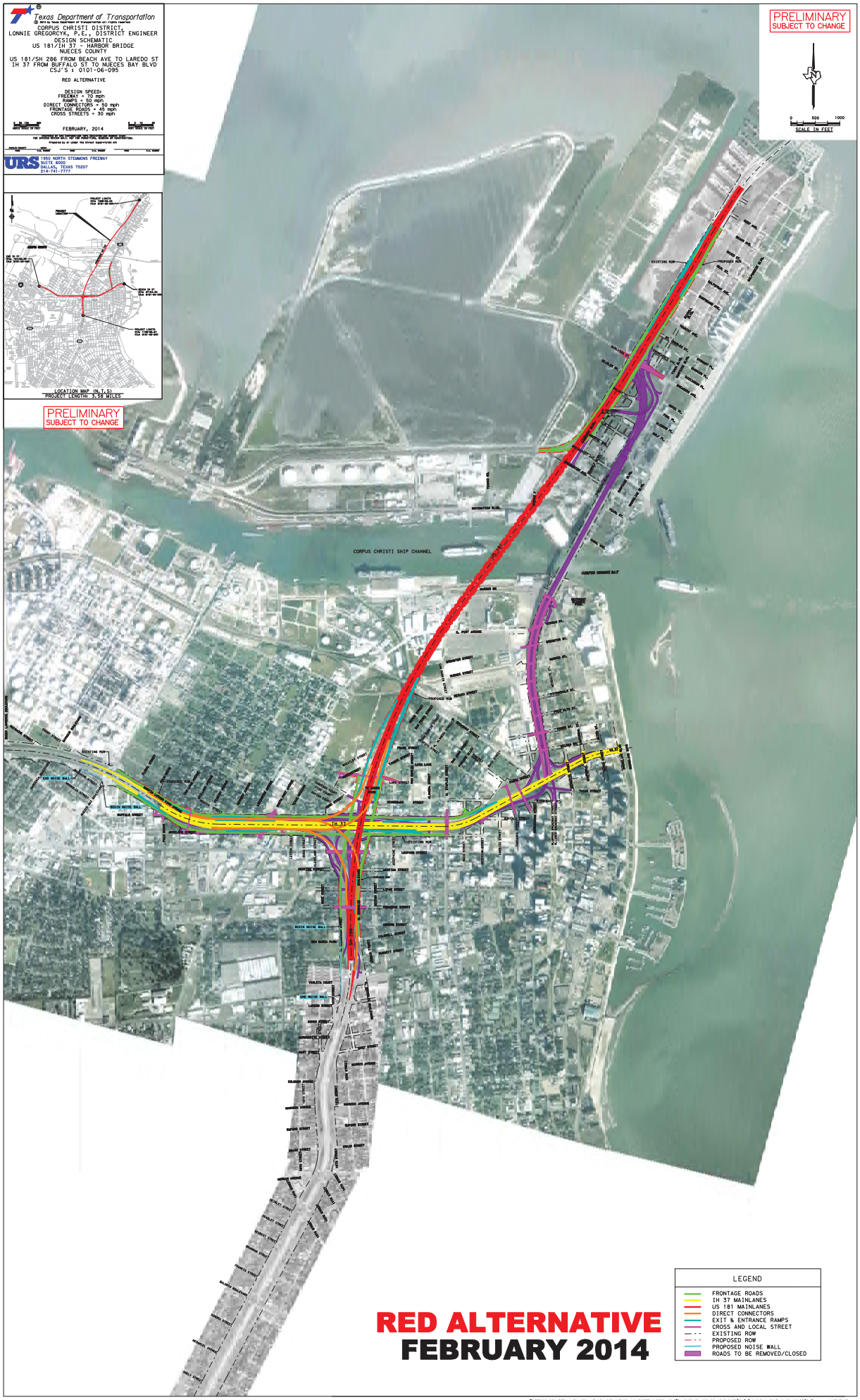


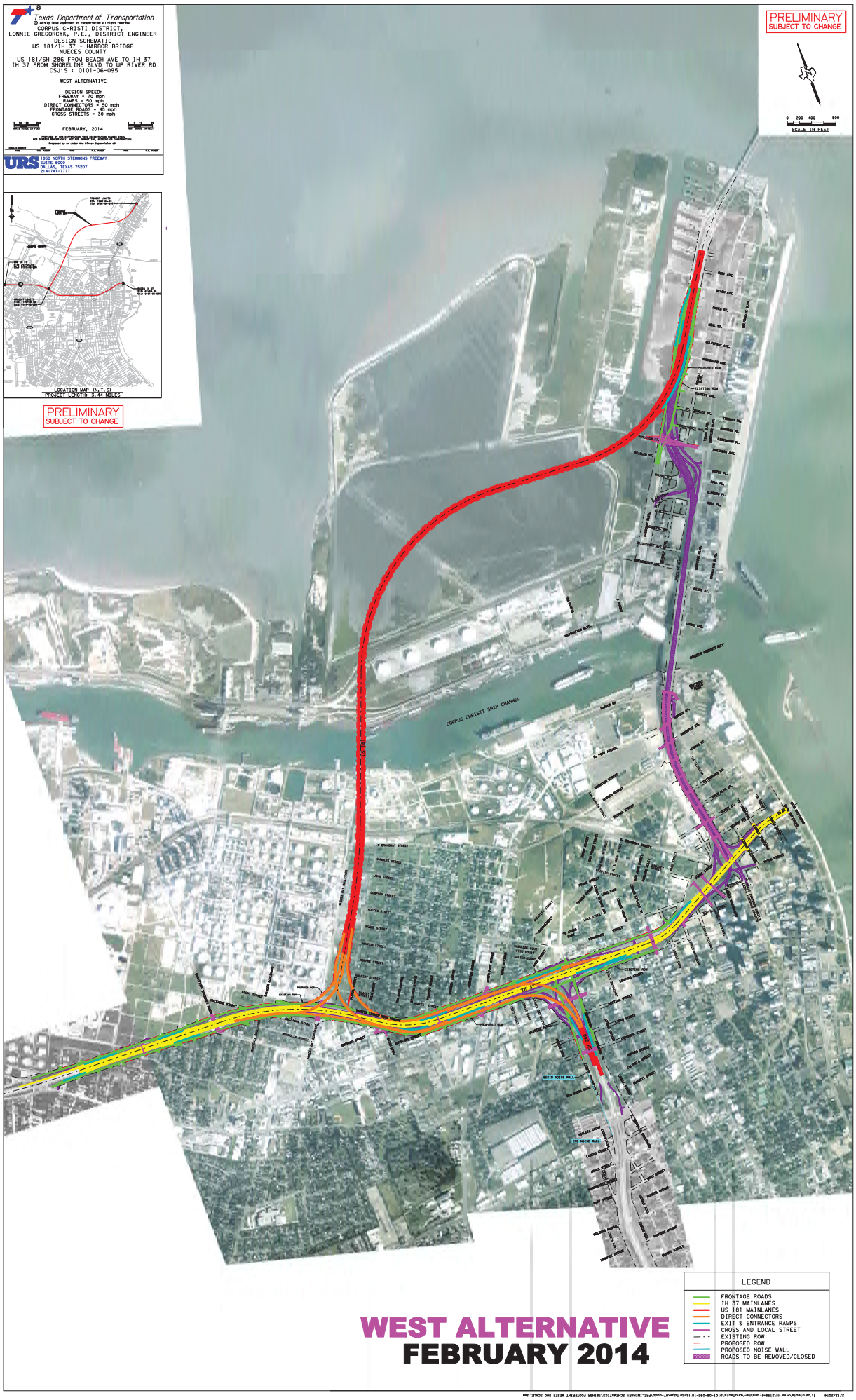


HARBOR BRIDGE - WEST ALTERNATIVE

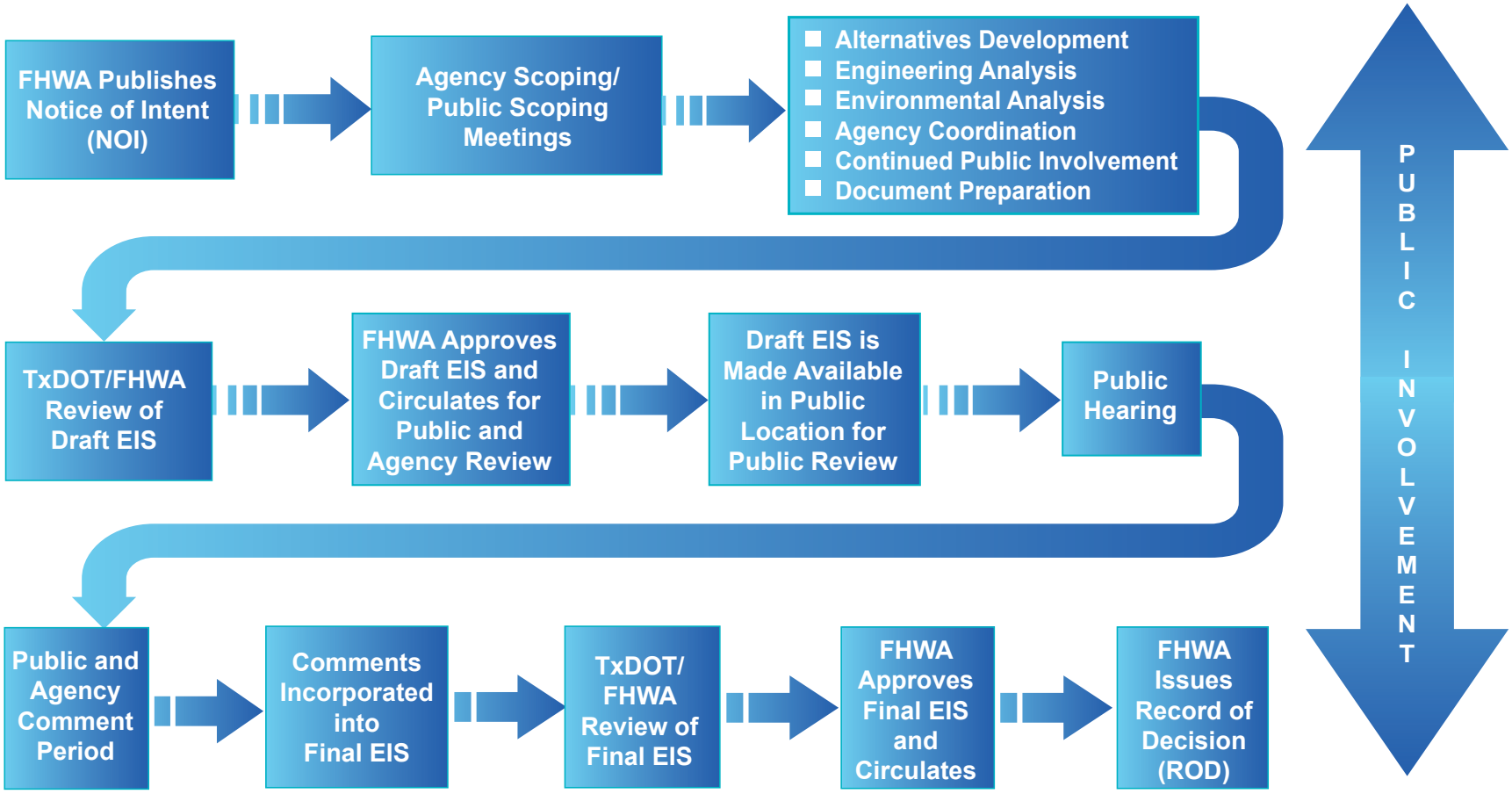

Texas Department of Transportation
CORPUS CHRISTI DISTRICT
LONNIE GREGORCYK, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 181/IH 37 - HARBOR BRIDGE
NUECES COUNTY
US 181 FROM BEACH AVE TO IH 37
IH 37 FROM US 181 TO BUDDY LAWRENCE DR
CSJ : 0101-06-095
GREEN ALTERNATIVE
DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
DIRECT CONNECTORS = 50 mph
FRONTAGE ROADS = 45 mph
CROSS STREETS = 30 mph
FEBRUARY, 2014
URS
1950 NORTH STEMMONS FREEWAY
SUITE 6000
DALLAS, TEXAS 75207
214-741-7777
LOCATION MAP (N.T.S.)
PROJECT LENGTH: 4.58 MILES
PRELIMINARY
SUBJECT TO CHANGE
PRELIMINARY
SUBJECT TO CHANGE
0
500
1000
SCALE IN FEET
CORPUS CHRISTI SHIP CHANNEL
IH 37
US 181
LEGEND
FRONTAGE ROADS
IH 37 MAINLANES
US 181 MAINLANES
DIRECT CONNECTORS
EXIT & ENTRANCE RAMPS
CROSS AND LOCAL STREET
EXISTING ROW
PROPOSED ROW
PROPOSED NOISE WALL
ROADS TO BE REMOVED/CLOSED
GREEN ALTERNATIVE
FEBRUARY 2014


Texas Department of Transportation
CORPUS CHRISTI DISTRICT
LONNIE GREGORCYK, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 181/IH 37 - HARBOR BRIDGE
NUECES COUNTY
US 181/SH 286 FROM BEACH AVE TO LAREDO ST
IH 37 FROM CARRIZO ST TO NUECES BAY BLVD
CSJ: 0101-06-095
ORANGE ALTERNATIVE
DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
DIRECT CONNECTORS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 30 mph
FEBRUARY, 2014
URS
1950 NORTH STEMMONS FREEWAY
SUITE 6000
DALLAS, TEXAS 75207
214-741-7777
LOCATION MAP IN I-SI
PROJECT LENGTH 5.87 MILES
PRELIMINARY
SUBJECT TO CHANGE
PRELIMINARY
SUBJECT TO CHANGE
0
500
1000
SCALE IN FEET
CORPUS CHRISTI SHIP CHANNEL
IH 37
LEGEND
FRONTAGE ROADS
IH 37 MAINLANES
US 181 MAINLANES
DIRECT CONNECTORS
EXIT & ENTRANCE RAMPS
CROSS AND LOCAL STREET
EXISTING ROW
PROPOSED ROW
PROPOSED NOISE WALL
ROADS TO BE REMOVED/CLOSED
ORANGE ALTERNATIVE
FEBRUARY 2014


Texas Department of Transportation
CORPUS CHRISTI DISTRICT
LONNIE GREGORCYK, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 181/IH 37 - HARBOR BRIDGE
NUECES COUNTY
US 181/SH 286 FROM BEACH AVE TO LAREDO ST
IH 37 FROM BUFFALO ST TO NUECES BAY BLVD
CSJ'S 1 0101-06-095
RED ALTERNATIVE
DESIGN SPEEDS
FREEWAY = 70 mph
RAMPS = 50 mph
DIRECT CONNECTORS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 30 mph
FEBRUARY, 2014
URS
1950 NORTH STEMMONS FREEWAY
SUITE 6000
DALLAS, TEXAS 75207
214-741-7777
LOCATION MAP IN I-51
PROJECT LENGTH 5.58 MILES
PRELIMINARY
SUBJECT TO CHANGE
PRELIMINARY
SUBJECT TO CHANGE
0
500
1000
SCALE IN FEET
CORPUS CHRISTI SHIP CHANNEL
CORPUS CHRISTI BAY
IH 37
US 181
RED ALTERNATIVE
FEBRUARY 2014
LEGEND
FRONTAGE ROADS
IH 37 MAINLANES
US 181 MAINLANES
DIRECT CONNECTORS
EXIT & ENTRANCE RAMPS
CROSS AND LOCAL STREET
EXISTING ROW
PROPOSED ROW
PROPOSED NOISE WALL
ROADS TO BE REMOVED/CLOSED


Texas Department of Transportation
CORPUS CHRISTI DISTRICT
LONNIE GREGORCYK, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 181/IH 37 - HARBOR BRIDGE
NUECES COUNTY
US 181/SH 286 FROM BEACH AVE TO IH 37
IH 37 FROM SHORELINE BLVD TO UP RIVER RD
CSJ'S: 0101-06-095
WEST ALTERNATIVE
DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
DIRECT CONNECTORS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 30 mph
FEBRUARY, 2014
URS
1950 NORTH STEMMONS FREEWAY
SUITE 6000
DALLAS, TEXAS 75207
214-741-7777
LOCATION MAP (N.T.S.)
PROJECT LENGTH: 3.44 MILES
PRELIMINARY
SUBJECT TO CHANGE
PRELIMINARY
SUBJECT TO CHANGE
0 200 400 800
SCALE IN FEET
CORPUS CHRISTI SHIP CHANNEL
LEGEND
FRONTAGE ROADS
IH 37 MAINLANES
US 181 MAINLANES
DIRECT CONNECTORS
EXIT & ENTRANCE RAMPS
CROSS AND LOCAL STREET
EXISTING ROW
PROPOSED ROW
PROPOSED NOISE WALL
ROADS TO BE REMOVED/CLOSED
WEST ALTERNATIVE
FEBRUARY 2014

NEPA Process



US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel

Public Hearing – February 18, 2014

AGENDA

- Open House: 5 p.m. – 7 p.m.

- Presentation: 7 p.m. – 7:30 p.m.
  - Welcome and introductions
  - Project History and Background
  - Need and Purpose for Project
  - Key findings of Draft EIS
  - The Preferred Alternative
  - Proposed Park Improvements
  - Proposed Environmental Justice Mitigation
  - Next Steps

- Public Comment Session: 7:30 p.m.


Nueces Bay
PROPOSED NORTHERN LIMIT BEACH AVE.
Rincon Channel Wetlands Interpretive Overlook
BEACH AVENUE
35
181
Kiwanis Park
City Park
Corpus Christi Beach
SHIP CHANNEL/INNER HARBOR PORT OF CORPUS CHRISTI
HARBOR BRIDGE
Corpus Christi Bay
WEST
RED
ORANGE
GREEN
Whataburger Field
MUSEUM DISTRICT
BUDDY LAWRENCE DR.
NUECES BAY BLVD.
Hillcrest Neighborhood
Hillcrest Cemetery
Heritage Park
US District Courthouse
PROPOSED WESTERN LIMIT UP RIVER RD.
Bayview Cemetery
Dr. H. J. Williams Memorial Park
Washington Coles Neighborhood
181
35
Corpus Christi Seawall
Old Nueces County Courthouse
TC Ayers Park
Oveal Williams Senior Center
Old Bayview Cemetery Park
37
Downtown
Lovenskiold Park
CROSSTOWN EXPRESSWAY
N. STAPLES ST
SHORELINE BLVD.
Ben Garza Park
Hebrew Rest Cemetery
CORPUS CHRISTI
286
PROPOSED SOUTHERN LIMIT MORGAN AVE.
MORGAN AVENUE
US 181 Harbor Bridge Location Map
Reasonable Alternatives Under Consideration
N
0
1,300
2,600
Feet
1 inch = 2,600 feet
Key to Features
Alternatives
Potential Issues / Constraints
Cemetery
Commercial / Industrial
Community / Government
Park
CSJ 0101-06-095

The US 181 Harbor Bridge Project
Draft Environmental Impact Statement / Section 4(f) Evaluation
Improvements to US 181 at the Harbor Bridge over the Corpus Christi Ship Channel
Public Hearing – February 18, 2014

COMMENTS

_____
_____
_____
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_____
_____
_____

Name:_____
Address:_____
City, State, Zipcode:_____
Email:_____

(Per 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.

☐ Please add me to the project mailing list

Written comments may be turned in today, or mailed or emailed by March 3, 2014 to:

Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416Christopher.Amy@txdot.gov **www.ccharborbridgeproject.com**

El Proyecto del US 181 Harbor Bridge
Declaración de Impacto Ambiental Preliminario / Sección 4 (f) Evaluación
Mejoramiento a US 181 al Harbor Bridge sobre el Canal de Navegación de Corpus Christi
Audencia Pública – Martes, 18 de febrero 2014

COMENTARIOS

_____
_____
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_____
_____
_____

Nombre:_____
Domicilio:_____
Ciudad, Estado, Código Postal:_____
Correo Electónico:_____

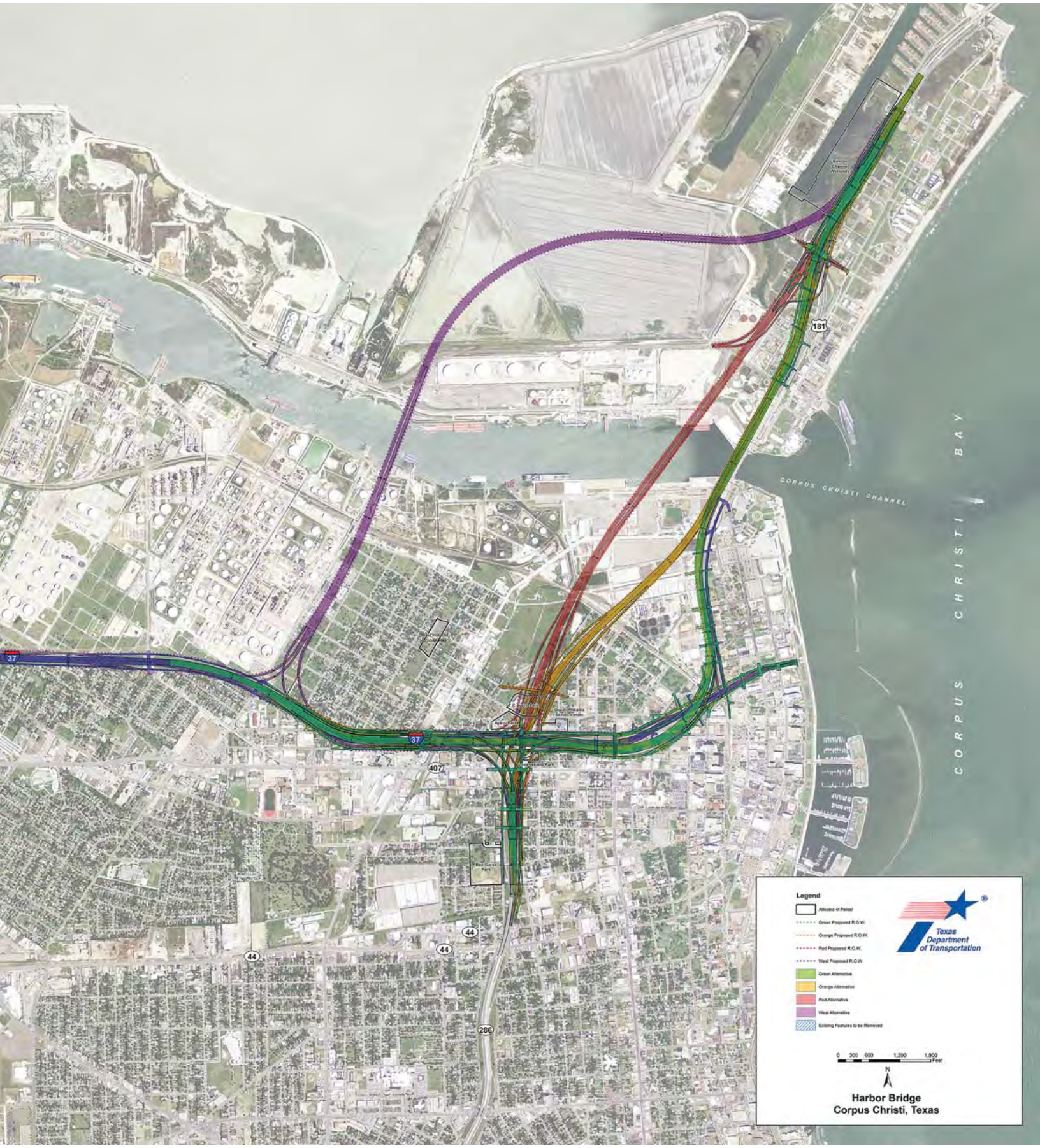
(Por Código de Transporte de Texas, §201.811(a)(5)): marcar cada una de las cajas siguientes que le correspondan:

❑Soy empleado por TxDOT.
❑Hago negocios con TxDOT.
❑Yo podría beneficiarse económicamente del proyecto o cualquier otro elemento sobre el cual que estoy comentando.

☐ Por favor agregarme a la lista de correo del proyecto

Los comentarios escritos se pueden entregar hoy, o enviarse por correo postal o electrónico antes del 3 de Marzo 2014 a:

Christopher Amy, Environmental Coordinator
TxDOT Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, TX 78416
Christopher.Amy@txdot.gov **ccharborbridgeproject.com**


CORPUS CHRISTI BAY
CORPUS CHRISTI CHANNEL
181
37
37
407
44
44
44
286
Legend
Affected 4f Parcel
Green Proposed R.O.W.
Orange Proposed R.O.W.
Red Proposed R.O.W.
West Proposed R.O.W.
Green Alternative
Orange Alternative
Red Alternative
West Alternative
Existing Features to be Removed
0 300 600 1,200 1,800 Feet
N
Texas Department of Transportation
Harbor Bridge
Corpus Christi, Texas

Harbor Bridge Project Fact Sheet

February 2014

What is the Harbor Bridge project?

The proposed project would replace the Harbor Bridge and approach roadways over the Corpus Christi Ship Channel. and reconstruct the I-37/Crosstown Expressway interchange. The new Harbor Bridge would remain six lanes (3 lanes in each direction with shoulders) and not add new travel lanes on the bridge or approach roadways.

What agencies involved in the project development?

- Federal Highway Administration is the lead Federal agency for the project
- TxDOT is the joint lead agency
- U.S. Environmental Protection Agency (EPA), U.S. Coast Guard (USCG) and U.S. Department of Housing and Urban Development (HUD) are Cooperating agencies for the project

Why is this project needed?

1. *Maximize long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel*:
   - Be designed with non-corrodible materials (such as concrete) requiring less maintenance over the life of the structure (75-100 years)
   - Not be designed as a fracture-critical structure (does not have back-up structural elements to carry loads if a single support fails)

2. *Improve safety for the public who travel on US 181 and to establish a reliable, long-term hurricane evacuation route*:
   - Providing shoulders
   - Reducing the vertical grade and horizontal curvature
   - Improving entrance and exit ramp access
   - Design that meets the State's standards for hurricane evacuation

What are the objectives in addition to the need for the project?

- Provide transportation infrastructure to support future economic opportunities in the Coastal Bend
- Consider the connectivity of US 181 to the local roadway system and address its effect on the adjacent neighborhoods

What are the alternatives studied?

Four alternatives - Green, Red, Orange, West and the no-build alternative - were equally evaluated to determine how well each addressed the project's needs and minimized impacts to the community and environment. **The Red Alternative has been identified as the preferred alternative in the Draft EIS**.

What is the next step?

Public comment period: January 3, 2014 – March 18, 2014

Public hearing: **February 18, 2014 from 5 – 8 p.m. at the Congressman Solomon P. Ortiz International Center** (402 Harbor Drive). After comments are received and evaluated, the final Environmental Impact Statement and Record of Decision will be prepared and submitted.

What is an Environmental Impact Statement (EIS)?

An environmental document required by the National Environmental Policy Act for large construction projects that use federal highway funds.

Discloses project information, describes the project and study areas, and analyzes possible environmental consequences associated with building the project.

Includes public involvement at beginning of EIS development and throughout the environmental process.

Must be approved by the Federal Highway Administration with a Record of Decision before right-of-way can be purchased and construction can begin.

How can I comment or learn more about the project?

On the website at
ccharborbridgeproject.com
Or via email
www.harborbridgeDEIS.com

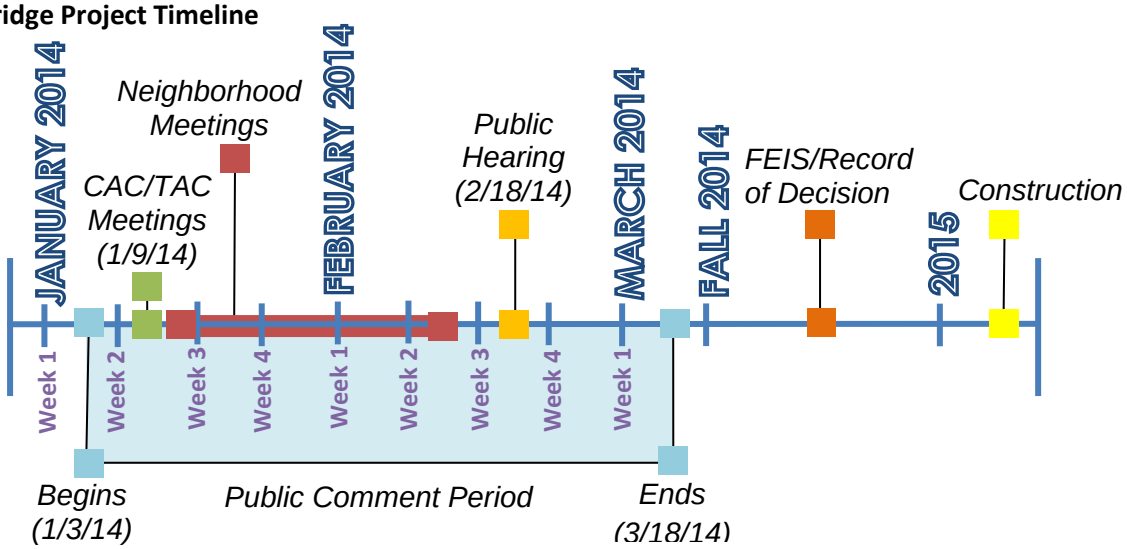
Mail your comments to:
Christopher Amy, TxDOT Corpus Christi
1701 S. Padre Island Dr.
Corpus Christi, Texas 78416

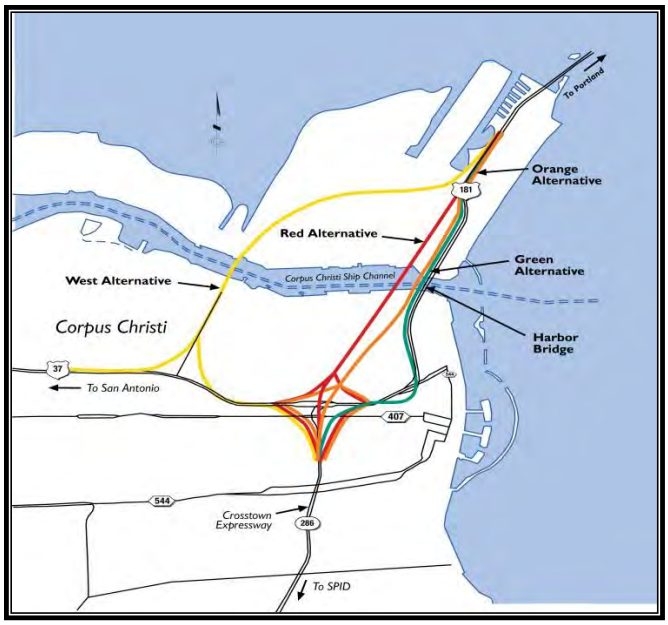
Attend the neighborhood meetings
(times and locations available on the website)
Request a meeting for your group or organization

For more information, contact:

- TxDOT Project Manager/Engineer, Victor E. Vourcos P.E. (361) 808-2378
- TxDOT Project Manager/Environmental Coordinator, Christopher Amy, (361) 739-6960

Harbor Bridge Project Timeline





Map that roughly depicts the project study area and the four alternatives studied in the Draft EIS document.

US 181 Harbor Bridge Project
Conceptual Mitigation for Impacts to Minority and Low-Income Neighborhoods

Workforce Support

- Proposed project would include goals for disadvantaged and historically underutilized businesses to participate in the construction
- TxDOT would partner with the non-profit Workforce Solutions of the Coastal Bend to provide a range of services for both employers and employees affected by the displacement of businesses
- Workforce Solutions staff will attend the Public Hearing to provide assistance

Recreational Enhancement

- Development of new Washington Park to replace repurposed T.C. Ayers Park
- Enhancement of Dr. H.J. Williams Memorial Park
- Development of bicycle and pedestrian facilities to connect the northside parks and recreation areas, including the Oveal Williams Senior Center, the swimming pool, and Solomon Coles Recreation Center
- Enhancement of the swimming pool facilities
- Enhancement of Ben Garza Park

Aesthetic Enhancement

- Opportunity for neighborhood residents to participate in process regarding the aesthetics of the proposed project—for example, aesthetic treatments for areas along the roadway and under the bridge, including landscaping and lighting

Livability Enhancements

- Provide financial support to grant funding programs available through local non-profit community organizations and possibly the City of Corpus Christi—focus on initiatives that improve infrastructure in the community and provide more transportation options for residents (bicycle/pedestrian improvements, for example)
- Continue to work within the Partnership for Sustainable Communities with the EPA and HUD, as well as the City of Corpus Christi, the Port of Corpus Christi Authority and the Regional Transportation Authority to advance livability initiatives in the community—provide more housing options, economic opportunities, and efficient transportation options
- Pursue a relationship with Team-EJ, a working group created by the Partnership focused on the connections between environmental justice and sustainable communities

Local Transportation Planning

- Work closely with the Corpus Christi Metropolitan Planning Organization regarding the application of available federal transportation funding for local projects to maximize the use of those funds for infrastructure improvements in minority and low-income communities
- Work with the Corpus Christi Regional Transportation Authority to ensure that public transportation options continue to be provided in minority and low-income communities

Appendix I: PowerPoint Presentation

TEXAS DEPARTMENT OF TRANSPORTATION















US 181 HARBOR BRIDGE PROJECT

Public Hearing

February 18, 2014

Tonight's Agenda

- Welcome and introductions
- Project History and Background
- Need and Purpose for Project
- Key findings of Draft EIS
- The Preferred Alternative
- Proposed Park Improvements
- Proposed Environmental Justice Mitigation
- Next Steps
- Public Comment Period

Why are we here tonight?

Purpose:

- To provide an opportunity for public comment on the proposed project, including the preferred alternative
- To provide a public forum for presenting views on the social, economic, environmental, and other potential effects



US 181 Harbor Bridge Draft EIS/Section 4 (f) Evaluation

The US 181 Harbor Bridge Project

From Beach Avenue to Morgan Avenue at the Crosstown Expressway
Nueces County, Texas
CSJ: 0101-06-095

Draft
Environmental Impact Statement / Section 4(f) Evaluation

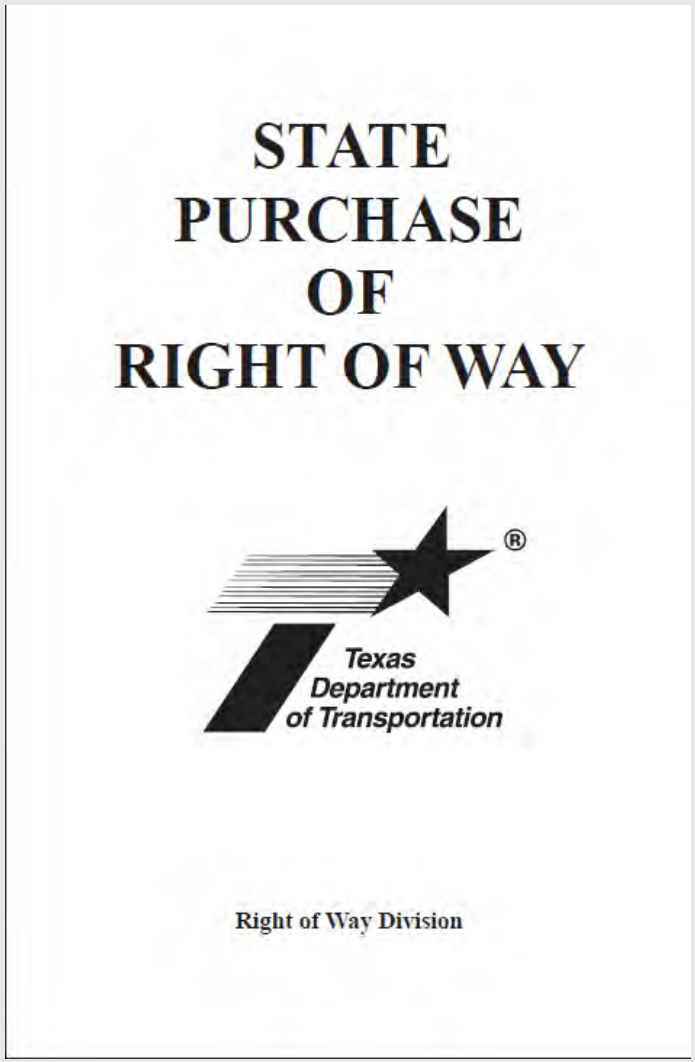


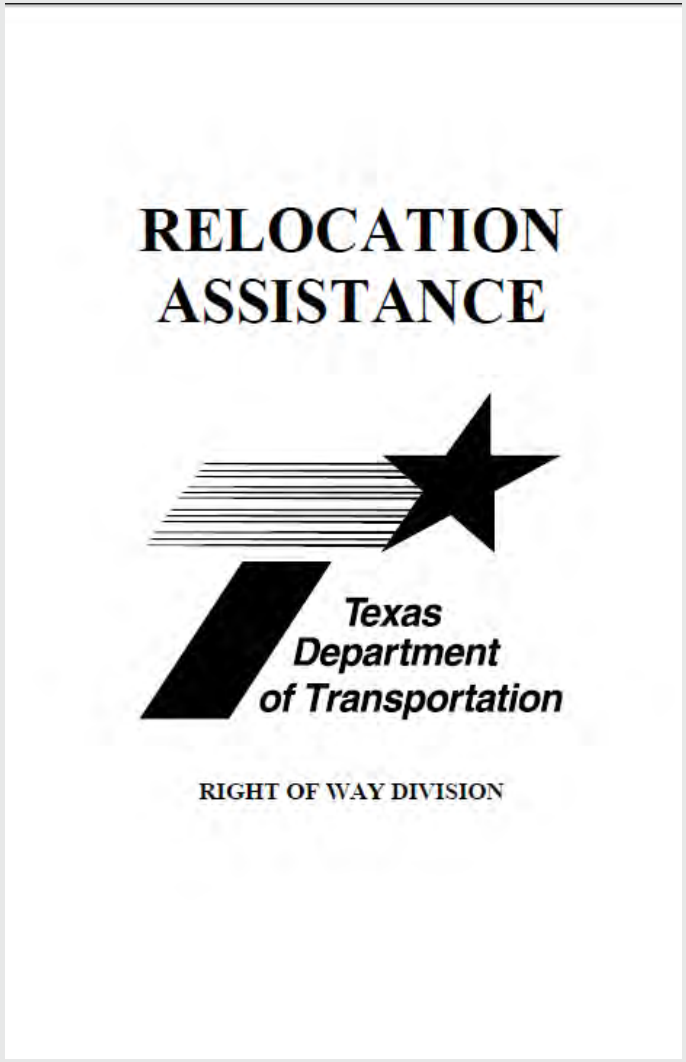
Texas Department of Transportation, Corpus Christi District
Federal Highway Administration

December 2013

Texas Department of Transportation

TxDOT's Right-of-Way Acquisition Process





Hearing Procedure

- Public hearing part of open comment period (Jan 3 – Mar 3, 2014)
- We are receiving comments tonight according to TxDOT public hearing procedure. (Questions answered during open house portion of hearing only)
- Hearing report will provide responses to all recorded comments (both verbal and written)
- Meeting packets available tonight
- Opportunity to speak during the comment session that follows this presentation
- Comments also may be written or dictated to the court reporter tonight or submitted in writing, via email, or online until March 3.

What is the Harbor Bridge Project?

- Replacement of Harbor Bridge
- Reconstruction of portions of US 181, I-37 and Crosstown Expressway
- Would include reconstruction of I-37/Crosstown interchange
- Would not add travel lanes but would include a new shared use bicycle/pedestrian path
- Estimated construction cost is $558 – 679 million in 2013 dollars
- Estimated date of completion is 2020

Harbor Bridge Project History

- 2003 – Completed Feasibility Study to evaluate options for crossing the ship channel
- 2005 – Began EIS and schematic (design) development process including public involvement
- 2007 – Expanded project to include managed (tolled) lanes
- 2011 – Project reduced to bridge replacement (no tolled lanes); public and agency scoping meetings held to get feedback
- 2012 – Citizens and Technical Advisory Committees reinstituted, neighborhood meetings held; held public meeting in December
- 2013 – Draft EIS completed and additional public involvement conducted with stakeholders
- 2014 – Draft EIS published and additional public involvement offered

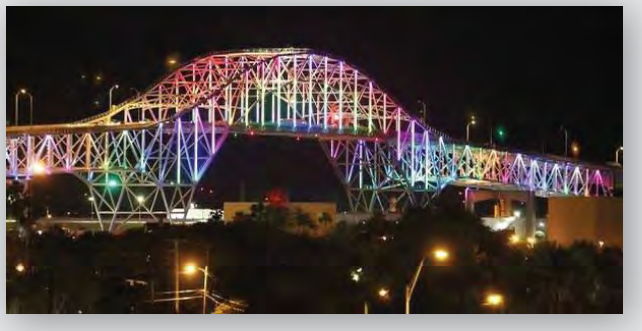




Photo: Caller-Times

Six Preliminary Alternatives and No-Build Alternative Identified



Project Introduction

- Proposed replacement of the existing US 181 Harbor Bridge over the Corpus Christi Ship Channel

- Need for the proposed project
  - Improve Safety
    - Geometry
    - Road Grade
    - Shoulders
    - Hurricane Evacuation
  - Long term maintenance and operation
    - Steel Structure Over Salt Water
    - Fracture Critical
    - Decrease Overall Maintenance Cost
    - Reduce Potential Roadway Closures





Six → Four Reasonable Alternatives Considered in Draft EIS



Visualizations of Alternatives









Key Findings of Draft EIS/Section 4(f) Evaluation

- Four reasonable alternatives plus no-build alternative evaluated
- Impacts on environment and community assessed
- Substantial input received from public regarding four alternatives
- Although avoidance and minimization of impact on local parks, recreational areas, wildlife refuges, and historic properties was the goal, all alternatives would have some impact.
- Draft EIS identifies a preferred alternative.
  - Best meets need and purpose of project
  - Has least overall harm
  - Has greatest potential for lessening the effects of impacts on environment and community with mitigation
  - Maximizes engineering considerations





The Preferred Alternative – Red Alternative



Why the Red Alternative?

- Best meets Need and Purpose for project (safety, long-term operation)
- Preserve & improve much of existing connectivity between the facility and surrounding neighborhoods
  - Includes all modes of transportation
- Maximizes engineering considerations and accommodates navigational transportation needs of the Port of Corpus Christi
- Resolutions endorsing the preferred alternative have been passed by
  - Nueces County
  - City of Corpus Christi
  - Corpus Christi Metropolitan Planning Organization (MPO)
  - Port of Corpus Christi
  - Corpus Christi Regional Transportation Authority (RTA)
- Definitive decision will be made by FHWA with a Record of Decision (ROD)

Park Improvement Concepts

- Designed to reduce effects of project impacts to community
- Proposed improvements to:
  - TC Ayers Park
  - Rincon Channel Wetlands
  - Dr. HJ Williams Memorial Park
  - Ben Garza Park
- New park at Washington Elementary School site
- New walking trail to connect all parks on Northside





Proposed Environmental Justice Mitigation

- Workforce support for those affected by residential and business relocations
- Recreational improvements for neighborhoods
- Opportunities for neighborhood residents to provide input in design of areas around bridge/roadways
- Support for improving neighborhood streets (including bicycle/pedestrian improvements)
- Identification of additional housing and transportation options, and economic opportunities
- Local Transportation Planning that focuses on minority and low-income communities

Public Involvement Key to Project Development

- Citizens' and Technical Advisory Committee meetings since 2007
- Neighborhood meetings in 2007
- Project website
- Project newsletters
- Public scoping meetings held in 2011
- Neighborhood meetings in Fall 2012
- Public Meeting in December 2012
- Neighborhood meetings on proposed park mitigation in 2013



- Meetings with local organizations and stakeholder groups at request
- Eight neighborhood open house meetings on Draft EIS in January 2014
- "Storefront" meetings with TxDOT project managers every Tuesday and Thursday from Jan 7 to Feb 27, 2014

Next Steps



After holding public hearing and considering comments received, TxDOT and FHWA will determine whether the Preferred (Red) Alternative should be moved forward for selection.

Public Comment Period

- Sign up to speak with a speaker card (raise your hand if you need one).
- To allow everyone a chance to speak, please keep your verbal comments to three minutes.

- To submit a written comment, please:
  - Fill out a comment card here tonight or mail it to us later
  - Send us a comment via email at HarborBridgeDEIS@urs.com
  - Fill out an online comment form at www.ccharborbridgeproject.com

- To dictate a comment, visit the court reporter here tonight.

- The public comment period ends on March 3, 2014. Storefront meetings at the library and Oveal Williams Center will be held through Feb 27.

Conclusion and Adjournment

Thank you for joining us tonight

Appendix J: Comments Received and Response to Comments

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
PUBLIC COMMENT					
HB-PC1	Eddie Jackson Mathis	Self	Written comment	1/14/2014	Neighborhood Mtg at St. Paul's UMC in Corpus Christi, TX
HB-PC2	David Duran	Self	Written comment	1/16/2014	Neighborhood Mtg at Portland Community Center in Portland, TX
HB-PC3	Marcia Tasauro	Self	Written comment	1/16/2014	Neighborhood Mtg at Portland Community Center in Portland, TX
HB-PC4	Nick Duran	Self	Written comment	1/16/2014	Neighborhood Mtg at Portland Community Center in Portland, TX
HB-PC5	Mike Turner	Self	Written comment	1/16/2014	Neighborhood Mtg at Portland Community Center in Portland, TX
HB-PC6	Ethan Longein	Self	Written comment	1/16/2014	Neighborhood Mtg at Portland Community Center in Portland, TX
HB-PC 7a	Dean Flinn	Self	Comment submitted online	1/18/2014	Comment received via website
HB-PC7b	Dean Flinn	Self	Comment submitted online	1/18/2014	Comment received via website
HB-PC7c	Dean Flinn	Self	Comment submitted online	1/18/2014	Comment received via website
HB-PC7d	Dean Flinn	Self	Comment submitted online	1/18/2014	Comment received via website
HB-PC7e	Dean Flinn	Self	Comment submitted online	1/18/2014	Comment received via website

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC8	Maire Kelly	Self	Comment submitted online	1/21/2014	Comment received via website
HB-PC9	Carrie Robertson Meyer	Self	Written comment	1/21/2014	Neighborhood Mtg at North Beach Radisson in Corpus Christi, TX
HB-PC10	Carrie Robertson Meyer	Self	Email comment	1/21/2014	email
HB-PC11	Robert Phillips	Self	Written comment	1/21/2014	Neighborhood Mtg at North Beach Radisson in Corpus Christi, TX
HB-PC12	Wendy Pizzo	Self	Written comment	1/21/2014	Neighborhood Mtg at North Beach Radisson in Corpus Christi, TX
HB-PC13	John Sloan	Self	Written comment	1/21/2014	Neighborhood Mtg at North Beach Radisson in Corpus Christi, TX
HB-PC14	Heather Wade	Self	Written comment	1/21/2014	Neighborhood Mtg at North Beach Radisson in Corpus Christi, TX
HB-PC 15	Carrie Robertson Meyer	Self	Comment submitted online	1/21/2014	comment received via website
HB-PC16	Tony Martinez	Self	Comment submitted online	1/21/2014	comment received via website
HB-PC17	Michael Gibson	Self	Written comment	1/23/2014	Neighborhood Mtg at Oveal Williams Senior Center in Corpus Christi, TX
HB-PC18	John Kellogg	Self	Written comment	1/23/2014	Neighborhood Mtg at Oveal Williams Senior Center in Corpus Christi, TX

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC19	Anonymous	Anonymous	Written comment	1/23/2014	Neighborhood Mtg at Oveal Williams Senior Center in Corpus Christi, TX
HB-PC20	Gilbert Landin	Self	Written comment	1/27/2014	Neighborhood Mtg at Kelsey Memorial UMC in Corpus Christi, TX
HB-PC 21	Viviana Ramirez	Self	Written comment	1/29/2014	Neighborhood Mtg at Garcia Arts Center in Corpus Christi, TX
HB-PC 22a	Juan Araiza	Self	Written comment	1/29/2014	Neighborhood Mtg at Garcia Arts Center in Corpus Christi, TX
HB-PC22b	Juan Araiza	Self	Written comment	1/29/2014	Neighborhood Mtg at Garcia Arts Center in Corpus Christi, TX
HB-PC22c	Juan Araiza	Self	Written comment	1/29/2014	Neighborhood Mtg at Garcia Arts Center in Corpus Christi, TX
HB-PC23	Veronica Ramirez	Self	Written comment	1/29/2014	Neighborhood Mtg at Garcia Arts Center in Corpus Christi, TX
HB-PC24	Alan S Albin	Self	Comment submitted online	1/30/2014	Comment received via website
HB-PC25	Javier Macias	Self	Comment submitted online	1/30/2014	Comment received via website
HB-PC26	Dean Flinn	Self	Comment submitted online	2/1/2014	Comment received via website
HB-PC27	Ariane	Self	Comment submitted online	2/4/2014	Comment received via website

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC-28	Agnes	Self	Comment submitted online	2/8/2014	Comment received via website
HB-PC-29	John Kelley, representing ReBuildCC, Bay Area Smart Growth Initiative* *Indicated that he would benefit monetarily from project	ReBuildCC, Bay Area Smart Growth Initiative* *Indicated that he would benefit monetarily from project	Comment submitted online	2/10/2014	Comment received via website
HB-PC30	Arnold Kurtz	Self	Comment submitted online	2/10/2014	Comment received via website
HB-PC31	Garrett Henderson Commercial Realty Partners	Self	Email comment	2/17/2014	email
HB-PC32	Judy Hawley	Self	Comment submitted online	2/18/2014	Comment received via website
HB-PC33	Ellie McNeel	Self	Email comment forwarded from Mayor of Corpus Christi, Ms. Nelda Martinez	2/18/2014	email
HB-PC34	Dana Gunter	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC35	Dale Switalla	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC36	James Klein	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC37	Bruce Switalla	Self	Written comment	2/18/2014	Comment at Public Hearing

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC38	Carrie Robertson Meyer	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC39	Jean Honeycutt	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC40	Norma Ortiz	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC41	Carolyn R. Floyd	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC42	Michael Watson	Self	Written comment	2/18/2014	Comment at Public Hearing
HB-PC43	Nelda Martinez, Mayor of Corpus Christi	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC44	Sylvia Ramirez, representing Senator Chuy Hinojosa	Senator Chuy Hinojosa	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC45	John Kelley, representing ReBuildCC, Bay Area Smart Growth Initiative*	ReBuildCC, Bay Area Smart Growth Initiative*	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC46	Dr. Gloria Scott	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC47	Claude D'Unger	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC48	Foster Edwards, CEO Corpus Christi Chamber of Commerce	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC49	Margaret Hayes	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC50	Carolyn Moon	Self	Verbal comment	2/18/2014	Comment at Public Hearing

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC51	Ken Thorne	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC52	Juan Araiza	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC53	Henry Williams, Hillcrest Residents' Association	Self	Verbal comment	2/18/2014	Comment at Public Hearing
HB-PC54	Mark Steck	Self	Verbal comment dictated to court reporter	2/18/2014	Comment at Public Hearing
HB-PC55	Bruce Switalla	Self	Verbal comment dictated to court reporter	2/18/2014	Comment at Public Hearing
HB-PC56	Barry L. Burr	Self	Email Comment	2/25/2014	Letter received by email
HB-PC57	Debbie Seeger	Self	Email Comment	2/27/2014	Comment received by email
HB-PC58	Antonio Arredondo, Jr.	Self	Mailed Comment	2/11/2014	Comment received by mail
HB-PC59	Donna Kinney	Self	Mailed Comment	2/21/2014	Letter received by mail
HB-PC60	Roger Harlow	Self	Mailed Comment	2/16/2014	Comment received by mail
HB-PC61	Isabel DeLeon	Self	Mailed Comment	2/28/2014	Comment received by mail
HB-PC62A	David Fields Gulf Compress	Self	Mailed Comment	2/26/2014	Comment received by mail
HB-PC62B	David Fields Gulf Compress	Self	Mailed Comment	2/26/2014	Comment received by mail
HB-PC63	William Goldston	Self	Comment submitted online	2/21/2014	Comment received via website

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC 64	Rachel Moreno* *Indicated that she would benefit monetarily from project	Self	Comment submitted online	2/27/2014	Comment received via website
HB-PC65	Kathleen Shotts	Self	Comment submitted online	2/28/2014	Comment received via website
HB-PC66a	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Comment submitted via email	3/17/2014	Comment received via email
HB-PC66b	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66c	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66d	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66e	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66f	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC66g					
HB-PC66h	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66i	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66j	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66k					
HB-PC66l	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66m	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66n	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66o	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC66p	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66q	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66r	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66s	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC6t	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66u	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66v	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-PC66w	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66x	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66y	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66z	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC66aa	Kelly Haragan, Clinic Director, University of Texas School of Law, Environmental Clinic	Self	Letter	3/17/2014	Comment received via email
HB-PC67	Unity Chapel Funeral Home Gwendolyn Y. Coleman Owner/Funeral Director	Self	Email Comment	3/18/2014	Comment received via email
HB-PC68	Henry Williams, Hillcrest Residents' Association	Self	Letter	3/18/2014	Delivered to TxDOT
HB-PC69	Gloria Randle Scott	Self	Letter	3/18/2014	Delivered to TxDOT

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
AGENCY COMMENTS					
HB-AC1a	Steve Hagle, Deputy Director Office of Air TX Commission on Environmental Quality	TX Commission on Environmental Quality	Comment mailed to TxDOT	1/21/2014	Letter
HB-AC1b	Steve Hagle, Deputy Director Office of Air TX Commission on Environmental Quality	TX Commission on Environmental Quality	Comment mailed to TxDOT	1/21/2014	Letter
HB-AC1c	Steve Hagle, Deputy Director Office of Air TX Commission on Environmental Quality	TX Commission on Environmental Quality	Comment mailed to TxDOT	1/21/2014	Letter
HB-AC2	Scott Neeley Chief Executive Officer Corpus Christi Regional Transportation Authority	Corpus Christi Regional Transportation Authority	Comment mailed to TxDOT	2/5/2014	Letter
HB-AC3a	Russell Hooten, Texas Parks and Wildlife Department Wildlife Habitat Assessment Program Wildlife Division	Texas Parks and Wildlife Department Wildlife Habitat Assessment Program Wildlife Division	Comment mailed to TxDOT	3/17/2014	
HB-AC3b	Russell Hooten, Texas Parks and Wildlife Department	Texas Parks and Wildlife Department	Comment mailed to TxDOT	3/17/2014	

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC3c	Russell Hooten, Texas Parks and Wildlife Department	Texas Parks and Wildlife Department	Comment mailed to TxDOT	3/17/2014	
HB-AC3d	Russell Hooten, Texas Parks and Wildlife Department	Texas Parks and Wildlife Department	Comment mailed to TxDOT	3/17/2014	
HB-AC3e	Russell Hooten, Texas Parks and Wildlife Department	Texas Parks and Wildlife Department	Comment mailed to TxDOT	3/17/2014	
HB-AC3f	Russell Hooten, Texas Parks and Wildlife Department	Texas Parks and Wildlife Department	Comment mailed to TxDOT	3/17/2014	
HB-AC4a	Frank Brogan Managing Port Director Port of Corpus Christi	Port of Corpus Christi	Comment emailed to TxDOT	3/17/2014	
HB-AC4b	Frank Brogan Managing Port Director Port of Corpus Christi	Port of Corpus Christi	Comment emailed to TxDOT	3/17/2014`	
HB-AC5a	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC5b	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5c	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5d	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC5e	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5f	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5g	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC5h	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5i	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5j	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB -AC5k	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	
HB-AC5l	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5m	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC5n	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5o	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5p	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT

TABLE 1: INDEX TO US 181 HARBOR BRIDGE PROJECT PUBLIC AND AGENCY COMMENTS					
Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC5q	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC5r	Debra Griffin Associate Director, Compliance Assurance and Enforcement Division U.S. Environmental Protection Agency, Region 6	U.S. Environmental Protection Agency, Region 6	Letter	3/18/2014	Comment emailed to TxDOT
HB-AC6a	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6b	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC6c	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6d	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6e	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6f	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment received via email

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC6g	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6h	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6i	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6j	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email

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Comment Number	**Name Person Submitting Comment**	**Representing**	**Type of Comment**	**Date Received**	**Mode of Transmittal**
HB-AC6k	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC6l	Richard Lopez, Director US Department of Housing and Urban Development San Antonio Field Office	US Department of Housing and Urban Development San Antonio Field Office	Letter	3/20/2014	Comment sent via email
HB-AC7a	Stephen Spencer, Regional Environmental Officer, US Department of the Interior	US Department of the Interior	Letter	3/13/2014	Comment emailed to TxDOT
HB-AC7b	Stephen Spencer, Regional Environmental Officer, US Department of the Interior	US Department of the Interior	Letter	3//13/2014	Comment emailed to TxDOT

TABLE 2: US 181 HARBOR BRIDGE PROJECT DRAFT EIS COMMENT AND RESPONSE SUMMARY			
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Public Comment			
HB-PC1	The route that is the preferred choice is a very good choice since it has no sharp curves as the current bridge does. It is always a challenge to go on the current bridge because of the curves to get on and off into Corpus Christi I am sure I will be too old to drive by the time it is ready but I very much like the change. Thank you for the opportunity to see the results of the many years of work that went into this project.	General	Comment noted. Part of the proposed project's need and purpose is to correct the sharp horizontal curves of the existing bridge and approaches; all of the alternatives would achieve this goal.
HB-PC2	My main concern is traffic backing up when trying to get to Shoreline Blvd and downtown Corpus Christi if there is a stop sign or stop light.	Traffic/Engineering	Traffic projection modeling performed during the environmental study indicated that the proposed alternatives would provide an acceptable level of service (i.e., free flowing traffic) for motorists. For the proposed alternatives, multiple lanes and signals would allow traffic to move quickly.
HB-PC3	Coming from Portland to the downtown area and area near American Bank Center, Whataburger Field, Ortiz Center, etc., is going to be very cumbersome and congested. Is there some way to please provide a flyover to connect to 37 south toward downtown and maybe the flyover to Portland now (curve) be kept to easily get to Whataburger Field, etc. (create an exit)?	Access/Engineering	According to the Value Engineering Study performed for this project, adding additional flyovers and direct connectors generally would not improve traffic flow. The addition of flyover ramps to and from downtown would affect additional historical properties, City buildings, and homes. In the area of Whataburger Field and the Ortiz Center, I-37 would become a high-capacity surface street rather than what it is now.
HB-PC4	As long as you can see the bridge from Whataburger Field I'm fine with anything. I also think adding lights to the bridge is a good idea.	Aesthetics/Lighting	The Recommended (Red), Green, and Orange Alternatives generally would be visible from Whataburger Field. In addition to sufficient lighting for the roadway, additional aesthetic lighting would be considered during the design phase of the project.
HB-PC5	I would like to see a bike and hiking lane on the bridge that would be safe for the people that wish to hike and bike. I would also like to see a safe lane for bikes and hikers across the Causeway from North Beach to Portland.	Bicycle/Pedestrian Access/Safety	A 10-foot shared-use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed build alternatives. This path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared-use path from traffic on the bridge and bridge ramps.
HB-PC6	I am a 12-yr-old kid at Portland, TX. I ride the bridge to Corpus Christi every few days. I have seen all the routes. The West route looks cool and seems wavy, but the Green route has a straight route that leads to the downtown area and Crosstown. I do hope to see the bridge from Whataburger Field. Also I think the lights would be cool on the new bridge. One more thing, I think for our safety we should add bigger shoulders. I know from past experiences that there are many accidents on the bridge.	General	The Recommended (Red), Green, and Orange alternatives generally would be visible from Whataburger Field. Sufficient lighting for the roadway would be provided, and additional aesthetic lighting would be considered during the design phase of the project. The proposed 12-foot inside and 10-foot outside shoulders already meet design safety standards.
HB-PC 7a	I will attempt to get our architecture, construction, and drafting Students to get involved in this process and make comments soon. 1. Ramps from IH37 to US181 should mimic SPID at Crosstown. The ramps from Downtown onto the new Harbor Bridge and the Crosstown Freeway –northbound and southbound on US 181- are crucial to safely and quickly evacuate traffic from all of the venues and events downtown and along the bayfront. The size, number, and frequency of these events will likely increase each year as the economy grows, as incomes increase, and as the population increases as it is expected to. The downtown/bayfront area is always going to be the premiere location for cultural, sports, entertainment, and arts events in the region. As these increase, traffic associated with these events will grow also. Forcing 20,000 to 50,000 vehicles to pass though multiple traffic lights to access US181 north or south will cause risky congestion. We must have continuous flow of traffic using direct connector ramps to IH37 and to US181 from all directions. Despite the fact that IH37 will no longer be a freeway east of US181, it will still be a very high traffic parkway and long-term projections of traffic counts should indicate the value of having a ramp system here similar to the Crosstown/ SPID intersection. Surely the new freeway intersection of 181 and 37 should deserve as high a priority for traffic flow and safety as the SPID and Crosstown intersection. If it means buying out the Oveal Williams Center, then so be it. If it means taking all of Lovenskiold Park, then so be it.	Traffic/Access/Engineering	Direct connector ramps connecting US 181 to I-37 east and from I-37 downtown connecting to US 181 were removed from consideration based on a Value Engineering Study performed for this project. I-37 east of US 181 is proposed to function more as a high-capacity surface street, as I-37 does today from Chaparral Street to Shoreline Boulevard. The addition of flyover ramps to and from downtown would affect additional historical properties, City buildings, and homes. Adding flyovers/ramps would not be feasible because of the low projected traffic numbers, the high impact to Section 4(f) properties, reduced access to homes and businesses, and the quick transition from high speed to low speed roadway.
HB-PC7b	2. On/off ramps on IH37 "Parkway" between Crosstown and Mesquite On the north side of IH 37 between Crosstown and Mesquite Street, the on ramp to IH 37 from Padre Street, and the off ramp from IH 37 onto MLK, and on the South side of IH 37 the off ramp to Buffalo Street, all could stay if necessary, but should not take precedence over the connector ramps to or from IH 37, or to or from US 181 and the Crosstown Freeway. The direct connector ramp from IH 37 should be the priority over the Padre Street on ramp. In fact, the Tancahua Street overpass and the Carancahua Street overpass could be removed and Tancahua Street north and south of IH 37 could be connected at a new traffic circle intersection with the IH 37 Parkway, West Broadway, North Broadway, and Upper and Lower Broadway, and Carancahua Street. A traffic circle might pose problems with high traffic flow. With the proper design, the newly opened vista upon entering the Downtown on IH 37 since all of the overpasses will be removed; a large traffic circle with a colossal	Traffic/Access/Engineering	TxDOT would work with the City of Corpus Christi to address the area east of the Recommended Alternative where existing Harbor Bridge infrastructure would be removed and streets would revert to non-highway use.

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	monument in the center of the circle could make a unique and impressive gateway.		
HB-PC7c	3. Light rail/tram from Downtown to new bridge to North Beach. Adequate accommodations for mass transit such as light rail, tram, or monorail infrastructure or ROW must be included from Downtown to North Beach. I predict this will be the biggest grossing route in the whole transit system. An even bigger boost to the economy would be a roller coaster-style infrastructure from Downtown to North Beach. What a ride.	Public transit	TxDOT is working with the Corpus Christi Regional Transportation Authority (CCRTA) to determine the impact of a new bridge on current transit routes to and from the North Beach area.
HB-PC7d	4. Extension of frontage roads on new US181 bridge north of IH37 to Port Ave. The flow of traffic into and out of the Bayfront area requires: -Three lane frontage roads flanking the new bridge from IH 37 north to Port Avenue with intersections at Lake, Hughes and Brewster, an on ramp connecting to the Crosstown Freeway southbound with a flyover to avoid grade level intersections with frontage roads, an exit ramp from US 181 north onto the northbound frontage road to access Hughes, Brewster, and Port Avenue.	Traffic/Access/Engineering	Direct connector ramps connecting US 181 to I-37 east and from I-37 downtown connecting to US 181 were removed from consideration based on a Value Engineering Study performed for this project. I-37 east of US 181 is proposed to function more as a high-capacity surface street, as I-37 does today from Chaparral Street to Shoreline Boulevard. The addition of flyover ramps to and from downtown would affect additional historical properties, City buildings, and homes. Adding flyovers/ramps would not be feasible because of the low projected traffic numbers, the high impact to Section 4(f) properties, reduced access to homes and businesses, and the quick transition from high speed to low speed roadway.
HB-PC7e	5. Increase the size of the pedestrian/bicycle lane on the new bridge to 20'. 10' is not wide enough on any inclined plane to allow for the safety of pedestrians especially when shared with bicyclists. Just ask Austin about the problems they had along the Hike and Bike paths around Town Lake. You always see two people side by side and bicyclists side by side, and when they pass they need more than 10'. It would be advisable to have separated lanes for bicyclists and pedestrians.	Bicycle/Pedestrian access/safety	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps. Ten feet is the standard shared use path width and 20 feet would not be a practical solution.
HB-PC8	I've walked the current Harbor Bridge 17x thus far. I hope the new bridge will be pedestrian friendly!!!	Pedestrian access/safety	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the path from traffic on the bridge and bridge ramps.
HB-PC9	As a North Beach resident and property owner I want the new bridge to provide safe pedestrian access from North Beach to Downtown Corpus Christi. So there needs to be a wide pedestrian walkway on the bridge that connects walkers, runners, cyclists who use the CCBeachwalk in North Beach and the Bayfront sidewalk in downtown. It all needs to be safe for pedestrians and not involve having to navigate through traffic.	Pedestrian access/safety	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC10	In the new Harbor Bridge design, a concerted effort should be made to include safe pedestrian access for bicyclists, walkers, runners, skaters, and baby strollers. Also the design should provide a connection to existing pedestrian-safe areas on both the north and south ends of the bridge. The bridge itself should have a wide pedestrian lane that accommodates walker, joggers, bicyclists, etc. - much like the new bridge that connects Charleston to Mt Pleasant in South Carolina. On North Beach, there are currently no sidewalks that run north and south along the Highway 181 frontage road. IN 2012, TxDOT paid contractors to install handicap ramps at every corner along the front road, so those are in place, but the pieces of concrete at each corner do not connect to anything. So when the new bridge is designed, north-south sidewalks along both sides of the frontage road and an east-west pedestrian walkway under the highway would make traveling by foot or bike much safer. North Beach currently has only one continuous north-south pedestrian walkway - it's called the Beachwalk. Thanks to bond funding, this 10-ft-wide concrete Beachwalk runs 1.5 miles along the beach and is completely separate from vehicle traffic, making it the safest and most scenic pedestrian walkway in town. All told, the Beachwalk was an investment of over $1 million and constructed in three phases (Bond 2000, 2004, 2008). To maximize on the taxpayer investment that has already been made, TxDOT and the City should work together to connect the Beachwalk with the new bridge by building a much needed east-west sidewalk along Beach Avenue. That sidewalk would start on the beach and run three blocks to the west to the frontage road, continue under the highway, and then up the southbound entrance ramp to ensure pedestrians are able to safely access the bridge. If the new Harbor Bridge could connect the Beachwalk on North Beach with the Bayfront in Downtown Corpus Christi, that connection would make the bridge itself an attraction - providing people a way to stay in shape, take in a great view, and move safely between the city's two main tourist areas (North Beach and the Bayfront).	Pedestrian access/safety	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps. TxDOT is working with the City of Corpus Christi Parks and Recreation Department to find a way of connecting the proposed shared use path with the Beachwalk.
HB-PC11	I would like to see a bike lane on the bridge that can be used for cycling, jogging or walking.	Bicycle/pedestrian access/safety	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering

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			standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC12	I am so glad you are keeping the exit points to "Old Downtown." I just exit Tancahua and go four miles to church at Park and Carancahua, and doctors and dentist at Staples and Morgan area. Now back up Shoreline to the clear onramp on 181 - church is only four miles and my PO on Antelope only two now.	Access/Engineering	We appreciate your comment and it has been noted.
HB-PC13	I live in the Harbors neighborhood. I want you to consider closing the existing Beach Street exit going south when the new Burleson exit is opened. Currently to access our neighborhood when there is rain or by large truck, we must go on the wrong way on the feeder road from Beach Street to the subdivision since trucks cannot get under the turnaround and when it floods/rains, cars cannot use the turnaround. This would eliminate a hazardous traffic situation and increase accessibility to the neighborhood. Summary: Close existing Beach Street ramp going south and make the current southbound access road a two-way street to Beach Street.	Access/Engineering	TxDOT hopes to address this situation in a future project. It is not within the scope of the Harbor Bridge Project.
HB-PC14	Why is the green alternative not preferred? Thank you for the opportunity to review the alternatives in person. The most appealing are the Red and Green. What is the aesthetic enhancement participation plan? I am a land use environmental planner and would be interested in serving on the advisory committee. Would like to see more outreach What will be done about bridge lighting? The Harbor Bridge must stay iconic for community identity. Would like paper copy for EIS.	Preferred Alternative Aesthetics Public involvement	When all of the proposed alternatives were compared with the need and purpose, and objectives of the project, the Red Alternative was determined to cause the least overall harm and to best meet the need and purpose and objectives of the proposed project. Community input on aesthetics, including lighting, will be part of the design phase of the proposed project; public involvement opportunities will be posted on the he project website (http://ccharborbridgeproject.com).
HB-PC 15	When the new bridge is built, Tex Dot should close the culverts that run underneath Hwy 181, connecting the Rincon Canal on the west with Surfboard and Treasure (I think) Street on the east side, because they are not providing drainage into the Rincon, but rather are draining salt water (and fish) eastward, flooding the ditches along the streets. Closing off those two culverts would actually make the neighborhoods on the east side of the highway flood less.	Drainage/Engineering	Drainage design would be addressed during the design phase of the proposed project.
HB-PC16	Definitely should have pedestrian access for the bridge. It is a vital factor in improving the quality of life in our community, especially if this bridge is to be a major representation of it.	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC17	You need to have a right hazard lane that allows for 10-minute parking. Senior citizens cannot walk the bridge and ever enjoy it as is the case for the handicapped and young children.	Access/Engineering/Safety	A wide shoulder would be provided for vehicle breakdowns; however, parking would create unsafe conditions.
HB-PC18	Investiture in Hillcrest is probably not a wise decision as its future use will likely be industrial.	Land Use/Redevelopment	Park improvements are proposed for HJ Williams Memorial Park as part of Section 4(f) [federal law protecting public lands and historic properties] mitigation for T.C. Ayers Park. TxDOT worked with the City of Corpus Christi and also held public meetings to gather input in the development of these plans, which are intended to serve local residents.
HB-PC19	More covered basketball, covered from TC Ayers to Hillcrest Park (H.J. Williams Park)	4(f) mitigation	The Section 4(f) [federal law protecting public lands and historic properties] mitigation is still being finalized and will take into consideration this comment and all other comments received.
HB-PC20	Please address the flooding problem on the 181 access road as it goes under the Portland Causeway in North Beach. Flooding of this part of the road directly impacts access to the Harbors subdivision. Currently residents do not have a choice but to go the wrong way down the access road from Beach Street to get home. Thank you for allowing public input.	Access/Engineering/Safety	TxDOT hopes to address this situation in a future project. It is not within the scope of the Harbor Bridge Project.
HB-PC 21	My concerns are the lighting, homeless people, upkeep, and the rundown buildings. Is there going to be sufficient lighting? If so, where exactly are you going to be placing the actual lighting? What are your intentions with the current homeless people? How are you all going to decrease them and/or place them away from the new bridge? What is or who is going to be doing the upkeep? The city's pace to help maintain bottom of the bridges would be what? The city barely does anything now. Their pace is like molasses. What about the abandoned buildings now? The old police station? The old senior center? Are you going to tear them down or remodel them? They are eyesores now. Will they continue to be? How is that being budgeted in the new bridge plans? What have you done for them besides remodeling/rebuilding the parks? How are my taxes paying for it exactly? Will my city taxes rise	Lighting Socioeconomic Impact Aesthetics	1) Lighting for the bridge and roadways would comply with established TxDOT standards. 2) Homeless persons in Corpus Christi are under the purview of the City of Corpus Christi. 3) Maintenance of the new bridge would be the responsibility of TxDOT. 4) Under three of the proposed alternatives (Green, Red, and Orange), the old police station and day care center would be removed; the Oveal Williams Senior Center would not be affected. Right-of-way (ROW) can only be purchased for what is required for the proposed project. 5) Questions regarding city taxes can be addressed to the City of Corpus Christi tax office.

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	even further?		
HB-PC 22a	On 1/23/14, I voiced my concerns with Mr. C. Amy about how and if investor/organization and individuals were going to profit with US 181 Harbor Bridge Project. I felt that those businesses/people were using inside information to position themselves for financial gain at the tax payers' expense. I pointed out two individuals at the 1/23/14 neighborhood open houses that might stand to gain financially. More disturbing is the possibility that those individual gains were coming at the expense of poor. Have these entities used a "legal corrupted" system to exploit the poor which already face unjust inequalities of wealth and no access to affordable legal representation? With that being stated and written, I have some questions that I would like answered and addressed.	Socioeconomic Impact/Environmental Justice	Please see response shown below for #HB-PC 22c.
HB-PC22b	1. Is the US 181 Harbor Bridge Project going to create another LA Armada/Corban Townhouse housing project? 2. How many Northside Manor Apartment residences are guaranteed housing at the Palms "affordable" housing apartment complex? 3. Has Housing and Community Service Inc. held a public hearing on the 120 apartments will be divided among residents of "low income" and affordable housing? (Northside Manor Residents/Going rate rent)? 4. How does "Housing and Community Service Inc. (HCS) define "affordable housing" -- 60%, 30%, ... of the city's median income? 5. What part will the city play in assuming that "displace homes and rental units" occupants will be paying the same rent or within their means? According to the Caller-Times, the preferred route will displace 39 homes/units with 95% being minority/low income.	Socioeconomic Impact/Housing	1) No housing developments are being constructed as part of the proposed project. Displaced residents would be ensured safe, decent, and sanitary replacement housing. 2) TxDOT is not aware of the specifics of the arrangement between North Side Manor and the Palms. 3) TxDOT is not aware of a public hearing having been conducted in regards to the Palms; the development of that property is not related to the Harbor Bridge project and TxDOT is not involved. 4) According to the HCS website, to qualify for housing with HCS, a household must earn less than 51% of the area median income (AMI) or be either at or below "low or very low-income limits, published by the U.S. Department of Housing and Urban Development. 5) TxDOT ROW agents would work with displaced residents. To ensure that decent, safe, and sanitary dwellings would be available to all displaced persons, the state's Relocation Assistance Program (RAP) would be available to all eligible individuals and families displaced as a result of construction of the proposed project. The acquisition of property and relocation assistance would be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646). Relocation resources would be made available to all eligible displaced residents, including tenants, without discrimination, consistent with the requirements of the Civil Rights Act of 1964 and the Housing and Urban Development Act of 1974. Tenants renting an apartment or duplex unit for a minimum of 90 days are entitled to rental assistance payments for monthly rent and the estimated average monthly cost to utilities . Rental assistance for low-income tenants is provided for those who qualify for the U.S. Department of Housing and Urban Development's Annual Survey of Income Limits for the Public Housing and Section 8 Programs . Considerations for renters receiving a HUD Section 8 Existing Housing Certificate or a Housing Voucher are offered through the Texas Department of Transportation Rental Assistance program. Displaced tenants would have the opportunity to discuss program eligibility options with a TxDOT relocation counselor.
HB-PC22c	1. According to investors and Mr. C. Amy, the plans for US 181 Harbor Bridge were in motion about 10 years ago. The Caller-Times prints that HCS purchased Northside Manor in 2005.The purchase is about the time the plans for US 181 Harbor Bridge Project was in its infancy. 2. Is the federal or state government paying HCS for its right-of-way? 3. What will happen to the people at D.N. Leathers Project? Mr. Gary Allsup, CEO CC Housing Authority, is quoted as saying that D.N. Leathers will be "demolished" and "hasn't started looking for a new location." Where will these people go? 4. More than 12% of the neighborhood's 2010 population will be lost (displaced)! 5. Census shows more than 31% of people in the complexes identified themselves as African American. "The entire city is 4% African American." 6. Have HCS and the CC Housing Authority held town hall meetings with Northside population on effects, recourses, options, and displacement? If not, why not? Has the city reached out to the Northside population? 7. What has the city's past spending been in the Northside residential community compared to the Tulso-Calallen area? 8. According to HCS, "moving affordable housing sites is rare. The Palms complex is intended to replace the deteriorating Northside Manor." The newspaper article reads, "Low-cost Housing..." Is Northside Manor "low-income housing"? How does the Palms' affordable housing relate to low-income housing? 9. According to sources, not only will the Northside be affected but communities within US 181 Harbor Bridge Project new exits ramps. These areas are also low-income communities which have not had a voice in City's political agenda. The City has used its city -owned properties to silence concerns when speaking on behalf of these low-income inhabitants. By making false accusations	Socioeconomic Impact/Housing/Environmental Justice	1) Comment noted. 2) This question can be directed to HCS. 3) D.N. Leathers would not be affected by any of the proposed alternatives. Questions about this property should be directed to Corpus Christi Housing Authority. 4) Under the Red Alternative, approximately 15 households in the Hillcrest neighborhood would be displaced and 16 households in the Washington Coles neighborhood would be displaced, representing approximately 3% and 4%, respectively of the 2010 households in those neighborhoods. 5) The Census does not publish data for individual homes or apartment complexes. The North Side Manor Lake Street apartments to be displaced occur in Block 3042 of BG 3 in CT 64, where 54.2% of residents identified themselves as Black African American. 6) These questions are outside of the scope of the Harbor Bridge project and should be addressed to the City of Corpus Christ or the Corpus Christi Housing Authority. 7) This question is outside of the scope of the Harbor Bridge project and should be addressed to the City of Corpus Christi. 8)These questions are outside of the scope of the Harbor Bridge project and should be addressed to the City of Corpus Christi. 9) These concerns are outside of the scope of the Harbor Bridge project and should be addressed to the City of Corpus Christi.

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	and having the Corpus Christi Police Department promote entity's agendas, the poor city inhabitants have no means to exercise their rights, both local and federal rights.		
HB-PC23	My concerns would be lighting under the bridge. Would under the bridge look drafty and unattractive? How loud would the traffic be?	Lighting Noise Impacts	Lighting would be provided under the bridge. TxDOT would develop a plan for aesthetic improvements during the design phase. Noise walls would be provided where required according to the noise impact analysis prepared for the Draft EIS.
HB-PC24	Ref EIS section 2.4.1.2 - Red alternative, lines 16 to 21 This clearly states that, as I understand it, the now preferred route i.e., Red will include adequate provision for cyclists and pedestrians, As a keen cyclist and organizer of the monthly Harbor Bridge Walk (www.bridgewalkcc.com) I am writing to voice the opinion that such provision is critical for the new bridge. Not only does it make sense from a safety point of view but it increases the potential tourist attraction possibilities by allowing for safe access to walkers, runners, cyclists, and tourists alike.	Pedestrian/Bicycle Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC25	Please construct the new bridge with a pedestrian walkway. It would benefit the city greatly.	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC26	I am not sure if my previous comments were received since I did not get a response. So, I want to make sure you know that I, and many people I have talked to about this, believe that it is very important to: (1) have direct turn ramps to and from IH 37 and US 181 in all directions. These are both freeways and even though IH 37 will be a parkway, traffic will flow like it is a freeway. There must be continuous flow onto and off of both highways using direct access ramps in each direction to ensure efficient traffic flow into and out of the downtown, (2) connect frontage roads on both the west and east sides of the new bridge at ground level from IH 37 to Port Avenue. These roads will be critical to moving traffic to and from downtown events, and developing the adjoining property, (3) there should be an off ramp from NB Crosstown Freeway/US 181, north of IH 37, down to Port Avenue, (4) there should be an on ramp to SB Crosstown Freeway/US 181, north of IH 37, from the NB frontage road, (5) the pedestrian walkways across the bridge should be wide - 10' would make it about equal to one lane. Cars get a lane - so should pedestrians, (6) the bicycle lanes should also be wide - more than 10' so two people (parent and child) can travel together and still have room to pass opposing bikers, (7) barriers should separate pedestrians from bikers, and both from vehicles and, (8) overpasses on Tancahua, Carancahua, Portland, Twigg/ Upper N.Broadway, and Lower Broadway should all be removed, and new intersections created with IH 37 Parkway- possibly using a large traffic circle.	Access/Engineering Pedestrian/Bicycle Access	Adding additional flyovers and direct connectors generally would not improve traffic flow, according to the Value Engineering Study performed for this project. In addition, impacts from flyover ramps to and from downtown would affect many historical properties, as well as City buildings and additional homes. Adding flyovers/ramps would not be feasible because of the low projected traffic numbers, the high impact to Section 4(f) properties, reduced access to homes and businesses, and the quick transition from high speed to low speed. TxDOT would work with the City of Corpus Christi to address the area east of the Recommended Alternative where existing Harbor Bridge infrastructure would be removed. A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC27	I would like to have pedestrian access on the new harbor bridge to be built, the community could benefit from this in many ways; by hosting fun runs and walks to provide donations toward community groups in need. Please consider this comment as it would be beneficial for the Corpus Christi community and those around it. Thank you.	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC-28	Walking the Harbor Bridge has been an awesome monthly event which we all hope continues forever. Therefore it is very important that the new bridge include pedestrian walkways. What a great way to view our Sparkling City by the Sea with a "fun bunch" of people and get some good exercise in at the same time. Thank you in advance for your time and consideration on this very important issue.	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC-29	The current plan eliminates the southbound exit ramp and the north bound entrance ramps from and to Agnes-Laredo-SH44. This will have the following negative impacts. 1. Create another Hillcrest/cut by making these neighborhoods hard to access for residents. 2. It will kill any redevelopment opportunities created by the new bridge in the area. 3. It will damage businesses who depend on the access roads on both sides of Crosstown 4. Truck traffic will have to go through several feeder road intersections mixed with car traffic creating congestion and higher risk for accidents. 5. It will funnel much of the traffic onto Morgan, a very tight and congested intersection 6. It will cut off an easy entrance and exit from the south side of downtown. The planned expenditures for parks in Hillcrest for mitigation purposes ignores the fact that economic megaforces are at work that will turn all of Hillcrest to industrial in ten years. A better use of the money would be improve the old rail line parallel to Port Avenue and the connector to Kinney Street under the Crosstown back to Port as a hike and bike trail. It would increase the connectivity of the neighborhoods and between the neighborhoods and job locations, as well as complete a hike and bike circuit that would run from the west side to the north side to the Sea district to the	Access Neighborhood Cohesion Socioeconomic Impact	TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required. Park improvements are proposed for HJ Williams Memorial Park as part of Section 4(f) mitigation for T.C. Ayers Park. TxDOT worked with the City of Corpus Christi and also held public meetings to gather input in the development of these plans, which are intended to serve local residents. A regional bike trail would not serve to replace the functions lost at T.C. Ayers Park. The Corpus Christi Metropolitan Planning Organization (MPO) has a Bicycle and Pedestrian plan showing Port Avenue as a bike route (see http://www.corpuschristi-mpo.org/04_studies/04_studies_bp/bpmorig_bp_032505.pdf) and suggestions about city bike routes can be addressed to the Corpus Christi Metropolitan Planning Organization (MPO) or the City of Corpus Christi.

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	waterfront and could connect back via Kinney Street to the abandoned line ending at Port. This is also the planned future location of a RTA bus station (not stop, station).		
HB-PC30	Quite concerned about the negative impact that current design of the project would have on my business and/or other established businesses in the Agnes and Laredo Street, SH 286 intersection area. It is my understanding that current design calls for the elimination of the southbound off-ramp and the northbound onramp for Agnes and Laredo. Access to and from the area will be greatly impeded while increasing problems with alternate feeder routes, namely safety, added congestion and increased truck traffic at the alternate exchanges. Surely there is a better alternative.	Access/Engineering/Safety	TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required.
HB-PC31	I will not be able to make it to the meeting so I have a few questions. I saw that the red alternative is preferred, when will that be finalized? When will the project be environmentally cleared? When will ROW maps become available as the maps on the comp are hard to follow. Thank you	Project Schedule	A Preferred Alternative will be selected in the Record of Decision anticipated in early of 2015. The ROW maps would be prepared in early 2015.
HB-PC32	Replacing the Harbor Bridge is imperative for the safety of those who travel from Portland to Corpus Christi or Corpus Christi to Portland on US 181. The historic number of accidents underscores the necessity for a more safely engineered bridge. The red route provides the most convenient and direct connections between the communities. The proposed height elevation will remove a significant barrier to future economic growth along the ship channel.	Support for Red Alt.	Comment noted.
HB-PC33	It is an honor to be able to write you about a concern that I have about the Harbor Bridge re-construction. Thank you for being reachable and listening to your fellow citizens. I am a mother of two amazing kids, Frank 17, and Valerie 8. My husband is a disabled veteran and I am a college student. I like to be involved in the community. I have it as a commitment since I became a United State Citizen in 2010. My home country is Mexico, by the Pacific Ocean, to be precise, I am from the Sinaloa State, Mex. I wonder if rebuilding the bridge will affect the marine life that we being enjoying in the Nueces Bay. Since the primary bay, Corpus Christi estuary is already destroyed because transit of coming ships from the Gulf of Mexico. Just remember there is a key component about the runoffs from the Nueces river and mixture of salt water from our local bays to be able to have some organisms. I love to take my kids in the local bays and explore the diversity of animals living in and out the waters. I would love to know if you ever considered the possibility of the protection of the environment. On the other hand, how is the Harbor Bridge project going to affect our transit to Corpus Christi. Are we ready to take this major traffic chaos? I really appreciate your time and wish you a success career in the political world that I enjoy watching it very close.	Environmental Impact on Water/Marine Life Access/Traffic	Effects to marine life are addressed in Section 4.16 of the DEIS. TxDOT has committed to numerous practices to avoid and minimize adverse effects to marine life. Essential habitat protection is a part of the environmental permitting and will be a requirement of the construction plans. A traffic control plan would be prepared before any construction begins and bridge access across the Ship Channel would be maintained.
HB-PC34	I fully support the red route because it is the most feasible, environmentally friendly, minimal damage to the citizens of Corpus Christi	General support for Recommended Alternative	Comment noted.
HB-PC35	Nueces Bay Blvd overpass at IH 37 is only 14 feet high and has many tanker trucks going under it every day to and from the refineries. It really needs to be raised to 16 feet when you do the re-work of IH 37 for the new bridge.	I-37 Safety	TxDOT would evaluate this situation during the design phase of the proposed project.
HB-PC36	I have concerns about disturbing the ground where a tank farm was situated in the mid-20th century. The Red (and possibly Orange) route would create the greatest such disturbance. My concerns are environmental, but also for the health of those residing in the region near this proposed disturbance.	Hazardous Waste/Materials	Hazardous materials assessment, management, and remediation are part of the environmental permitting process, and will be addressed in the Hazardous Materials section of the Final EIS and reflected in the technical provisions and final construction plans. A hazardous materials management plan that incorporates federal and state guidelines for handling affected soil and groundwater will be prepared by the developer. Soils impacted above acceptable human health- and ecological-based levels that are disturbed or displaced during construction will be characterized, treated, and, if appropriate, transported off site to an authorized disposal facility. The plan will adhere to the requirements of the Final EIS technical provisions as included in the approved (insert date?) memorandum of understanding with TCEQ. The plan will incorporate measures to avoid hazardous materials and affected soil and groundwater, and, if unavoidable, incorporate mitigation plans to minimize the generation of hazardous materials and protect against uncontrolled emissions or discharges. Soil affected above acceptable human health- and ecological-based levels that are disturbed or displaced during construction will be characterized, treated, and, if appropriate, transported off site to an authorized disposal facility.

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			TxDOT environmental experts will review publicly available Texas Commission on Environmental Quality (TCEQ) and EPA records for existing soil and groundwater quality data related to the proposed ROW on former and existing commercial and industrial sites of concern, including the former Kerr-McGee site and its historical plume footprint data. This additional information will be incorporated into the Hazardous Materials section of the FEIS.
HB-PC37	I would like to be able to see sights like the harbor and the Lexington from my average height automobile. The concrete barriers that replaced the metal rails prevent most sightseeing for drivers and passengers. This is the third millennium for crying out loud. Is there no safe material to allow people the opportunity to see out the side of their cars? My other concern is three lanes both directions when I think there should be four with the growth our area is experiencing. The drawings, photos are nice, but the architects' level diagrams show me best where the bridge rises and falls to join other roads. Thanks for the opportunity to comment. Also I would like to be able to stand on the west side to take sunset photos and pictures of the harbor too.	Aesthetics	Approved crash-tested bridge rails are required and would be used on a new bridge. The design of these rails would take into consideration sightseeing desires. The proposed bridge would be designed for three lanes of traffic in each direction because that is the capacity deemed necessary by traffic projections.
HB-PC38	Pedestrian and bike access on the new bridge is important for connectivity to North Beach. Plus, ensure safe pedestrian/Bike access from south end of bridge to Bayfront. Use concrete from old bridge for construction of new jetty on far north end of North Beach, near RV Park, plus extension of current north jetty. Both are included on North Beach Master Plan approved by City Council in 2010 or 2011. Concrete could also be used to create breakwater parallel to North Beach, similar to the one along the Bayfront, to reduce erosion and save money on beach renourishment. Use area under current bridge to create enhanced pedestrian connection from SEA District to downtown Chaparral improvements.	Pedestrian/Bicycle Access Bridge Construction Materials/Recycling Aesthetics	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps. The City of Corpus Christi has requested the concrete from the bridge demolition and this request would be taken into consideration by TxDOT. Uses for areas under the bridge are being studied by TxDOT and the City of Corpus Christi.
HB-PC39	Name of new bridge? Suggest Vice-President Jack Nance, citizen of Uvalde and VP of United States. Responsible for getting money from Congress to dredge the port deeper. Please notify me when committee meets to name the bridge.	Name of Bridge	Any naming of the bridge would take place while a new bridge is under construction. Thank you for your input on a possible name.
HB-PC40	I don't believe there is a need for a new bridge. I say this because my home will be no more due to this project. I have three children and believed my children would grow up in this home in which my husband grew up. I am very upset about this project.	General disapproval of project	We understand your concerns about having to move out of your home. A need and purpose have been established for the project, which reflect the need for maintaining the long-term operation of a US 181 crossing of the Corpus Christi Ship Channel and the need to address safety risks caused by the design deficiencies of the existing roadway. Because of the need for these improvements, it was not possible to design the project entirely within the existing ROW. Project planners have refined the alignment to require as few displacements as possible. TxDOT ROW agents would ensure that decent, safe, and sanitary dwellings would be available to all displaced persons.
HB-PC41	Are they going to put red lights on the new bridge to stop traffic if a section of the bridge is damaged? Like it was done on the causeway of Port Isabel and South Padre Island, TX? Are they going to keep the Harbor Bridge name for the new bridge? I really love the Red Alternative.	General Support for Red Alternative Safety	The need for potential hazard lighting on the bridge would be determined during the design phase of the proposed project.
HB-PC42	This world will only get better when men plant trees they will never see the shade of. The upfront project cost is exactly that, the upfront, but what will the red option truly cost over time? The bridge will be an attractant regardless of location and delivery. Over time, you can garner the same profit margin, i.e., business growth and tourism to truly benefit a city implies truly benefiting its citizens, think on those with no money, no voice. They need the strength of stronger citizens and their representatives. Be that voice. Be that strength. Plant the seeds.	Project Cost	Comment noted.
HB-PC43	Thank you to TxDOT and all the representation and certainly, to all of the public that has come out here tonight. I think, if anything, this has been a very transparent and open process and I am pleased that we have done significant outreach with many of our stakeholders and certainly our governing bodies and with all of our partners. There is no doubt that this bridge was built to World War II standards, steel material, salt air, toxic climate, the mitigations and the actual maintenance has -- it's cost-prohibitive. And every route has a down side, but I will tell you not doing anything and building a bridge and getting to where we need to be is not an option. We're very sensitive to the concerns of the neighborhood. At one time, we actually had a "Come to Jesus" talk about some of the cannibalization that was happening with some of the businesses, the churches, and the senior centers, and the park and far -- the gym as well. And that was done as far as an outreach and was addressed, and certainly was done away with. But now we have some	General support for Recommended Alternative	Comment noted. Thank you for your input, which TxDOT and FHWA will consider.

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	other considerations we're going to go through. And I can talk about all the economic development. I can talk about the need of the Panama Canal. I can talk about all of the multipliers of economic scales. That will happen once that this is a realty, which I certainly strongly support the Red route and knowing the due diligence you put behind there. But what is most important are the people. We will continue to have an outreach and listen in the mitigation, and we have some significant concerns on the Environmental Justice issues. There are residents. We have our partners. We will continue to listen and in every opportunity, make it better. And I am -- I have one more minute. I am so familiar with that 3-minute time scale. So with all that said, thank you everybody for coming out here tonight. This is very reflective of how important it is to get your feedback and your engagement in this process, knowing it is an organic process. And on behalf of the City of Corpus Christi through all their due diligence, and we will continue to work hard, we strongly support the Red route, and we look forward to opportunities to make things better and do right by our citizens. Thank you.		
HB-PC44	Before I took office as Senator for Corpus Christi, the one issue that always came up from the local community was the replacement of the Harbor Bridge. Working together, we have secured the funding for a new Harbor Bridge and we are on our way to breaking ground. On January 3rd of this year, TxDOT announced the Red alternative would be the route used for the replacement of the bridge. Under this plan, the new bridge would be about a thousand feet west of the existing bridge and would re-construct portions of US 181, I 37, and the Crosstown Expressway, including a new interchange at I-37 and SH 286 with four direct connector ramps. One concern recently brought up to my attention of the Red route and the construction of a new bridge is the potential for affecting neighborhood and those living within the path of the new bridge. I encourage the department to minimize the impact of those affected constituents and remain compassionate to those who will be displaced. However, as our region continues to grow, we are faced with difficult choices and our safety and future prosperity must be balanced for our community as a whole. As the quality of America's infrastructure continues to be put in the spotlight, the opportunity for the Coastal Bend to have a newer, and more importantly, safer bridge, is critical. With over 30,000 vehicles crossing the Corpus Christi Harbor Bridge every day, this represents a true testament to its function as a vital link between our communities. I also encourage TxDOT to utilize opportunities for green zone funding to restore areas affected by the construction to their natural state. Replacing the Harbor Bridge ensures that Corpus Christi will continue to have a striking presence and will thrive at the local and international port, promising economic growth, prosperity, jobs, and endless opportunities for years to come. I thank you for the opportunity to speak on behalf of my constituents and continue to offer my assistance to the Department.	General supporter Recommended Alternative/Impact on neighborhood	Comment noted. Thank you for your input, which TxDOT and FHWA will consider.
HB-PC45	I'm John Kelly and I'm with Rebuild CC. We are a revitalization development company, a major area -- interest in the area to be affected. I'm a principal in the company, as well as one of the founders of the Bay Area Smart Growth Initiative and Chairman and Developer of Subcommittee and Revitalization. We certainly prefer the Red route. Given that though, we have concerns about the closure of the northbound entrance ramp and the southbound exit ramp to the vagueness of Laredo and it will have major and bigger impacts on the area. It is likely to cut off the access -- increase the lack of access to the neighborhoods on both sides of Crosstown, further exacerbating the loss of access due to the necessary Lipan Street bridge and the exits at Lipan and Comanche. We would move heavy truck traffic to commercial and light industrial facilities on the Laredo/Agnes corridor, on the access road, having to move through a series of six traffic lights to exit on Laredo and Agnes, mixing with car traffic on the access road. This has a high potential to encourage businesses to leave the area. See one likely impact would be to push major car traffic onto the Morgan exit, which is already narrowed and congested. Agnes is a -- connects with the State Highway 44, which is a major hurricane evacuation route and provides access to industrial facilities stretching from downtown to out. It would cut out easy access to the stall of traffic downtown. The area already has the most low-income housing in the city. Cutting off access will continue its decline, when access off the new bridge would make it right for redevelopment. We have several proposed projects to bring affordable housing in the area which would be negatively impacted by the closure of these exits, if not killed. Third point on a separate issue, while the Washington Coles area is likely to see significant revitalization, industrial parks at Hillcrest is questionable, as the area is likely to turn to more industrial because of economic pressures. Investments in rail line along Port Avenue and Laredo/McKinney area and bike trails would	Access (Agnes/Laredo) Redevelopment Support for multimodal system	TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required. Park improvements are proposed for HJ Williams Memorial Park as part of Section 4(f) mitigation for T.C. Ayers Park. TxDOT worked with the City of Corpus Christi and also held public meetings to gather input in the development of these plans, which are intended to serve local residents. A regional bike trail would not serve to replace the functions lost at T.C. Ayers Park. The Corpus Christi MPO has a Bicycle and Pedestrian plan showing Port Avenue as a bike route (see http://www.corpuschristi-mpo.org/04_studies/04_studies_bp/bpmorig_bp_032505.pdf) and suggestions about city bike routes can be addressed to the MPO and the City of Corpus Christi.

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	complete around and would circle downtown and give pedestrians bike access to jobs and entertainment, CoC Port, the SEA district, and downtown. Investment in this multi-modal system would improve the connectedness of the neighborhoods impacted by the bridge and minimize separation and reducing traffic.		
HB-PC46	I am Gloria Scott, a citizen of Corpus Christi, and I represent lots of people. Thank you, Mayor, for your comments but I think you should have said you represent the city council's position and not the citizens, because there are many citizens that absolutely abhor the Red route. It is our thought that the Blue route was the most important one because that is the definition of a bridge over water, not over land. We don't know why it was taken and we certainly think the West route is the next most logical route to have, which will not destroy any neighborhood. You talk very fearfully about the social implications in the various things you've said, yet you haven't spoken of what's going to happen to the families with income, low income, as well as racial, especially African-Americans and many Hispanics fit the mix. Those are the people who will be most affected in this whole thing of residences, et cetera. We also suggested long ago that you not only look at what you're doing but you go around to Mobile, Alabama and look at the bridge and, sure, steel has to be in it, but concrete is all around the bridge all the way over to Dolphin Island and so it does not deteriorate. We think that a lot has not been done about this. And we also know that Remax and others have taken the land on the northwest side and have given it commercial costs and are holding it in their books separately for personal costs and it has not been changed to commercial property, but they've told me a lot, the corner of Stillman and Koepke was $125,000 per lease. And so that's a part of the chicanery. Also, a company in Houston has made a full-scaled -- and they've been here in Corpus -- sign and infusion of a commercial and residential part of the northside so that when all the poor people have been put out and their land taken, all of our land taken, that it will therefore be available for them. Check with Remax if you think I'm lying and see what they will tell you.	Preference for Blue Alternative Economic Development	Under the Blue Alternative, the bridge structure would be over water for a distance greater than 7,700 feet and would be more exposed in the event of a major hurricane. The bridge columns placed out in the bay would increase the likelihood that storm-surge debris could render the highway inoperable after a hurricane, hampering recovery efforts and the influx of emergency personnel and supplies. For these reasons, TxDOT, as the state agency responsible for identifying the most appropriate hurricane evacuation routes for the Corpus Christi area, would not be able to recommend the Blue Alternative or the Tunnel Alternative to the Texas Department of Public Safety's Division of Emergency Management for inclusion in Texas' Hurricane Response Plan. The Blue Alternative would not serve as a reliable, long-term hurricane evacuation route for the Corpus Christi area and would therefore not meet the need and purpose for the project.
HB-PC47	Thank you very much. I appreciate the opportunity to be here and I'm amazed that you have my name properly pronounced. My name is Claude D'Unger. I'm a life-long resident of Corpus Christi. I remember quite well the Bascule Bridge. I'm familiar with North Beach as a child going there for recreational area. I come here to advocate for the western route. The Red route, I appreciate the amount of work that's gone into that, the Orange route, and the Blue route, but in looking at North Beach, it's our only under -- or undeveloped strip of Shoreline on Corpus Christi Bay with the development opportunities for tourism, whether it be hotels, motels, amusement parks, condos. It's unlimited, but nobody but trolls want to live under a bridge. And I think that the western route -- I think we should have no bridge on North Beach if at all possible. I think also, as Dr. Scott pointed out, some of the problems with the bridge going through the -- through the north side, it's going to be catastrophic. I think it's counterproductive as far as economic development concerns. Heavy, heavy development on North Beach would easily connect to the downtown area, Whataburger Field, and this area from the ferry. As I said a little earlier, we're looking at another Miami Beach. Corpus Christi purports to be a tourist destination. It's a wonderful place to live. Otherwise, I would have left a long time ago. There's some -- there's some other issues come up and if you'll bear with me, I'm going to submit them in writing before the March 3rd deadline. But I do want to commend you on the amount of work you've put into this effort even though I don't agree with the final report. It's a tremendous amount of work and as a citizen, I appreciate it. Thank you very much.	Opposition to Recommended Alternative	Comment noted. When all of the proposed alternatives were compared with the need and purpose, and objectives of the project, the Red Alternative was determined to cause the least overall harm and to best meet the need and purpose and objectives of the proposed project.
HB-PC48	I'm Foster Edwards. I'm the President and CEO of Corpus Christi Chamber of Commerce and we have been following this and have meetings on this and have spent lots of time looking at the proposals and the process. I want to thank TxDOT for all the great work they've done and for the process they've gone through, a lot of due diligence, a lot of public comment, a lot of public hearings, and we appreciate that. We really have two findings at the Chamber. One that is we need a new bridge. The safety concerns, the maintenance concerns, many of which were detailed in the presentation and I guess all of which were detailed, are of concern to us too. And as the older bridge needs what it's going to cost to maintain, and at some point, it just becomes a bridge that has to be closed and that's not acceptable to any of us. The second finding we have is that the Red route, which is preferred. It's the most cost effective. It seems to be the straightest, most logical route, and it also is a route that, while it does some damage to properties, is it a route that does as little a damage as possible, and we appreciate that. The cost-effective nature is very	Support for Recommended Alternative	Comment noted.

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	important to us and the other routes would cost a lot more money and we understand that, and as taxpayers, we like for the government to be efficient as possible with their money. Thank you very much for all your work. We do appreciate it.		
HB-PC49	Good evening. My name is Margaret Hayes. Peggy is my nickname, and I am with the consulting group affiliated with RBCC, Rebuild Corpus Christi and just want to cast one vote for the Red design but with a modification on the entrance ramp and the exit ramps, please consider leaving open those ramps that are targeted to be closed down near Agnes and Laredo. Thank you. And thank everybody here on their study and their input and it's going to happen so I'm thankful.	Access (Agnes/Laredo)	TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required. Comment noted.
HB-PC50	Hi. I'm Carolyn Moon and I'm a member of innumerable environmental groups and, of course, I understand fully that people are part of the environment. You kind of glossed over wetlands and never mentioned the fact that when you do giant construction things, you do a lot of digging. And the Red route goes right through some of the most polluted ground in the county, at least. Maybe even in the nation. And, you know, it historically was a tank farm like back in the '30s when they really didn't care, and I'm quite worried about what are you going to do with all that dirt. I think the West route would be a lot cleaner. Thank you.	Hazardous Waste/Materials	Executive Order 11990 (Protection of Wetlands, 1977) mandates that a project should avoid wetlands or, if no practicable alternative exists that avoids wetlands, impacts to wetland areas should be minimized as much as possible. All four proposed build alternatives would involve unavoidable impacts to wetlands, and impacts were minimized to the extent practicable as required by Executive Order 11990 on wetlands. Please refer to the response to Comment HB-PC36 for response to hazardous materials management issues.
HB-PC51	I'm from Portland and just have some concerns from our side of the bay there. You know, I've been going through that area back and forth since 1968 so I know the area pretty intimately. And the original layout of that was horrible. There's five major curves. There's been thousands of accidents, I don't know how many deaths involved with that design. It was horrible from the beginning. The Red route repairs that. First time I looked at this under Google Earth, it was kind of amazing. When you make the first curve to the bridge coming from Portland, if you take the straight line, you wind up at Crosstown interchange. I mean, can't do better than that. There are some concerns about losing Agnes and Laredo. I'm not sure why. The altitude of a cross flyover going towards the bridge from the Crosstown is plenty adequate for a flyover, but anyway. The other thing I wanted to talk about is there's been some talk about making a toll bridge, that sort of thing. Well, there's a little problem with that, at least from our standpoint. Most of us work in Nueces County. We cross that bridge twice a day. At $2.00 a day, that's almost a thousand dollars a year tax for every person that goes to work over there. That's a little strange for us considering that the only reason the bridge is there is because of the Port. The Port is the beneficiary of that bridge, not the people traveling back and forth across there. The causeway would do nicely for us. So we'd like to have that taken into consideration also. And last thing I'd like to says this is a huge opportunity. You know, I'm looking at structures all over the world that are just amazing and here's an opportunity to do something that has never been done before. The peak of this bridge is going to be a thousand feet in the air. I mean, I hope they really think big about this because it's going to affect a lot of people for a very long time. Thank you.	General Support for Recommended Alternative Tolling	The purpose of the proposed project is to maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel and to improve safety for the traveling public, including during hurricane evacuations. Therefore the proposed project would benefit the entire community. TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required. The tolling option was removed from consideration.
HB-PC52	I attended the last two public meetings you-all had and I put all my concerns down and as I look around the room here, it kind of concerns me because the only problem that I have is how the information is being put out for these people -- and this is the word that's being used at these meetings -- those people that are being displaced in the north -- on the northside? If -- I know that somebody made a comment because I can't believe everything that the Caller-Times writes but, you know, the more that I ask questions and the more that I read, what is being printed in black and white is not the truth. It's not actually what has been happening. They're misleading. According to what I've ready and talked -- spoken to these people is they're misleading the people on the northside that don't have a place to live, and that's really not true. And the more that I dig is that I see that as this thing was put in place I think in 2005, 2004, those people that run the city have already purchased property on the Northside way ahead of before it became public. And the more that you research, it's those same people that are running the public information for the State or indirectly -- indirectly involved in those real estate transactions. You know, it -- that's not right. I mean, those people that are running this thing are telling me what I said is it's not fair that those people that are around in city hall have this inside information, that before you know it, they're buying all this property. And my question is it a coincidence? I don't think so. My only concern is -- and it has to be -- and I feel bad because the people on the north side are the black people and there's nobody here to speak for them. So that's my concern. We have to be up front with the people that are being displaced. Those people that are being out there that -- and when the dust settles, after the bridge is built, those people that are going to be most affected will be feeling the pain way after it's been completed. It's already documented. I hope that the highway	Land Use/Redevelopment Displacement	The Draft EIS includes a robust analysis of community impacts, including a detailed count of potential residential displacements by neighborhood, consideration of the availability of replacement housing, and statements regarding TxDOT's commitment to ensuring that decent, safe, and sanitary dwellings would be available to all displaced persons. The acquisition of property and relocation assistance would be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646) (HUD 2005). Relocation resources would be made available to all eligible displaced residents, including tenants, without discrimination, consistent with the requirements of the Civil Rights Act of 1964 and the Housing and Urban Development Act of 1974. Tenants renting an apartment or duplex unit for a minimum of 90 days are entitled to rental assistance payments for monthly rent and the estimated average monthly cost to utilities. Rental assistance for low-income tenants is provided for those who qualify for the U.S. Department of Housing and Urban Development's Annual Survey of Income Limits for the Public Housing and Section 8 Programs. Considerations for renters receiving a HUD Section 8 Existing Housing Certificate or a Housing Voucher are offered through the Texas Department of Transportation Rental Assistance program. Displaced tenants would have the opportunity to discuss program eligibility options with a TxDOT relocation counselor.

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	department addresses those issues and I hope that it's not -- that I hope I can work with you and maybe -- we have to work with HUD because one of my understanding is that in order for this to go through, it has to have the approval of the HUD -- so -- well, you know, let's think of that. That's our concern, is the displacement of people.		
HB-PC53	My name is Henry Williams and I am with Hillcrest Resident Association, and I will try to be brief and to the point with my comments. Now I think that the most important area that needs to be visited is the area of values and the area of human lives and the people who will be affected by the bridge. And these are the people who live in Washington-Cole Hillcrest area. I think it's vitally important that we as a city not prioritize economics, but that we prioritize the well-being of the people who will be most affected. And, you know, we will be glad to work with any -- with TxDOT. We'll be glad to work with anyone, but the priority has to be the lives of the people who will be most affected. Thank you.	Neighborhood Impacts	Agreed. The Draft EIS included a robust community impacts analysis, and these impacts were weighed along with other impacts (both positive and negative) when determining which alternative caused the least overall harm. Economics were weighed as were community impacts. We thank you for your involvement with the project thus far and will follow up with you regarding the opportunity to get your continued input on the proposed project mitigation in the Northside area.
HB-PC54	My name is Mark Steck. My background is in the trucking industry for 40 years, specializing in hazardous materials, transportation, and for many years, this bridge has been a subject in safety meetings throughout the United States in different trucking companies that I've been involved in. I've always avoided the bridge. It will be a welcome sight when we get rid of the turns. Thank you.	General Support for New, Safer Bridge	Comment noted.
HB-PC55	My name is Bruce Switalla. I would like to be able to see the sites like the harbor and the Lexington from my average height automobile. The concrete barriers that replaced the metal rails prevent most sightseeing for drivers and passengers. This is the third millennium for crying out loud. Is there no safe material to make the rails out of to allow people the opportunity to see out of the sides of their cars. That was all I had to say. Thank you.	Aesthetics Construction Materials	Approved crash-tested bridge rails are required and would be used. Use of these rails would take into consideration sightseeing desires. Crash tested bridge rails are required.
HB-PC56	Our community has been well served the last 55 years by the current Harbor Bridge. As they plan for the 'New' bridge I believe the planners should open up their perspective and look at all local transportation options. In particular, how to leverage the relatively new (currently under utilized), $60 mil. Joe Fulton Corridor (JFC). A flat, land route, not passing over the ship channel, but likewise connecting to Hwy 181. Since its construction, the current bridge has served all traffic, both personal and heavy commercial. Mixing them is, and always will be dangerous. And, a new bridge, if similarly formatted, will not change this. However, steps can be taken at this time to change the way these two distinct types of traffic are routed. I believe there are compelling, logical reasons to separate heavy trucks from light automobiles, whenever feasible. Safety Cargo trucks often: are high center-of-gravity; loaded with shifting, liquid loads; carrying hazardous materials, difficult to clean up after an accident; and, unwieldy to maneuver on the narrow confined lanes of a bridge. With these risks in mind, what benefit can any 'logistics manager' see that would have him route his cargo up and down a high bridge, when a flat road would get him to the same place? Environment If there is a spilled cargo, where is it less costly to clean up? In the ship channel, or on JFC? Practical Drive an easy, flat, 5 extra miles to JFC? Or, use extra fuel pulling 80.000# up a steep bridge, suffer wear and tear on brakes going down, and some extra potential liability? Right now, TXDOT needs to start a public notification process of their intent to re-route certain heavy trucks away from our rusting Harbor Bridge, and over to JFC. The bottom line, as I see it. Several years ago, TXDOT designed and built JFC. It was an alternative freight route which, among other things, would reduce hazards, congestion, and commercial trucker's dependence on the Harbor Bridge. Don't you think it is about time we all got to enjoy the benefits?	Opposition to New Bridge; Preference for Use of Joe Fulton Trade Corridor	TxDOT cannot restrict commercial truck traffic on the public highway system, including the Harbor Bridge.
HB-PC57	I would like you to consider a partnership among TxDOT, the City of Corpus Christi, and the Corpus Christi ISD to establish and operate a center that would preserve the honor and preserve the cultural history of the Northside neighborhoods. The center can tell the story of how the community came to be, life during the 20th century, and the decline of the area. Corpus Christi ISD has property on which the center could be built and TxDOT could allocate mitigation funds for construction and furnishing. The City of Corpus Christi currently operates a museum and could operate this center. School districts in the area, including Corpus Christi ISD,	Northside Neighborhood Mitigation	TxDOT will work with the City of Corpus Christi to consider this suggestion.

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	could add the center field trip opportunities similar to the City's Museum of Science and History. Please e-mail or call if I can provide additional information regarding this suggestion.		
HB-PC58	My concern is the Salt Flats ditch! As you well know, Leopard St. at the Crosstown DOES still flood in a heavy rain. 1. Will TxDOT add more box culverts from the Mestena St entry under the Crosstown to MIL Dr? 2. Will the City of Corpus Christi widen the Salt Flats ditch should more culvert boxes be installed by TxDOT? With heavy rains, the Salt Flats ditch backs up and floods Coke St to the Lipan St intersection and up onto Brennan St. What will be done about this?	Drainage/Flooding	Drainage design would be addressed during the design phase of the proposed project.
HB-PC59	Thank you for listening to our concern about the traffic problem in front of our neighborhood the Harbors on North Beach this evening. Along with my neighbor, Mr. John Sloan, I now understand that the issue we discussed is outside of the area covered by the New Harbor Bridge project, but it is still an issue that needs to be immediately addressed by TxDOT. A summary of my concerns are as follows: Access to the Harbors subdivision is not possible for trucks and boats with a height in excess of 12'1" without driving the wrong way (against traffic) on the SH 181 access road from Beach St to the bait stand. The clearance at the north "turnaround" is only 12'1" while the clearance at Beach St is 16'9". The only access to the neighborhood for vehicles in excess of 12'!' is to go under SH 181 at Beach St and proceed north going the wrong way on a designated one-way street. When there is a high tide or rain, the street under SH 181 at the north "turnaround" floods. This flooding required that most vehicles return to Beach St and go north the wrong way on a one-way access road to access the neighborhood. This situation is hazardous as traffic going the wrong way on the access road is heading against rapidly approaching traffic exiting on the current Beach St exit ramp. I concur with Mr. John Sloan's solution as follows: Make the access roads on SH 181 from Beach St to the north "turnaround" two way. This would eliminate the access problem, but the safety problem would still exist, so I would also recommend that the current south bound Beach St ramp be closed once the new ramp being proposed as part of the Harbor Bridge project is opened. We have 144 building sites in our subdivision with about 50 current homes. As development continues, this problem will only get worse and it seems like an easy and low cost remedy to make the access road from Beach St north a two-way street and then address the feasibility of closing the current south bound Beach St exit ramp at a later date. I expect you will forward a copy of this letter to Mr. Martin Rodin. Thank you for your kind and immediate attention.	Access	TxDOT hopes to address this situation in a future project. It is not within the scope of the Harbor Bridge Project.
HB-PC60	I'm glad I attended the public forum last Tuesday evening. I prefer the Red Route for its simplicity. Unfortunately, progress for most, is not progress for everyone. I have a few concerns and comments as follows. 1) As I remember, the cable stanchions shown were into the form of a "diamond" standing on one point. This is a weak structure compared with a design featuring vertical stanchions and a cross-beam for cable support. The "diamond" corners will have high bending moments which puts the concrete into tension. Concrete in tension cracks, allowing moisture to enter and corrode reinforcing steel. I live in Portland and don't want the new bridge to egg-crate down. All material require maintenance. Steel rust and concrete cracks. The salty atmosphere provides chlorides which attacks concrete. 2) I'm concerned the new displaced persons apartment complex under construction on Leopard St may turn out like a similar complex built in St. Louis a number of years ago. The residents resented losing their homes and trashed the new facility. The city closed it and eventually tore it down. This is an argument for the West Route. 3) California has the Golden Gate Bridge, Michigan has the Mackinac Straits Bridge and New York has the Brooklyn Bridge. What does Texas have? This is a chance to put Corpus Christi on the map with a modern bridge with an appropriate name. My suggestion is "The South Texas Gateway Bridge" or a similar name. Too many things and places are named after people. I would hate to see this bridge named for a person. When I was a child, we had the Bascule Bridge and since 1960, we had the Harbor Bridge. These are historical names. Let's give our new bridge an appropriate geographic name. 4) Will there be a posted bicycle speed limit to prevent bikes running over pedestrians? I'm in favor of the "hike and bike" lane, but with speed control.	General support for Recommended Alternative Bridge construction materials/Design Displacement Bridge name Bicycle access/speed limit	1) The final design of the bridge has not yet been determined. 2) Displaced residents at North Side Manor would be able to choose whether they wished to relocate to the Palms at Leopard. The state's relocation assistance program would be available to these residents, depending on the timing of right of way acquisition, and this service would consider location preference for replacement housing. TxDOT would ensure that decent, safe, and sanitary dwellings would be available to all displaced persons. 3) Comment noted. 4) There are no plans for a bicycle speed limit.
HB-PC61	I will need plenty of time and someone to help me pack and move my things. My disabilities,	Relocation (TxDOT phone call)	We understand your concerns about having to move out of your home. TxDOT ROW agents would ensure

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	tendonitis, ligament problems with my feet and hands and cancer. I cannot do constant every-day movement every day. I will need about a year to move on with help packing my things and moving to another house. Thank you. [Phone number included but not listed here for privacy reasons}]		that decent, safe, and sanitary dwellings would be available to all displaced persons and will do their best to accommodate special individual circumstances.
HB-PC62A	I am writing not only as a citizen, but I am also representing Gulf Compress located at 201 N. 19th St. We are a grower-directed agricultural cooperative in the business of storing, protecting, and assembling loads of 500 lb bales of cotton fiber as it flows from south Texas farms to textile mills around the world. Our 19th St location began development for cotton storage after the hurricane of 1919. Our rich history is much entwined with that of the City, the Port of Corpus Christi, and the old Texas and Mexican Railway. In regards to Harbor Bridge: 1. We are very much in favor of the replacement of the old bridge and support the Red Route. The bridge is a critical link for all the coastal bend of Texas, both its business and its people. As the Panama Canal Project nears completion, as business continues to develop in this part of Texas, as trade with and across Mexico increases, global trade routes are changing - placing worldwide importance on this area and its infrastructure.	General Support for Recommended Alternative	Comment noted. Gulf Compress' history to the area is important and is mentioned in the Draft EIS on page 3-72 (page 3-71 of the Final EIS). Providing the transportation infrastructure to support the economic opportunities in the area is one of the project's objectives. TxDOT evaluated the feasibility of ramps at Agnes and Laredo streets but determined that they were not feasible because of the low volume of projected traffic, the additional ROW impacts, and the non-standard designs that would be required.
HB-PC62B	2. It appears from the Project maps that the current exit from southbound SH 286 to SH 44, via Laredo and Agnes streets, will be closed as part of this project. We think this should be carefully considered prior to finalizing plans. Of course, our first reason is somewhat self-serving. It will make access to our property much more difficult for truck traffic serving our 40 acres of cotton storage facilities. Currently traffic coming from the north on I-37 or from the north on SH 181 use the Laredo/Agnes exit to reach our property, which decreases the mixing of trucks and passenger vehicles as much as possible. 3. According to the current project maps, it appears that all southbound SH 181 traffic bound for this part of town will have to take the first exit off the bridge and follow service roads for several blocks to either Port Ave or Laredo St. Either route will mix trucks and passenger vehicles affecting public safety and adding congestion to those service roads. Likewise, southbound I-37 traffic will be required to use frontage roads to access Laredo - or cut across on Port Ave - again mixing traffic and causing congestion. All of this frontage road traffic will be in addition to normal traffic from the bridge heading downtown or to the Port area. 4. Currently many vehicles use the Laredo exit for access to areas downtown on the east side of SH 286, as well as access to the businesses on Laredo/Agnes and the entire area of town between Laredo and Leopard, east of Port Ave. 5. Port Ave, south of I-37 does not appear to be designed or developed to absorb the heavy loads and additional traffic caused by closing access to Laredo/Agnes from southbound SH 286. 6. Making access to this part of town more difficult will have a very negative effect on property values and future development of the area. 7. The Laredo /Agnes route from SH 286 has always been a major traffic carrier during hurricane evacuation. We believe closing this access could create a bottleneck during critical public safety events. We appreciate your consideration of these comments and we hope you can find a way to provide continued access to this part of the city by leaving an exit to Laredo/Agnes from the southbound lanes of SH 286. If there is not a way to move the southbound I-37 entry onto SH 286 further north, then perhaps the Laredo/Agnes exit could be moved farther south. There seems to be a lot of space between the current exit and Laredo St - the old Tex-Mex ROW, a turnaround to northbound 286, etc. If necessary, I would rather see Agnes St turned into two-way traffic than to have no access.	Access/Agnes and Laredo Sts	TxDOT evaluated the feasibility of ramps at Agnes and Laredo Streets but determined that they were not feasible because of the low volume of projected traffic, the additional right-of-way impacts, and the non-standard designs that would be required.
HB-PC63	I support the proposed alignment and the construction of the new bridge in the shortest time practical.	General Support for Proposed Project	Comment noted.
HB-PC 64	My sister & I started attending the Harbor Bridge Walk in January, it is an amazing time spent. We not only get the fitness and time to spend together but also the view of the this beautiful city we live in. It would be sad with the new bridge we would not be able to walk the bridge with the rest of the city and surrounding citizens. Not to mention the Harbor Bridge is in my opinion an iconic image of Corpus Christi. I'm all for change to make Corpus Christi a more beautiful place to live but if it means losing something that the city itself started to promote a better way of life to exercise. It will be another great project not only for the city but its people to go down the drain. And we have had plenty of projects go down the drain.	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC65	Please include in your plans of the Harbor Bridge Project to consider a walking area to allow	Pedestrian Access	A 10-foot shared use path (for bicyclists and pedestrians) designed to meet TxDOT and other engineering

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	pedestrians to walk across the New Harbor Bridge. It would be great to be able to continue with future bridgewalks. I would hate to see this opportunity go away.		standards is included in each of the proposed alternatives. This shared use path would extend from Winnebago Street to Beach Avenue. A concrete barrier would separate the shared use path from traffic on the bridge and bridge ramps.
HB-PC66a	Yet the Draft EIS fails to consider alternatives that might minimize environmental impacts by not raising the height of the bridge, or raising it to a lesser degree. No alternatives were considered in the Draft EIS, other than the no-build, that did not raise the height of the bridge from its current 138 feet to between 206 and 216 feet above the ship channel. Significantly raising the bridge height creates unique engineering considerations that narrow the realm of possible locations for the Bridge, and limiting the options might cause less environmental, social and 4(f) impacts. But the Draft EIS does not discuss reasons for eliminating from consideration alternatives that do not raise (or raise to a lesser extent) the height of the Harbor Bridge.	Bridge Height	TxDOT and FHWA followed the process as prescribed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA LU) (Draft EIS Sec 1.1/Final EIS Sec 1.1) and, through a detailed scoping phase that included two public meetings and two meetings with potential participating and cooperating agencies, established a range of reasonable alternatives. As part of its contribution as a cooperating agency, the U. S. Coast Guard (USCG) advised TxDOT and FHWA to coordinate directly with the Port of Corpus Christi Authority to determine the navigational interests of the region and to plan the project to account for multiple modes of transportation now and in the future. TxDOT, as part of its mission, is also committed to developing projects that account for modes of travel other than just highways, and considers replacing the Harbor Bridge at a height that can accommodate today's waterborne freight movements to be prudent planning.
HB-PC66b	FAILURE TO CONSIDER IMPACTS TO OFF-HIGHWAY LOCAL CIRCULATION PATTERNS AND INDUCED DEMAND As explained in the Report at Attachment 1, the Draft EIS and associated traffic modeling fail to adequately evaluate the impacts of the project on local circulation patterns and the potential for induced demand due to the project. While the project will make significant changes to local roadways and add new ramps, frontage roads, and intersections, the effects of these changes on local circulation patterns, and the associated light, noise, and air pollution impacts, are not evaluated or, apparently, included in modeling. Further, the Draft EIS does not discuss the likely land-use changes that will occur due to those local roadway changes, particularly as they relate to the Port. Additionally, it appears that, in violation of federal modeling requirements, the modeling for the Harbor Bridge Draft EIS was conducted using outdated planning assumptions, including inaccurate population estimates based on historic growth patterns rather than the region's current transportation plan.	Traffic Modeling	To address potential impacts on local circulation patterns including local roadways, new ramps, frontage roads and intersections, the traffic model used for this proposed project included all proposed project changes including adding/removing/reconstructing local roadways, new ramps, frontage roads and intersections, and evaluated their impacts by comparing the No-Build and Build scenarios. In addition, TxDOT added many local roads into the updated transportation network in the traffic model as they were not coded in the original Corpus Christi Travel Demand Model, particularly in the US 181 / I-37 area. Because this proposed project would change the alignment of the Harbor Bridge and associated frontage roads/direct connectors, it would change the traffic distribution patterns in this area. This change in travel routes / patterns was inherent in the Corpus Christi Travel Demand Model based on which TxDOT conducted its traffic forecasting and analysis. TxDOT and Corpus Christi MPO have coordinated with the Port Authority regarding future land use projects related to the Port. Any future land use projects shall be part of the MPO's plan which they use to develop the future socioeconomic forecast. This socioeconomic forecast was input to the traffic model. At the time the FEIS traffic analysis was conducted, TxDOT used the officially adopted Travel Demand Model by the Corpus Christi MPO and the current 2035 MTP project listing. It should be noted that the new Metropolitan Transportation Plan (referred to as 2040 MTP) was under development by the Corpus Christi MPO at that time and was not officially adopted. The new MTP was under development based on the 2006 TDM. This procedure follows the typical practice for traffic modeling.
HB-PC66c	The Draft EIS does not address the environmental and social impacts of raising the height of the Harbor Bridge to allow access by such [Post Panamax] ships or the impacts of associated port landside activities… Analysis is inadequate when compared to the impacts analyses that have been conducted by other U.S. Ports when raising the height of their bridges… If, as the Draft EIS asserts, there will be no effects on cargo or activity at the Port, these additional costs are plainly not justified and alternatives that do not raise the height of the bridge should have been considered. On the other hand, if raising the height of the bridge will have foreseeable impacts on the Port and surrounding neighborhoods, those impacts and their environmental and social consequences should have been documented and analyzed in the Draft EIS.	Bridge Height	The Draft EIS and Final EIS consider the effects of reasonably foreseeable Port-related industrial development in Section 7.6. The purpose and need for the project do not include raising the bridge height for the Port. TxDOT and FHWA followed the process as prescribed by SAFETEA LU (DEIS Sec 1.1) and, through a detailed scoping phase that included two public meetings and two meetings with potential participating and cooperating agencies, established a range of reasonable alternatives. As part of its contribution as a cooperating agency, the USCG advised TxDOT and FHWA to coordinate directly with the Port of Corpus Christi Authority to determine the navigational interests of the region and to plan the project to account for multiple modes of transportation now and in the future. TxDOT, as part of its mission, is also committed to developing projects that account for modes of travel other than just highways and considers replacing the Harbor Bridge at a height that can accommodate today's waterborne freight movements to be prudent planning.
HB-PC66d	The Draft EIS air toxics discussion fails entirely to address the local air toxics impacts of the project. The Draft EIS instead merely states that mobile air toxics will be declining nationwide due to new EPA nationwide rules … It, therefore, offers no comparison among the various alternatives as to the number of people or vulnerable populations, such as the elderly, sick, or young, who will be exposed to increased mobile source air toxics (MSAT) concentrations by the various alternatives. While TxDOT may not be able to specify the health impacts to any particular person from exposure to air toxics, it could certainly provide data and modeling to allow a comparison between the alternatives with respect to which neighborhoods and populations will be exposed to localized higher air toxic concentrations by the various alternatives…The Federal Highway Administration's (FHWA) MSAT guidance notes that a quantitative analysis of air toxics should be conducted for projects with higher potential MSAT effects, including those that affect a major intermodal freight facility and those located in proximity to populated areas. This project meets those criteria and should have been subject to a quantitative air toxics analysis that would have allowed a comparison of the localized air toxic impacts of the projects alternatives.	Air Quality	**MSAT Emissions reductions due to EPA control programs** As explained in Section 4.9.2.2 of the DEIS and the FEIS, the build alternatives and the No-Build Alternative would result in gradually increasing VMT as traffic volumes increase within the existing roadway system over time. However, MSAT emissions are anticipated to be lower than present levels in future years as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. **Quantitative MSAT Analysis** As explained in Section 4.9.2.2, a quantitative MSAT analysis is provided in the FEIS (Section 4.9.2.2). This analysis provides a comparison of MSAT emissions for the roadway network affected by the Recommended and No Build Alternatives; it does not include projections of localized emissions or concentrations, for the reasons described below. The results of the quantitative analysis show 73% lower MSAT emission rates for the Recommended Alternative in the design year 2035 (3.64 tons) as compared to the base year 2015 (13.61 tons).

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	While the Draft EIS notes that TxDOT may include a qualitative assessment of MSAT emissions for the preferred alternative in the final EIS, this is inadequate to meet the purposes of NEPA... These communities and the general public deserve the opportunity to comment on any qualitative air toxics analysis and to have it conducted for all of the alternatives to allow a comparison of the impacts (and the neighborhoods and populations impacted) by the various alternatives. Further, as discussed in more detail below, such analysis must include considerations of the induced growth, indirect, and cumulative air toxics impacts associated with this project.		**Compliance with Existing MSAT Guidance Under NEPA** FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents was developed to be compliant with CEQ regulations on providing qualitative analyses in NEPA documents. The qualitative MSAT analysis for all of the alternatives provided in the FEIS is consistent with this guidance. In addition, a quantitative MSAT analysis is also provided in Section 4.9.2.2 of the FEIS. Therefore, the project meets the NEPA compliance requirements for analyzing impacts associated with the project. The public does, of course, have the opportunity to comment on the MSAT analysis through the public involvement process. **Rationale for Approach to Analyzing MSAT Impacts of this Project** FHWA states in the "Incomplete Or Unavailable Information For Project-Specific MSAT Health Impacts Analysis" section of the MSAT Interim Guidance: "[i]n FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action." In essence, the uncertainty associated with a localized exposure analysis is anticipated to be greater than the accuracy of the results. Additional uncertainty exists in regards to a 70-year lifetime exposure. FHWA identifies that it is particularly difficult "to determine the portion of time that people are actually exposed at a specific location; and to establish the extent [of MSAT concentrations] attributable to a proposed action". Therefore, a localized MSAT analysis would have great uncertainty and little to no accuracy, which would not be beneficial to decision makers and potentially misleading to the public. However, a quantitative analysis of a project's potential MSAT emissions for an affected roadway network can be performed and is the approach used for the MSAT analysis included in FEIS. See Appendix B of the response to comments for EPA case studies that indicate modeling associated with air quality health impact or health risk assessments have a high degree of uncertainty and inaccuracy. For example, EPA's 2009-2012 study "Assessing Outdoor Air Near Schools" was part of ongoing efforts to protect children's health. Based upon a risk analysis that used "health risk methods generally accepted by the scientific community" for use in HIAs/HRAs, EPA risk analysis predicted that ambient emissions would be above one or more emission thresholds used to assess short-term and/or long-term health impacts for 62 priority schools throughout the U.S. For these schools, EPA conducted ambient monitoring for air emissions of concern. Fourteen schools were near major roads. For each mobile source-related pollutant (MSRE), EPA evaluated the average of all monitor data for each air emission and compared it to short term and long-term health risks. The average MSREs were less than 8% for short term health impact thresholds, and ranged from < 2% to ≤ 20% of any long-term risk threshold, even though EPA's risk analysis indicated one or more air emissions would exceed thresholds for evaluating short-term and/or long-term health impacts.
HB-PC66e	The Draft EIS insufficiently addresses the likely future increases in particulate matter (PM) due to construction. Further, because the Draft EIS fails to evaluate the impact of PM from induced traffic in the project area due to changes to surface streets, ramps, interchanges, etc., and because the Draft EIS fails to evaluate the impacts of increased PM from increased Port cargo and traffic, it provides an inadequate analysis of the likely PM impacts from the Project.	Air Quality	**Compliance with NEPA for PM** Particulate Matter (PM) is addressed in Sections 3.6.4 and 4.9.2.2 in the DEIS and the FEIS and Section 7.6.1 of the FEIS. Appendix C to this response to comments addresses the projected reductions in PM2.5 for Nueces County for 2020. Diesel PM is considered a priority MSAT under FHWA's Interim Guidance on Air Toxic Analysis in NEPA Documents and is evaluated with the other MSAT in the qualitative MSAT analysis (Sections 4.9.2.2 of the DEIS and FEIS) and the quantitative analysis in Section 4.9.2.2 of the FEIS. The results of the quantitative analysis show a 85.6% reduction in DPM emissions for the Recommended Alternative in the design year 2035 (1.21 tons) as compared to the base year 2015 (8.43 tons). The No Build Alternative shows a reduction in DPM emissions of 86.4% between the 2015 base year (8.43 tons) and the 2035 design year (1.15 tons). There is also a disclosure of potential construction emission impacts, which does include both diesel PM and PM associated with dust. The DEIS and FEIS discuss these potential construction emission impacts and the proposed mitigation in Section 4.9.2.3.

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			TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges contains 26 construction specifications with requirements to minimize fugitive dust. In addition, the Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to utilize this program and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: http://www.tceq.state.tx.us/implementation/air/terp/. TxDOT also has provisions in its contracts which require contractors to comply with all applicable laws and regulations, including applicable permitting requirements. However, in response to this comment, under the construction contract, TxDOT will require the contractor to develop a construction air emission control plan that specifies how the contractor will comply with applicable air requirements to control construction-related emissions. **Induced Traffic and Port Growth** Since this project is not adding capacity and is not anticipated to induce growth at the Port (see Section 6.5.2.2 of the DEIS and the FEIS), significant PM impacts associated with induced traffic or induced Port growth are not anticipated. The quantitative MSAT analysis in Section 4.9.4 does account for changes in traffic volumes across the affected roadway network, and therefore the contribution to DPM from the project and other roadways affected by the project are evaluated. **Existing Studies, Monitoring and Modeled Data** Section 3.6 includes a discussion of both monitoring data and a study of national MSAT emission trends. The results of these analyses do not suggest that additional analyses would be warranted. In addition, Appendix C of the response to comments, "Trends in Air Quality within the Project Area", contains more regulatory updates, monitoring, and modeling that supports the conclusion that additional assessment is not warranted. More specifically, in the PM 2012 NAAQS, EPA projected the 2020 PM2.5 design value for Nueces County to be 8.6 µg/m3, which remains below the current PM2.5 NAAQS of 12 µg/m3. EPA predicts that by 2030, 286,896 tons/year of PM will be reduced by implementation of heavy duty diesel, TIER 3 mobile source rules, marine diesel and locomotive diesel rules and these rules help reduce construction tailpipe emissions and ambient emissions in the area of Harbor Bridge. TCEQ predicts on-road PM emissions will remain below 100 tons/year between 2015 and 2040, even with an increase in VMT from approximately 4.2 billion/year to 5 billion/year.
HB-PC66f	The Draft EIS should have included an evaluation of the impacts of this Project on ozone levels, including consideration of the ozone precursor pollutants emitted from both highway and arterial traffic, together with the expected increase in Port marine and landside traffic. In addition, it should include the cumulative impacts of the new stationary Major Sources under the Clean Air Act that are expected to begin operations within the project area in the next few years	Air Quality	Section 3.6.2 of the DEIS and the FEIS includes a discussion of current ozone monitoring data in the area, which identifies that the area is not exceeding the current ozone NAAQS. Potential cumulative air quality effects of this project are identified in Section 7.6.1 of the DEIS with additional data and analysis added to Section 7.6.1 in the FEIS. Specifically, Section 7.6.1.3 of the FEIS summarizes that the current health of the air quality resource is in attainment for ozone and that there are regulatory control measures in place that are intended to prevent industry (including new stationary Major Sources) from negatively impacting air quality. Section 7.8.1 of the DEIS and FEIS specifically identifies many of these control measures which are intended to prevent significant adverse cumulative air quality impacts region wide. This is bolstered by Appendix C of the response to comments, "Trends in Air Quality within the Project Area," which contains more regulatory updates, monitoring, and modeling that supports the conclusion that additional assessment is not warranted. Specifically, NOx and VOC (ozone precursor pollutants) emissions are expected to continue an overall decreasing trend over time. For example, TCEQ-based estimated mobile source 2014 VOC emissions will be 1,596 tons/year decreasing to 981 tons/year by 2030 and that 2014 mobile source NOx emissions will be 3,579 tons/year decreasing to 1,613 tons/year in 2030 with an increase in VMT from 4.182 billion VMT/year in 2014 to 5.067 billion VMT in 2030. The changes in roadway configuration proposed by the Recommended Alternative are not anticipated to result in an exceedance of the ozone NAAQS since estimated emissions continue with a downward trend. These trends are also consistent with EPA data that predicted Nueces County would attain the ozone NAAQS in 2020 at a level of 65 ppb or higher (current NAAQS is 75 ppb). EPA predicts that NOx emissions in 2030 will be reduced by at least 3,728,509 tons/year nationwide, consistent with the lower NOx emissions predicted by TCEQ for Nueces County.

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HB-PC66g	The Draft EIS fails to adequately analyze the Project's impact on carbon monoxide (CO) emissions because it fails to use the EPA's approved emissions model and because there is no current local CO data on which projections can be based… Instead of the preferred (and since 2012, mandatory) MOVES2010a modeling tool, the Draft EIS uses MOBILE6.2 to project CO levels in the Corpus Christi area. The Draft notes that the use of this outdated modeling tool was approved by FHWA during a meeting in 2013 and that the data analysis was initiated "prior to the EPA's required use of the [MOVES] model on December 20, 2012."	Air Quality	**Emissions Model** In regards to the emission model used in the CO TAQA, 40 CFR 93.111 (c) allows conformity determinations for projects based on the previous version of an emissions model to be completed after the end of the grace period, if the analysis was begun before the end of the grace period. FHWA has adopted this same criterion for their NEPA required analyses: CO TAQA and MSAT. As identified in Section 4.9.2.1 of the DEIS, FHWA concurred that the use of MOBILE6.2 for the CO TAQA was appropriate because the analysis was initiated prior to the December 20, 2012 deadline. A follow-up analysis using MOVES is included in Section 4.9.2.1 of the FEIS. In addition, CO emissions estimated by MOVES are generally lower across the board than CO emissions estimated by MOBILE6.2. **CO Background Concentrations** CO background concentrations used in the CO Traffic Air Quality Analysis were taken from TxDOT's 2006 Air Quality Guidelines. It should be noted that even assuming background concentrations 10 times higher than those used in the analysis, no CO exceedance would have been identified in this worst-case analysis. **Existing Studies, Monitoring and Modeled Data** CO emissions are expected to continue an overall decreasing trend over time. EPA predicts that the new mobile source Tier 3 standards will reduce CO nationwide in 2030 by 3,458,041 tons/year which is consistent with the downward trend in mobile source CO emissions predicted by TCEQ for Nueces County, from 22,463 tons/year in 2014 to 18,733 tons/year in 2030. See Appendix C of the response to comments, "Trends in Air Quality within the Project Area", for more regulatory updates, monitoring, and modeling that supports the conclusion that additional assessment is not warranted.
HB-PC66h	The Draft EIS fails to consider the unique cumulative air quality impacts in the project area… The Draft EIS acknowledges that there are multiple actions/projects that are reasonably foreseeable and could potentially contribute to adverse cumulative effects on air quality. These include both stationary and various types of mobile sources of air emissions. Yet, without including any description, data, or analysis regarding the air quality effects from the listed foreseeable projects that TxDOT acknowledges could contribute to adverse cumulative effects on air quality, the Draft EIS concludes that the cumulative effects of the Project will not adversely affect air quality in the larger Corpus Christi area. Further, the Draft EIS offers no analysis of potential localized cumulative impacts on the communities most affected by this Project, the Northside and Ship Channel neighborhoods. …The Draft EIS fails to include any information on air emissions from the above-listed facilities or on the cumulative impacts of such facilities and their emission on air quality in the project area . The Draft EIS also fails to analyze the impacts of these facilities and their hundreds of new employees on Harbor Bridge, U.S. Highway 181 or arterial traffic, Port marine activity, and rail activity. Because the Draft EIS has not specified how these projects' emissions and other impacts will relate to and contribute to the cumulative impacts of the Harbor Bridge, the Draft has failed to satisfy NEPA's requirement to examine the cumulative impacts of the project's alternatives… The Draft EIS must address the cumulative impacts of this growth in stationary, highway, marine, and rail sources of pollution, light, and noise.	Air Quality	**Cumulative Air Quality Impacts** Section 7.6.1 of the DEIS and the FEIS addresses potential cumulative effects of this project in relation to air quality with respect to emissions from the roadway network, Eagle Ford Shale exploration and drilling, future ship activity, and Port-related development (including highway improvements, rail improvements, and development of industrial facilities). In terms of emissions related to ship activity at the Port of Corpus Christi, Section 7.6.1.2 in the FEIS provides data regarding the distribution of calls by vessel type, the criteria pollutant emissions from ocean-going vessels and barges, and commercial marine vehicle emissions in Nueces and San Patricio counties in 1999 and 2012. Additional data are provided with regard to Port-related highway improvements which show that declines in NOx, VOC, SO2, and PM2.5 are projected through 2030 for Nueces County. This section also recognizes that regardless of proposed highway improvements, emissions will likely be lower than present levels due to EPA's national control programs. Data regarding projected locomotive emissions for Nueces and San Patricio counties for 2000, 2010, and 2018 are also included in this section, along with information regarding EPA's three-part program intended to dramatically reduce emissions from diesel locomotives of all types. Finally, information regarding area source emissions in Nueces and San Patricio counties is shown in Section 7.6.1.2, which indicates that residential combustion was responsible for the highest amount of CO emissions in 2011, while industrial combustion was responsible for the highest amount of SO2 emissions during the same year. Other area sources included in this section include combustion of commercial/institutional uses, industrial processes, oil and gas exploration and production, petroleum product storage, and petroleum product transport. Discussion regarding EPA's Standards of Performance for Petroleum Refineries is also included, along with emission standards set for hazardous air pollutants emitted by stationary sources. Based on the data provided and the analysis conducted in Section 7.6.1.2, it is determined in Section 7.6.1.3 that the contribution of the proposed project to emissions that could adversely affect air quality within the RSA would be minimal and that downward trends in air emissions are anticipated to continue in the future, particularly as a result of state- and national-level controls currently in place to control emissions. This section further states that information is incomplete or unavailable to credibly predict the project-specific health impacts due to cumulative MSAT emissions associated with the proposed project; and that the outcome of such an evaluation, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the

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			actual health impacts directly attributable to MSAT exposure associated with the proposed project or actions by others. Section 7.8.1 of the DEIS and the FEIS specifically identify many of the control measures that are intended to prevent these industries from creating an adverse cumulative air quality impact region wide. These include road and non-road mobile and area sources. In addition, Appendix C of the response to comments, "Trends in Air Quality within the Project Area", contains more regulatory updates, monitoring, and modeling that supports the conclusion that air quality is expected to continue improving in this area in the future, regardless of increases in VMT and industry growth; therefore, additional analysis of air quality impacts is not warranted. Specifically, control measures that are discussed include, but are not limited to: heavy duty diesel regulations; locomotive and marine compression-ignition engines emission reductions; Tier 3 motor vehicle emission and fuel standards; Prevention of Significant Deterioration (PSD) for all NAAQS for Nueces County; new international standards for marine diesel engines, fuels, and emission requirements; and numerous EPA and TCEQ regulations limiting emissions from both point and area sources.
HB-PC66i	The Draft EIS's cumulative impacts analysis includes a scant two paragraphs on increased shipping, which include no data or emissions information to support its cursory conclusion that "while increased shipping would likely result in increased emissions from marine diesel engines, ongoing efforts by EPA would be expected to help minimize potentially adverse air quality effects."	Indirect and Cumulative Impacts	Section 7.8.1.3 of the DEIS and the FEIS specifically address some of these efforts to control maritime pollution. In addition, Appendix C of the response to comments, "Trends in Air Quality within the Project Area", contains more regulatory updates, monitoring, and modeling that supports the conclusion that additional analysis of air quality impacts is not warranted. Specifically, Appendix C discusses EPA adoption of more stringent exhaust emission standards for large marine diesel engines as part of a coordinated strategy to address emissions from all ships that affect U.S. air quality. EPA's coordinated strategy includes CAA standards, as well as implementation of the international standards for marine engines and their fuels contained in Annex VI to the International Convention on the Prevention of Pollution from Ships (a treaty called MARPOL). The strategy also includes designation of U.S. coasts as an Emission Control Area (ECA) through an amendment to MARPOL Annex VI. By 2030, this coordinated strategy is expected to reduce annual emissions of NOx in the United States by about 1.2 million tons and PM emissions by about 143,000 tons and these emission reductions are anticipated to occur in all U.S. ports including the Port of Corpus Christi.
HB-PC66j	The Draft EIS includes no data on the anticipated air emission increases due to rail improvements and increased usage. Despite this, the Draft EIS summarily concludes that the rail improvements will result "in a potentially reduced reliance on trucking" and that "[given the higher fuel efficiency rates of freight transportation as compared to trucking, expansion of the freight rail network in the area would be expected to contribute to overall beneficial effects to air quality within the region." There is nothing in the Draft EIS that supports the assumption that the emissions from an increase in rail traffic will be offset by a proportional decrease in truck emissions.	Indirect and Cumulative Impacts	The Draft EIS does not claim that emissions from increased rail traffic will be offset by a proportional decrease in truck emissions. Instead the DEIS, citing the Association of American Railroads, discusses the fuel efficiency of trains and the EPA fuel standards for locomotive engines that are expected to reduce particulate matter emissions by 90 percent (27,000 tons/year) and NOx emissions by 80 percent (800,000 tons/year) compared to previous standards. Appendix C of the response to comments contains additional information on how this EPA program is expected, by 2030, to dramatically reduce emissions from diesel locomotives and passenger rail.
HB-PC66k	The Draft EIS states, "[g]rowth at the Port is anticipated to continue as shifts in the global energy market have brought Eagle Ford Shale activity to the forefront of economic discussions regarding the Corpus Christi Metropolitan Statistical Area (MSA) and the entire Coastal Bend Region. This shift is evidenced by planned developments on the north side of Corpus Christi Bay such as the La Quinta Gateway Terminal and the Cheniere Enegy, Inc. liquefied natural gas (LNG) export terminal currently under development, as well as the Tianjin Pipe Corporation America (TPCO) Texas Mill project in Gregory."Yet while the Draft EIS makes reference to a number of large, new industrial projects in the air quality study area, it includes no data or analysis regarding the potential cumulative air quality or associated traffic effects of these projects. The Draft EIS merely states, "development of industrial facilities and refineries expected to occur in the future would be anticipated to contribute to a cumulative effect on air quality within the RSA." This is a plainly inadequate look at the cumulative impacts from these facilities... In addition, while the Draft EIS notes the importance of the Eagle Ford Shale for Corpus Christi's economy and job growth, it fails to analyze the specific effects of this development when considering the cumulative environmental impacts of the Harbor Bridge project. The Draft EIS cites a study that concluded that "significant non-production activity" takes place in the Corpus Christi region, including "headquartering, refining, construction, and renovation." It further acknowledges	Indirect and Cumulative Impacts	See the response to question HB-PC66h for the discussion of how cumulative air quality impacts were addressed in the DEIS and FEIS. Section 7.8.1.2 of the DEIS and the FEIS specifically address efforts to control Eagle Ford Shale-related air pollution. In addition, Appendix C of the response to comments, "Trends in Air Quality within the Project Area", contains more regulatory updates, monitoring, and modeling that supports the conclusion that additional analysis of air quality impacts is not warranted. Specifically, Appendix C identifies PSD permitting requirements for major emission sources, EPA's heavy duty diesel regulations, EPA's locomotive and marine compression-ignition engines emission reductions, and EPA's marine engine controls; all of which play a significant role in preventing significant adverse impacts due to potential increases in Port, Eagle Ford Shale, or other industrial activities. It should be noted that the potential increases in the above referenced industries are independent of this project.

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	that Nueces County is "anticipated to see approximately $24.2 billion in total output as a result of Eagle Ford Shale activity" in 2021 and that "San Patricio County is projected to see a total economic impact of approximately $523.6 million with approximately 2,300 new jobs projected."		
HB-PC66l	While the Draft EIS states that there will be dislocations, visual, sound and cohesion impacts to these neighborhoods, it fails to discuss the significant impacts to these neighborhoods in terms of property values, industrial expansion, and the availability of low-income housing… Hillcrest will be isolated from the rest of the City and surrounded by industrial facilities and highways. How will this affect property values in the area? How will the increased noise, light, pollution and isolation affect Hillcrest's residents? Does the Red Route increase the likelihood that the Hillcrest neighborhood will be transitioned from residential to commercial or light industrial uses, and who will benefit financially from such a transition? For the Hillcrest community in particular, the Red Route will significantly exacerbate the adverse effects of I-37's construction and the encroachment of the Port and industry. More people will likely want to leave the neighborhood if the Red Route is constructed, yet its construction will likely further drive down property values, making it impossible for such people to sell their homes and move to another part of the City. These are complicated issues that require multi-faceted solutions. The Washington-Coles neighborhood will be made part of the entertainment district. What will this mean for property values in the area? What will it mean for property taxes for existing residences? How will this affect the viability of Washington-Coles as a residential neighborhood? How will this impact the availability of low income housing in the City? What will happen to the substantial number of renters in the area? Assuming there is an increase in property values due to the planned revitalization in this area once it is united with downtown, what can be done to make sure that the area's current residents reap the benefits of the increase in value?	Indirect and Cumulative Impacts Property Values	The analysis did not include the matters suggested by the commenter (property values, industrial expansion, etc.) because they are too speculative in nature. The DEIS and the FEIS include a lengthy description of the impacts of the project on the Hillcrest and Washington-Coles neighborhoods, as shown in Section 4.6.3 they also include a discussion of the indirect economic impacts on the neighborhoods, as shown in Section 6.6.1.1. But as explained at the beginning of the discussion on indirect impacts, the rules of the CEQ define indirect effects as those that "…are still reasonably foreseeable." As explained, the analysis concluded that there would be no induced growth caused by the project because other economic factors (beyond the project) would need to be in place (Section 6.5.2). Given the analysis, it is too speculative to predict how the project would affect real property values and the other matters raised by the commenter.
HB-PC66m	The Draft EIS concludes that the Red Alternative has a high correlation with local land use plans. This conclusion is factually incorrect. It may be correct that the City of Corpus Christi seeks new urban development near Whataburger field, and that moving the Washington-Coles neighborhood into the zone to be developed will allow redevelopment of that land. It is not correct that current City plans envision that the Hillcrest neighborhood will be further isolated and set apart in an industrial area.	Land Use/Redevelopment	In comparing the Existing Land Use Plan to the Future Land Use Plan, the Red Alternative is mostly consistent in that it would not conflict with the gradual redevelopment of the Washington-Coles neighborhood from low-density residential to medium-density residential while also being consistent with the expansion of the SEA District and the conversion of existing downtown land uses to higher density commercial and tourist-related uses. Future land use planning in the Hillcrest neighborhood represents a fairly minimal change from the existing, primarily low-density residential use and would remain largely unaffected by the Red Alternative. The conclusion that the Red Alternative is consistent with local land use plans is also based on the fact that the City of Corpus Christi's Integrated Community Sustainability Plan calls for removal of the US 181 barrier between the Washington-Coles neighborhood and the mixed-use development in the Sports, Entertainment, Arts (SEA) District and the downtown area.
HB-PC66n	…The Draft EIS states that the Orange and Red Alternatives get the highest scores for (1) improved access to downtown; (2) improved maneuverability; and (3) system mobility and connectivity. There is no factual basis to support these ratings for the Hillcrest neighborhood in particular.	Selection of Preferred Alternative	Scoring in Figure 2.8-1 of the Draft EIS is based on the overall characteristics of the project for the project area as a whole. Changes in access specific to the Hillcrest community under the Recommended Alternative are presented in Section 4.6.3.2 of the Draft EIS and Final EIS.
HB-PC66o	Mitigation needs to address the real impacts of this project on the viability, livability, and property values of the ship channel neighborhoods. For many people who have lived in these neighborhoods for years, their homes are their only financial assets. To ignore the impacts that this project will have on those assets and to fail to provide mitigation for those impacts is unacceptable. By statute and regulation, an environmental impact statement must include a discussion of mitigation measures to avoid adverse environmental impacts. Such discussion must be "reasonably complete" in order to "properly evaluate the severity of the adverse effects" of a proposed project prior to making a final decision. It is not enough to merely list possible mitigation measures. Yet the Draft EIS at best skims the surface regarding the reality of what construction of the highway will do to Corpus Christi's historically black and low-income neighborhoods and offers little to nothing in the way of real mitigation for these impacts.	Environmental Justice Mitigation	The purpose of the project is to improve safety for the traveling public, including during hurricane evacuations, by replacing an aging bridge with a new bridge that is consistent with current design standards and improve portions of US 181 consistent with design standards. In compliance with NEPA and FHWA guidance, the Draft EIS and Final EIS consider the effects that could be beneficial and potentially adverse to minority and low-income populations and identifies the impacts associated with those effects on the neighborhoods adjacent to the project. This analysis is contained in Sections 4.6 and 4.7of the DEIS and FEIS. The impacts analyzed include displacements and relocation, economic and employment, community cohesion and accessibility, visual and aesthetic impacts, traffic, air and water quality, and safety. Indirect and cumulative impacts to community resources are discussed in Sections 6.6.1.1 and 7.6.4. Property values were not specifically analyzed because it is too speculative in nature. Property values are dependent on a number of different factors including the economy and real estate market in the area, the quality of amenities offered in the area (such as schools, parks, and other public services), and the subjective needs and desires of potential purchasers. A decrease or increase in property values as a result of this project cannot be quantified in a meaningful way. The DEIS and FEIS include a discussion of the indirect economic impacts on the neighborhoods, as shown in Section 6.6.1.1. But as explained at the beginning of the discussion on indirect impacts, the CEQ regulations define indirect effects as those that "…are still reasonably foreseeable." As explained, the analysis concluded that there would be no induced

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			growth caused by the project because other economic factors (beyond the project) would need to be in place (Section 6.5.2). Given the analysis, it is too speculative to predict how the project would affect real property values. Development of mitigation measures has been ongoing since publication of the DEIS. TxDOT and FHWA have continued to develop specific mitigation measures, with public input, to mitigate and minimize adverse effects. In accordance with CEQ regulations, the FEIS includes a discussion of and commitment to practicable mitigation measures that will be implemented to minimize the adverse effects as a result of the Recommended Alternative.
HB-PC66p	…the Draft EIS fails to analyze this project's impact on neighborhood evacuation routes, either during construction or after the project is complete. The Draft includes some discussion of the locations and routes that fire station personnel would take into the community, but does not address these neighborhoods' enhanced need for emergency evacuations routes.	Access/Evacuation	The City has not designated any official evacuation routes for refinery emergencies. Access to major thoroughfares like Port Avenue, Staples Street, and Nueces Bay Boulevard would be maintained under the Recommended Alternative. Hurricane evacuation is considered in the Draft EIS and Final EIS since improving safety for the traveling public, including during hurricane evacuations, is one of the stated purposes of the project. The Draft EIS and Final EIS analyze changes in access for each community under each alternative and determined that the lack of access to US 181 for the Northside community would constitute a disproportionately high and adverse effect. The TxDOT Corpus Christi District met with the Corpus Christi Fire Department and Corpus Christi Police Department on January 29, 2013 to discuss the different alternatives under consideration for the proposed project with respect to emergency evacuation, response times, and overall access to and from the local city street network. Billy Delgado, the Emergency Management Coordinator (EMC) with the Local Emergency Planning Committee (LEPC), was in attendance and discussed current routes used with the existing Harbor Bridge and associated state roadway network. This meeting served to examine the traffic access and movements for police, fire and emergency response actions. Following the Draft EIS release for public comment, the TxDOT District office met again on February 2, 2014 to follow-up on a comment made by a Citizen's Advisory Committee member. The purpose of the additional meeting with the Corpus Christi Fire and Police Departments was to discuss the Red Alternative in greater detail. In the meeting, TxDOT District staff and Corpus Christi Fire and Police Department staff studied traffic access, response routes and times, and emergency response and evacuation. Billy Delgado, EMC for the LEPC, was in attendance and provided feedback.
HB-PC66q	While the Draft EIS includes an extensive list of areas, retrieved from regulatory databases, that have been identified as contaminated with hazardous materials, it does not discuss how the project will address known contamination that is in the pathway of the chosen alternative, or provide any analysis that would allow a comparison among alternatives with respect to the construction risks related to the hazardous materials sites. While the maps in the appendix rank sites as low, medium or high risk, there is no data to explain how those risk values were assigned or how they related to the actual construction work that might occur near the site. Furthermore, the Draft EIS fails to consider the impacts of having an elevated bridge that will carry hazardous cargo to and from the area petrochemical plants located next to a residential neighborhood.	Hazardous Materials	Hazardous materials assessment, management, and remediation are part of the environmental permitting process, and are addressed in the Hazardous Materials section of the Final EIS (Sec. 4.19) and reflected in the technical provisions and final construction plans. A hazardous materials management plan that incorporates industry standards and federal and state guidelines for the handling of impacted soils and groundwater will be prepared by the developer, and reviewed and approved by TXDOT. Impacted soils will not be stored on site but characterized and hauled off site to an authorized disposal facility. The plan will adhere to the requirements of the technical provisions as included in the May 16, 2013 memorandum of understanding with TCEQ. The plan will incorporate measures to avoid hazardous materials and affected soil and groundwater, and, if unavoidable, incorporate mitigation plans to minimize the generation of hazardous materials and protect against uncontrolled emissions or discharges. Soil affected above acceptable human health and ecological based levels that are disturbed or displaced during construction will be characterized, treated, and, if appropriate, transported off site to an authorized disposal facility. TxDOT environmental experts will review publicly available TCEQ and EPA records for existing soil and groundwater quality data related to the proposed right-of-way on former and existing commercial and industrial sites of concern, including the former Kerr-McGee site and its historical plume footprint data. This additional information has been incorporated into the Hazardous Materials section of the Final EIS (Sec 4.19).
HB-PC66r	Because the justification for dredging the Inner Harbor to 52 feet is dependent upon the raising of the Harbor Bridge, the dredging to deepen the Inner Harbor ship channel should be considered in the same EIS as the larger Harbor Bridge project.	Indirect and Cumulative Impacts Dredging	The Harbor Bridge Project and the 52' dredging project are not dependent. From further discussions with the Port Authority and the Corpus Christi Metropolitan Planning Organization (CCMPO) on 4/3/14, the projects are in fact completely independent. Port planning for the 52' dredging projects was started in 1989 well before any planning on Harbor Bridge replacement began. Furthermore, the Port dredging project is in federal reauthorization and will proceed to construction after reauthorization is complete and funds are allocated for the project by the federal government.
HB-PC66s	The Draft EIS includes no hydraulic studies and no information, other than the total right of way acres and linear feet of improvement in the 100-year floodplain, to allow a comparison of the various alternatives' effects on floodplains… The Draft EIS goes on to state, again without any	Floodplain Impacts	FEMA floodplain management and drainage design are not activities that are evaluated at the schematic level. Floodplain management and coordination is a requirement of the TxDOT PS&E process. The final PS&E preparation will include coordination with FEMA on floodplain management issues for drainage of

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	support, that minor impacts to floodplains under any of the alternatives "would not have any significant effect on natural and beneficial floodplain values. Without more details in the draft EIS regarding the effects of various alternatives on flooding, and without a comparison to alternatives that do not so significantly raise the height of the bridge and/or that can be located on or very near the footprint of the existing bridge, the Draft EIS fails to provide sufficient information to make an informed comparison among alternatives.		the project to ensure compliance with federal, state, and local requirements. All that can be stated at the schematic stage is that there will be no appreciable impact on the community or neighboring residents from the construction of the proposed project.
HB-PC66t	Despite the Harbor Bridge Feasibility Study's emphasis on the need to mitigate the dangers to migratory birds that have landed near the project due to fallout, the Draft EIS fails to analyze the impact that the Harbor Bridge will have on these protected species. The Draft EIS briefly notes that the Migratory Bird Treaty Act protects migratory birds and acknowledges that these species have been observed in the area. However, the Draft EIS does not analyze the project's full impacts on migratory birds generally, and it also fails to consider the specific impacts on migratory birds that fall out in the project's area and need a suitable environment to restore their energy. The Feasibility Study points to another threat to birds that the Draft EIS has not addressed. The Feasibility Study states that "[p]particularly with regard to the brown pelican, recent bridge projects along the Texas coast have encountered conflicts that required design considerations. The South Padre Island to Port Isabel Causeway in Cameron County design encountered numerous problems with wind shear forcing pelicans and other shore birds down onto the pavement surface, resulting in vehicular collisions and bird fatalities. "The Feasibility Study then offers suggestions for mitigating these negative impacts. The Draft EIS, on the other hand, only addresses the threat that these birds will suffer during construction.	Threatened and Endangered Species Impacts	The Migratory Bird Treaty Act prohibits that TxDOT kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit, and TxDOT will fully comply with these prohibitions. TxDOT will commit the contractor to the protective measures listed in FEIS Section 4.16.1.4 and will see that these commitments are carried out during the construction phase as well as during maintenance activities as applicable. The Environmental Permits, Issues and Commitments plans in the construction plan set will include these commitments. FEIS Section 4.16.1.1 discloses the likelihood that any of the proposed build alternatives would result in direct mortality of avian species from vehicle collisions. This effect is equally as likely with the no build alternative. Given the context of the proposed action and the intensity of such an impact on the migratory bird population in the gulf coastal region, this is not considered a significant impact.
HB-PC66u	The Draft EIS lists some measures that will be taken "to avoid and minimize impacts" to the West Indian manatee during construction and demolition activities. These measures involve training the personnel so that they can recognize the species, avoid harming them, and call the Corpus Christi Ecological Services Field Office in the event that the species appears on site. These measures are not only insufficient to guarantee the safety and well-being of a federally-listed endangered species, but they are also limited to construction and demolition activities. Beyond those specific times, the project does not provide for any measures to protect manatees from the threats discussed in the Draft's Cumulative Impacts section and the threats presented by additional and larger waterborne traffic in the Ship Channel due to raising the bridge height. Because the Draft EIS does not even discuss preliminary plans to reduce the risk of ship collisions with manatees in the Harbor Bridge area, the project does not fulfill the requirements of NEPA and ESA.	Threatened and Endangered Species Impacts	The Endangered Species Act prohibits that TxDOT take, defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct”, listed species, including the West Indian manatee, and TxDOT will fully comply with this prohibition. TxDOT will commit the contractor to the protective measures listed in FEIS Section 4.16.1.2 and 4.16.1.6 and will see that these commitments are carried out during the construction phase as well as during maintenance activities as applicable. The Environmental Permits, Issues and Commitments plans in the construction plan set will include these commitments. Manatee occurrences in Corpus Christi Bay have been recorded, although very rarely – only three occurrences recorded between January 2007 and September 2012. Manatee prefer shallow coastal waters over the colder, deepwater areas of the Corpus Christi Ship Channel, making interaction with large vessels entering the port extremely unlikely.
HB-PC66v	This project involves relocation of a highway and bridge, but it also involves deconstruction of the existing bridge and portions of the existing highway. The Draft EIS does not provide information about the dust, noise, air quality, and other environmental impacts related to the deconstruction of the existing structures.	Bridge Deconstruction	The bridge demolition is a contractor means and method item of work that will be different for each contractor that proposes on the project. TxDOT's responsibility is to include provisions in the plans on the Environmental, Permits, Issues, and Commitments Plan sheet that will provide specific requirements that the contractor must satisfy related to noise, air quality, protection of wildlife and protection of the environment in completing all items of work on the contract including the bridge demolition. For example, noise levels associated with demolition and the movement of heavy machinery would likely occur during daylight hours when occasional higher noise levels from the project and in the surrounding community is more tolerable. In addition, higher noise levels would be limited to those periods when actual demolition activities occur at any location and would diminish or abruptly end as demolition activities cease and heavy equipment moves to a new location. No extended disruption of normal activities as a result of demolition activities is expected. Provisions would also be included in construction plans and specifications to minimize noise and dust generating activities through abatement measures such as work-hour controls, proper maintenance of mufflers, and dust suppression activities such as watering of construction routes.
HB-PC66w	As the Draft EIS correctly states, FHWA guidance provides that an "alternative that avoids one Section 4(f) property by using another Section 4(f) property is not an avoidance alternative." But this is precisely what TxDOT proposes. Instead of designing a route that avoids public land, all of TxDOT's proposals take public land. It is not as if the highway is cutting through an area with huge parks. Instead, TxDOT simply chooses routes that take public lands. Further, TxDOT has not articulated the correct legal standard: TxDOT suggest the law allows choosing among various alternatives all of which take public lands. To the contrary, the law requires an effort to design or realign highways such that no public land is taken. No such effort has been made in this case, and the proposal violates federal law.	Section 4(f) Impacts	All of the proposed build alternatives would require the removal of the National Register of Historic Places (NRHP)-eligible Harbor Bridge system, a property protected by Section 4(f). A Section 4(f) analysis was completed for the bridge, which concluded that there were no prudent and feasible avoidance alternatives to the use of the bridge system. Therefore, the proposed project would not be able to avoid the use of Section 4(f) property entirely. In cases like this, where the use of Section 4(f) property cannot be avoided, FHWA may approve an alternative that uses Section 4(f) property, provided that it is the alternative that causes the least overall harm in light of the statute's preservation purpose (23 CFR 774.3[c]). Even though there are no feasible and prudent end-to-end alternatives that would avoid a use of the Harbor Bridge system, an analysis was conducted to determine whether each remaining Section 4(f)

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			property could be avoided, as detailed in Section 5.4.3 of the Final EIS. This analysis considered alignment shifts and design changes, but all of the build alternatives would require the use of at least one Section 4(f) property in addition to the Harbor Bridge system.
HB-PC66x	The Draft EIS appears to incorrectly state that the Red Proposal will take 5.45 acres of parkland. The Red proposal will directly remove 5.14 acres of parkland from T.C. Ayers Park… Additionally, the Red Proposal will also take all of the land in Lovenskiold Park, which is 0.7 acres. Not accounting for constructive taking, the total acreage taken by the Red Proposal is 5.84 acres of parkland (5.14 plus 0.7), not the 5.45 acres stated in Figure 2.8-1. Any mitigation of the taking of parkland should compensate for 5.84 acres of taken parkland.	Section 4(f) Impacts	The Red Alternative would take 0.31 acres of Lovenskiold Park, as stated in Section 5.5.1.2 of the Final EIS, and as depicted on Figure 5.3-4. Although only 0.32 acres of Lovenskiold Park would be required for construction of the recommended alternative, discussions with the City of Corpus Christi (Official with Jurisdiction for the Park) indicated that neither the preservation of the remaining portion of the park nor replacement of Lovenskiold Park in the vicinity of the existing park would be in the best interest of the community. Conceptual mitigation for Lovenskiold Park would be in the form of monetary compensation and the City has indicated a preference for any funds to be applied toward enhancement of Ben Garza Park, a much larger regional park less than a half-mile away from Lovenskiold Park.
HB-PC66y	TxDOT has failed to analyze the constructive taking of public lands in addition to the actual takings. The Red Proposal will constructively take even more of T.C. Ayers Park. There must be an adequate buffer between a majorly traveled road and parkland where children will play. There is no accounting for an appropriate buffer between the new road and the park. TxDOT should assume that at least 150 feet from new pavement cannot function safely as public park. The EIS should account for constructive taking of public lands and appropriately mitigate for such loss.	Section 4(f) Impacts	The project would not result in the constructive use of Section 4(f) property. Per 23 CFR 774.15(c), FHWA is not required to document each determination that a project would not result in a constructive use of a nearby Section 4(f) property. Constructive use of Section 4(f) property is only possible in the absence of a permanent incorporation of land or a temporary occupancy of the type that constitutes a Section 4(f) use. 23 CFR 774.15(a) states constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property. The project would not result in the constructive use of Section 4(f) property. Per 23 CFR 774.15(c), FHWA is not required to document each determination that a project would not result in a constructive use of a nearby Section 4(f) property. The 150’ area of potential effect (APE) used by FHWA in the Valley Community Preservation Com'n v. Mineta case pertains to historic resources, not parks. “Area of potential effect” is a term specific to historic properties and is defined at 36 CFR 800.16(d). Furthermore, areas of potential effect are utilized to study potential impacts; it is never assumed that every resource within the APE is adversely affected.
HB-PC66z	Instead of consulting the Department of Interior before determining that the T.C. Ayers Park must lose land, and without approval of the mitigation land chosen, this EIS presupposes that the NPS will give approval, The Draft EIS approaches this situation illegally. Approval from the National Park Service must be part of the Draft EIS.	Section 4(f) Impacts	Coordination with the National Park Service has been ongoing. The results of that coordination is contained in the FEIS Section 5.7.
HB-PC66aa	Additionally, a proposed park in the Washington-Coles neighborhood will not be "equivalent" to T.C. Ayers Park because it will not serve the Hillcrest neighborhood. A park in the new Washington-Coles neighborhood would be across a major highway and not part of the Northside neighborhood. City planning documents make it clear that Washington-Coles is an area slotted for urban gentrification. Hillcrest will be isolated without sustainable urban support. And Hillcrest will lose access to parkland as a result of the Red Alternative and the mitigation proposed.	Section 4(f) Impacts	T.C. Ayers Park is located in the Washington-Coles neighborhood, but serves residents of both Washington-Coles and Hillcrest. Similarly, the proposed Washington Park would be located in Washington-Coles and would serve both neighborhoods. This concept was vetted with and received support from neighborhood residents. In September 2013, two community meetings were held to specifically discuss park improvements proposed for mitigation of possible effects of the proposed build alternatives. Seventy people attended. A hike and bike trail would connect all parks on the Northside and will maintain/improve existing connectivity. Proposed roadway will at least 25- 30 feet above the existing ground.
HB-PC67	In response to the Public Hearing that took place Tuesday, February 18, 2014 at The Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas, we are submitting the following concerns: 1. We are very concerned about how many public streets will be closed/blocked off leading to our business, during normal business hours, which will make it inaccessible during the duration of the construction of the new bridge. 2. We have concerns of how the use of heavy equipment will affect the condition of our current streets that lead to our business. 3. We have concerns of how the noise level as well as the volume of dust that will accumulate from constant heavy machinery will affect our business. 4. We are already faced with a declined, almost to the point of nonexistent families in the community. We are right now of the opinion that we should be assisted with transitioning from our present location to another location with your help during the construction period. We understand from your brochure that it has been mentioned that you will provide, upon request, the assistance of a relocation counselor who will “explore and provide advice as to possible sources of funding and assistance from other local, State and Federal agencies” (found on page 34 in the TxDOT Relocation Assistance booklet), along with moving and reestablishment costs. 5. We would like to consider coming back to this community after the completion of the bridge. It is our intention to return to the community once the project has been completed. 6. Perhaps our building could be utilized by someone needing office space during the duration of the bridge project.	Access to Neighborhoods Construction Noise Impacts Displacement	If any street closures are required, a detour plan will be prepared to ensure that access is maintained to all properties. Relocation assistance is only available for those properties that would be displaced by the proposed project; however, TxDOT would continue to work with local business owners to provide necessary signage and access. 2. TxDOT would have to pay for /reconstruct any roads that are damaged as part of the construction process. 3. Noise levels associated with the movement of heavy machinery would occur during daylight hours when occasional higher noise levels from the project and in the surrounding community is more tolerable. In addition, higher noise levels would be limited to those periods when construction occurs near a sensitive receptor location and would diminish as construction is completed and heavy equipment moves to a new location. Also, no extended disruption of normal activities is expected. Provisions would also be included in construction plans to minimize construction noise and dust generating activities through abatement measures such as work-hour controls, proper maintenance of mufflers, and dust suppression activities such as watering of construction routes. 4. Comment noted.

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HB-PC68	The Hillcrest Residents Association, Inc. is a 501c(3) non-profit charitable organization. The purpose of which is to rebuild, repair, and resuscitate the Hillcrest neighborhood and protect historic areas of the Washington-Coles area. A new Harbor Bridge is a necessity for our city. The red or orange routes seem, to me, to be the most feasible. As our Harbor Bridge is in need of renewal, so are the Hillcrest and Washington-Coles neighborhoods: the homes, churches, Solomon Coles School, the Booker T. Washington School Building, Bay View Cemetery, and Dr. H. J. Williams Park. The Texas Department of Transportation should work with the Hillcrest Residents Association and the organizations and ideas listed in its document, "Conceptual Mitigation for Impacts to Minority and Low-Income Neighborhoods" to assist the Hillcrest and Washington-Coles areas of our city in its vision of renewal. A copy of the mitigation document is attached to this statement.	Environmental Justice Mitigation	TxDOT is moving forward with the Conceptual EJ Mitigation Plan which includes input from agencies and the public, including the project's Citizens Advisory Committee and the Hillcrest Residents Association. More detailed mitigation measures proposed to address impacts in minority and low-income neighborhoods are included in the FEIS Section 4.7.6.
HB-PC69	The comments that I make here in summary highly and significantly request that "Whoever will make the decision" as it is not clear from the document for which I was charged "$250, even after going page by page in the two sections. 1) The red route does the most damage to humans who live in the north/northwest area including Coles Washington area. The several apartments, duplex, single houses, potentially (since you cannot get any accurate definitive information about where the sides will be), the church grounds (at least two churches), Winnebago Street, all along the area, and possibly--no one ever pointed out--no- part of Hillcrest area. 2) There are several persons concerned, but do not think they have any say - and they are reluctant to come forward for fear that something will happen to them by the people that we have all heard about - and I have received some evidence about the property to sell at commercial prices. 3) When we have had interactions with people in Houston, Austin, and some other places who know about agencies (businesses) that are holding "book prices on the lots that are vacant here, but are defined as personal property - has not been legally categorized as commercial, yet when you call and ask about it - you are quoted a commercial price. For example - the property at Stillman Street and Koepke - a corner lot had a Remax sign on it. When we called to see what the price was - we were told $125,000. We said oh you must not know the location we are here looking at - it couldn't be that much!! Well the conversation was much more graphic as we were told that the places that did have structures next door were that much plus...We went immediately to Nueces County and went to the property information and found that it was NOT ZONED AS COMMERCIAL!! This is just one of the many things which are wrong and not true, as the area is being wrongly handled, because of the anticipated destruction of the areas by the RED ROUTE which will allow for a LOT of bad things to happen and make money for those who have control authority. 4) Why is the west route not being considered? Since (TxDOT) has never really presented the different costs as they were calculated for each route. In all fairness to the public, every route including blue, yellow, orange, red should be presented with the method of calculation of the cost for each one and the presentation of the cost so that the public can add and subtract to verify this rather than depending on someone's illusion to "This one costs less without any comparative data." The west route does no or very little damage to living property areas. The Joe Fulton way goes over uninhabited land, and the water - and since the whole idea is that this higher bridge will allow vessels to come in to get oil and gas and whatever other products to take out over the water lands to other places, then why not send the route over near the "plants"? The west route?????? List each route in a chart with the costs for individual things that were used to produce the illusionary amount for each one printed next to it. 5) Please deliberately have the city council, the county commissioners, the churches, neighborhood groups to have the opportunity to explore this in an accurate way before moving ahead with the red route. 6) Thank you for reading this comment - May your group of decision makers reflect and regroup to do something honestly so that Corpus Christi can truly be representative of the "Body of Christ"!!	Support for the West Alternative Economic Redevelopment Public Involvement Project Costs	1. The Final EIS concludes that the Orange Alternative would have the most severe impact on the Northside community, as it would require 28 displacements (Red has 15) and more severe impacts to community cohesion (Orange would encroach further into Washington Coles). 2. Comment noted. 3. The project team was unable to locate a property for sale at the corner of Koepke and Stillman. The proposed project would not directly affect any property in this area; questions about zoning should be directed to the City of Corpus Christi. 4. The West Alternative was considered as a reasonable alternative in the Draft EIS. The West Alternative would have disproportionately high and adverse effects to low-income and minority communities (reduced accessibility effects to US 181 and I-37 from the Hillcrest neighborhood) that could not be reasonably offset and would also be inconsistent with the City's future land use and community sustainability planning. As noted in Section 5.6.2.7 of the Draft EIS and Final EIS, the difference in construction cost among the reasonable alternatives was not considered to be substantial and was therefore not a differentiating factor among the alternatives. Regarding the Blue and Tunnel alternatives, these alternatives were not eliminated because of cost but rather because they did not meet the need and purpose of the project (see Section 2.3 in the Draft EIS and Final EIS). 5. TxDOT and FHWA have discussed alternative selection with city council, county commissioners, neighborhood groups, churches, etc. during Citizens' Advisory Committee (CAC)/Technical Advisory Committee (TAC) , neighborhood meetings, and the public hearing. CAC meeting was held in July 2014 per feedback on more developed mitigation concepts.
HB-PC70	I live in Portland and commute to work at City Hall. I absolutely love the drive. It's a straight shot to get to work. The route is beautiful and quick. That's because there are no extra turns or numerous exits. I firmly believe that the "actual route" should stay the same. Which is lead us straight into Downtown or straight into the City. But, I do see that updates and improvements to the "current structure" need to be made for safety. I was born and raised in Corpus Christi and as a child I would look to see the Harbor Bridge at a distance. It truly	Lighting, Aesthetics	Comment noted. In regard to lighting for the proposed bridge, sufficient lighting would be provided for the roadway and additional aesthetic lighting would be considered during the design phase of the project

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	is a beautiful structure and is one of Corpus Christi's most beautiful landmarks. It would be a shame for all the money that was spent on beautifying it with the new lights would go to waste. If the intentions were to completely change the structure the lights should have never been placed there. That would make it a complete waste of taxpayers' money to place them there. As well as, to maintain them there. However, the lights at night are a beautiful sight. They can be seen for miles and miles!!! They can be seen from anywhere downtown from the Hooks Baseball field, all our museums, from the Bayfront area and leaving the city. I like to see it as a beautiful "Welcome" to the City or an amazing exit. Depending on which way you are headed. It's an amazing sight to see it lit up at night. I have a 5 year old and I can truly say he enjoys the lights as much as I do if not more than I do. He says, " Mom you can see the whole City all lit up at night from up top here". He loves to see the lights display either the current holiday colors or just a neat daily light show. We pull over sometimes just to look at it for a good while. I can even see it when leaving my home in Portland, due to the beatification of all the lights on it! I also have a nieces from 1 year to teenagers that know "Auntie" house is right after the Harbor Bridge. That is awesome to hear my youngest niece say, "lights on bridge .... beautiful....pretty". Then say, "STOP", because she wants to gaze at them a bit. I truly hope that the actual structure can stay the same. I hope that the proper updates are made to the structure to maintain its safety. Which safety is of the upmost important factor. As for my husband, my son and myself, it's a beautiful sight to see. I am lucky enough to see it and drive through it every day!! Thank you for allowing us to voice our opinions. I hope they are truly taken into consideration.		
	AGENCY		
HB-AC1a	A review of the project for general conformity impact in accordance with 40 CFR Part 93 indicates that the proposed action is located in Nueces County, which are currently unclassified or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Therefore, general conformity rules do not apply.	Air Quality	Comment noted.
HB-AC1b	The Office of Water has no comment on this project.	Water Quality	Comment noted.

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HB-AC1c	Any debris or waste disposal should be at an appropriately authorized disposal facility.	Construction Waste	Hazardous materials assessment, management, and remediation are part of the environmental permitting process, and are addressed in the Hazardous Materials section of the Final EIS (Section 4.19) and reflected in the technical provisions and final construction plans. A hazardous materials management plan that incorporates industry standards and federal and state guidelines for the handling of impacted soils and groundwater will be prepared by the developer, and reviewed and approved by TXDOT. Impacted soils will not be stored on site but characterized and hauled off site to an authorized disposal facility. The plan will adhere to the requirements of the Final EIS technical provisions as included in the approved memorandum of understanding with TCEQ. The plan will incorporate measures to avoid hazardous materials and affected soil and groundwater, and, if unavoidable, incorporate mitigation plans to minimize the generation of hazardous materials and protect against uncontrolled emissions or discharges. Soil affected above acceptable human health and ecological based levels that are disturbed or displaced during construction will be characterized, treated, and, if appropriate, transported off site to an authorized disposal facility. TxDOT environmental experts will review publicly available TCEQ and EPA records for existing soil and groundwater quality data related to the proposed right-of-way on former and existing commercial and industrial sites of concern, including the former Kerr-McGee site and its historical plume footprint data. This additional information has been incorporated into the Hazardous Materials section of the FEIS (Section 4.19).
HB-AC2	The Corpus Christi Regional Transportation Authority (CCTRA) is in support of the proposed Red Alternative which will provide a direct link with State Highway 286 as outlined in the US 181 Harbor Bridge Project Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation released on January 3, 2014. The replacement of the existing Harbor Bridge is paramount to meet future economic growth and ever increasing transportation needs o the region. Enclosed is a resolution adopted by the CCRTA Board of Directors on February 5, 2014 in support of the Red Alternative. Under the proposed Red Alternative, the CCRTA is aware that some of our existing bus routes and stops will be directly impacted resulting in future minor service changes. Currently the CCRTA services the North Beach area with routes 78 and 76S (Sundays), both of which will require minor realignments and stop location changes. The route alignments and some stops along portions of routes 12 and 21 will also be affected which serve the Hillcrest Neighborhood and Laredo/Agnes corridors located adjacent to or within the expanded TxDOT right-of-way footprint. As a member of the City of Corpus Christi Bicycle and Pedestrian Subcommittee, the CCRTA is encouraged by the proposed new bridge width which provides safer bicycle/pedestrian access ways. These improvements will work in tandem with CCRTA's Bike & Ride program and complement our ongoing commitment to provide multiple modes of transportation to the residents and visitors of Corpus Christi and surrounding areas. On behalf of our Board of Directors, I want to thank TxDOT for this opportunity to provide comments in support of the Red Alternative.	Support for Preferred Alternative	Comment noted.

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HB-AC3a	3.13 THREATENED AND ENDANGERED SPECIES (DEIS) Table 3.13-1 lists all federal- and state-listed rare, threatened and endangered species of potential occurrence in Nueces and San Patricio Counties. However, the Gulf saltmarsh snake (Nerodia clarkii) was omitted from the table. **Recommendation:** Corpus Christi is the southernmost boundary of the Gulf saltmarsh snake's range. It is restricted to brackish coastal marshes (e.g., Rincon Channel A) and favors littoral debris, fiddler crab burrows and matted vegetation along the margins of tidal mud flats. Its decline is due primarily to habitat alteration caused by dredging, construction, and chemical pollution. Because suitable habitat for this species occurs in the project area, TPWD recommends it be included in the Final EIS and potential impacts to this species be evaluated.	Threatened and Endangered Species	Gulf saltmarsh snake has been included in the FEIS (Section 4.16.1).
HB-AC3b	4.13 IMPACTS TO WETLANDS AND WATERS OF THE U.S. (DEIS) 4.13.1 Impacts of the Build Alternative 4.13.1.1 Clean Water Act Section 404 Potential temporary and permanent impacts to waters of the U.S. are estimated in Section 4.13.1.1 and summarized in Table 4.13-1. However, in Section 4.15-Vegetation Impacts, quantitatively, the potential impacts to low and high marsh vegetation summarized in Table 4.15-1 , which presumably would correspond to wetland impacts, differ slightly from those described in Section 4.13. **Recommendation:** TPWD recommends the estimated acreages of potential impacts be consistent throughout the Final EIS. If potential impacts to High and Low Marsh vegetation do not necessarily correspond equivalently with wetland impacts, TPWD recommends the Final EIS include a detailed map that clearly delineates both wetland impacts and high and low marsh impacts.	Wetlands impacts	In the DEIS, wetland impacts were quantified with a more detailed analysis in order to determine permitting requirements (actual size of bridge columns), whereas vegetation impacts were estimated based on the total right of way width. In the FEIS, the vegetation impacts are differentiated between temporary impacts and permanent impacts (Section 4.15.1, Table 4.15-2). With respect to wetlands impacts and marsh impacts, an adjustment has been made in the FEIS to reflect that the high and low marsh habitat matches the area of tidal fringe wetlands.
HB-AC3c	4.15 VEGETATION IMP ACTS (DEIS) 4.15.1 Impacts of the Build Alternative In addition to the discrepancy between the amount of wetland/marsh impacts described in Sections 4.13 and 4.15, there is also a discrepancy between marsh impacts as described in Section 4.15 and Section 2.6. In Table 2.6-1 , which provides a summary of impact comparisons by alternative, marsh Impacts are reported to be 0.32, 0.68, 0.32 and 6.68 acres for the Green, Red, Orange and West alternatives, respectively. However, Table 4.15-1 summarizes marsh impacts (Low and High Marsh combined) as 0.23, 0.59, 0.23, and 6.05 acres for the Green, Red, Orange and West alternatives, respectively. **Recommendation:** TPWD recommends the estimated acreages of potential impacts be consistent throughout the Final EIS. The DEIS estimates both temporary and permanent impacts only for waters of the U.S. TPWD recommends that the anticipated acreages of both temporary and permanent impacts also be provided for other habitat features and vegetation features.	Vegetation impacts	Impacts quantified in Table 2.6-1 were based on a previous iteration of the alternative designs. Quantifications in Table 4.15-1 were correct, based on the August 2013 design files. Quantifications in Table 2.6-1 have been corrected in the FEIS and temporary and permanent impacts to vegetation have been calculated for FEIS (Table 4.15-2).
HB-AC3d	4.16 WILDLIFE IMPACTS INCLUDING T&E SPECIES (DEIS) 4.16.1 Impacts of the Build Alternative 4.16.1.1 Impacts to Wildlife Habitat As proposed, the project would incorporate best management practices (BMPs), careful vegetation clearing techniques and replanting vegetation to minimize impacts to wildlife habitat. **Comment:** TPWD appreciates the proposed methods to minimize impacts to wildlife habitat.	Wildlife impacts	Comment noted.

TABLE 2: US 181 HARBOR BRIDGE PROJECT DRAFT EIS COMMENT AND RESPONSE SUMMARY			
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HB-AC3e	4.16.1.2 Threatened and Endangered Species (DEIS) The Subsection entitled, "Effects to Federally-listed Threatened, Endangered, or Candidate Species" briefly describes potential impacts associated with the demolition of the existing Harbor Bridge. While methods of demolition are currently unknown, there is a small potential for incidental discharges into the inner harbor to occur. **Recommendation:** Prior to demolition, TPWD recommends that the contractor responsible for demolition coordinate demolition activities with the local TPWD Kills and Spills Team (KAST) biologist. Contact information for the local KAST biologist is available online at: http://www. tpwd. state. tx. us/land water/water/ environmental concerns/kills and spills/regions/ Table 4-16.2 lists anticipated impacts for all federal- and state-listed rare, threatened and endangered species of potential occurrence in Nueces and San Patricio Counties. The Gulf saltmarsh snake was omitted from the table. Recommendation: The subsection of Section 4.16.1.2 entitled, "Effects to State-listed Threatened and Rare Species" discusses potential impacts to species for which suitable habitat occurs in the proposed project area. Because the Gulf saltmarsh snake was not included in Table 4-16.2, it was not discussed in greater detail in the subsequent section of the DEIS. Because suitable habitat for this species does occur within the project area, particularly along Rincon Channel A, TPWD recommends the Final EIS include a discussion about this species.	Threatened and Endangered Species	Gulf saltmarsh snake has been included in the FEIS (Section 4.16.1). TxDOT will coordinate with contractor to ensure that KAST biologists are contacted prior to demolition
HB-AC3f	9.10 WILDLIFE IMPACTS INCLUDING T&E SPECIES (DEIS) 9.10.1 Threatened and Endangered Species According to this section of the DEIS, during construction, "efforts would be made to avoid direct harm to individuals of state-listed or rare species." Those efforts include inserting specific notes into the construction plans that indicate the potential presence of these species and instructions to the contractor to avoid impacting them. Contractors would also be briefed on the species appearance and habitat preference and instructed to take action to avoid impacting species if encountered during construction. **Recommendation:** Because all snakes are generally perceived as a threat and killed when encountered, TPWD recommends providing contractors with the same instructions regarding the Gulf saltmarsh snake that are described in the Environmental Permits, Issues and Commitments (EPIC) section for other species that could be encountered in the project area. That is, if encountered, Gulf saltmarsh snakes should not be harmed and should be permitted to safely leave project areas on their own.	Wildlife impacts	Recommended measures will be considered for inclusion in EPIC sheets.

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HB-AC4a	The Port of Corpus Christi has reviewed the Draft Environmental Impact Statement/Section 4(f) Evaluation Report and this correspondence is to provide our comments on the report. The PCCA continues to be a strong supporter of the replacement of the Harbor Bridge and the portions of the highway leading up to it. The PCCA views the Harbor Bridge as an important and critical transportation link that serves the PCCA, its industrial customers, and the entire region. The Port Commission has approved three resolutions concerning this project. The PCCA supports the Red Route as the preferred route for the replacement of the Harbor Bridge as this route provides the optimum connectivity with State Highway 286 and U.S. Highway 181. In addition , the Red Route enhances safety by not requiring complex connectors, curves or ramps to connect to these highways as well as connection to Interstate Highway 37. The PCCA also supports replacement of the existing Harbor Bridge with a higher bridge. The current vertical clearance of the Harbor Bridge is 138 feet. The vertical clearance restricts the size of ship that can currently enter the Inner Harbor, thus inhibiting economic growth in Corpus Christi. Raising the height of the Harbor Bridge will open up new economic opportunities brought by larger vessels and will also improve the efficiency and safety of operations like the Port. The PCCA supports the development of multi-modal transportation projects like this one that enhance and facilitate economic development for the benefit of our region. The PCCA will continue to work with TxDOT on the exact route of the proposed Harbor Bridge to ensure optimal placement of the bridge right-own-way and eventual construction of the proposed bridge. The PCCA believes that the replacement of the existing Corpus Christi Harbor Bridge is an important project necessary to address several long-term concerns including maintenance and the fracture-critical structural integrity of the existing bridge. The existing Harbor Bridge is a six-lane structure with no shoulders, which is functionally obsolete and increasingly expensive to maintain. The current 5% vertical grade with curves represents a safety issue with trucks traveling the bridge with bulk commodities. The PCCA believes that the Red Route would significantly reduce the number of rollovers that occur on the existing Harbor Bridge as a result of the vertical grade and horizontal curves on either side of the bridge.	General support for Preferred Alternative	Comment noted.

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HB-AC4b	The PCCA also believes that this proposed project would greatly improve air quality in our region. When maintenance occurs or there are accidents on the existing Harbor Bridge or increased traffic due to evacuation or other regional events, traffic backs up and idles for hours at a time in the area of the bridge. Idling vehicles contribute significant emissions that impact our air quality. A new Harbor Bridge will aid in less congestion during traffic incidents due to the addition of inside and outside shoulders. Additionally, the straightening of the Harbor Bridge through this route allows for more efficient vehicle and truck travel, and is likely to reduce the number of rollovers and the congestion resulting from the emergency response to these incidents. More efficient traffic routes and reduced traffic congestion and backup will help to improve our regional air quality. The PCCA also suggests that TxDOT become a stakeholder in the Ozone Advance through the Regional Air Quality Committee because of the significant role that TxDOT plays in our present and future regional traffic planning and design. The PCCA additionally requests that construction of the proposed Harbor Bridge include proper design and planning to reduce or eliminate the bird roosting issue that the current bridge has. Birds roosting on the bridge cannot be eliminated in the design of the proposed Harbor Bridge, then the PCCA requests that the design, planning and construction include the addition of deterrents to bird roosting in areas that are over infrastructure, where infrastructure development is most likely, and in areas accessed by the public. The PCCA appreciates the opportunity to comment on this important project and maintains our pledge of support through the three resolutions approved by our Port Commission.	General support for Preferred Alternative	Comment noted.
HB-AC5a	EPA rates the DEIS as "EC-2", i.e., EPA has environmental concerns and requests additional information in the Final Environmental Impact Statement. EPA's Rating System Criteria can be found here: http://www.epa.gov/oecaerth/nepa/comments/ratings.html. Detailed comments are enclosed with this letter which clearly identifies our concerns and informational needs requested for incorporation into the FEIS. Responses to comments should be placed in a dedicated section of the FEIS and should include the specific location where revision, if any, was made. If no revision was made, a clear explanation should be included.	Overall rating of Draft EIS	Comment noted. The comments noted in this matrix include the specific location where revisions were made.
HB-AC5b	Indirect Air Quality and Noise Impacts to Northside and Re finery Row Communities: The DEIS does not discuss any indirect impacts associated with raising the height of the Harbor Bridge, based on the reasoning that the proposed action must be the sole cause of the indirect effect in order to require analysis. Section 6.5.2.2 of the DEIS incorrectly states that due to the Harbor Bridge's new navigational clearance being *only one of several factors* involved in the introduction of new Panamax vessels and cruise ships to the Port that *there is no causal link* between the two events that would require analysis of growth -inducing impacts. however, CEQ regulation 40 CFR § 1508.8 (b) states that indirect effects are caused by the action and are later in time or farther removed in distance, but still reasonably foreseeable. There is no mention in the regulation of a requirement that the action must be the sole cause (see Mid States Coalition for Progress v. Surface Transp. Bd. , 345 F.3d 520 (8th Cir. 2003)). The elevation of the Harbor Bridge will allow for the introduction of both new Panamax vessels and cruise ships into the Port which would be a fact in cause, since these types of vessels are currently too large to enter the Port without the bridge being elevated. The bridge currently has a 138 foot clearance, while Panamax vessels require a minimum of 201 to 205 feet of clearance, and smaller cruise ships (2.600 passengers) require 203 feet. The preferred alternative will provide 216 feet of elevation to the Harbor Bridge, allowing for the passage of Panamax vessels and cruise ships into the Port which would otherwise be too large to enter. An additional requirement of indirect effects is that the impact be reasonably foreseeable. Section 2.4.2.3 of the DEIS makes clear that the introduction of Panamax vessels into the Port is reasonably foreseeable; by stating that in pursuing the purpose and need's objective to provide the transportation infrastructure to support the economic opportunities in the area, project engineers are considering the height of the proposed bridge, which will determine the air draft clearance	Indirect Air Quality and Noise Impacts	Sections 2.4.2.3, 4.2.4, 6.5.2.2, and 7.6.1.3 of the Final EIS address the bridge height and potential effects. FHWA and TxDOT have identified in Section 6.5.2.2 that this project does not have indirect impacts associated with Port expansion and associated increases in shipping traffic that would accompany it. Potential effects of port-related development, including increased shipping, are instead evaluated as cumulative effects and discussed in Section 7.6 of the Final EIS. The response to comment HB-PC66f includes a summary of the considerations included in the cumulative effects analysis. The decision to raise the elevation of the bridge as part of this proposed action was a result of several considerations, as discussed in Section 2.4.2.3 of the Draft EIS and Final EIS. First, the existing Harbor Bridge provides 138 feet of vertical clearance at mean high water, which means the maximum air-draft for vessels calling at the Port's Inner Harbor is 138 feet. The existing Harbor Bridge was designed and built in the 1950s and, as a result, it accommodates vessel sizes of the post-World War II era. As the maritime industry has evolved with the expansion of global trade, the growth in size of modern ships and cargo has outgrown the Harbor Bridge's 138-foot vertical restriction. The 138-foot navigational restriction is impacting operations at the port according to a 2010 Cambridge Systematics, Inc. report, but also the ability of the state to meet the increasing freight traffic demands expected as a result of the expansion of the Panama Canal. The 138-foot restriction also affects vessels with a light air draft greater than 138 feet, requiring them to take on ballast water after unloading to reduce air draft and clear the bridge when exiting the Inner Harbor. Secondly, considering the minimum 201- to 205-foot vertical restriction at the Panama Canal and the importance the expansion of the canal is projected to play in the overall State plan for accommodating the increase in freight traffic along the Gulf Coast, the vertical restriction of the bridge proposed for the project is 205 feet. Lastly, with respect to regional connectivity, the MPO considers US 181 a priority corridor in the future expansion of Interstate Highway 69 (I-69) to connect directly to the

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	vessels would need to call at the Port's Inner Harbor. Section 2.4.2.3 of the DEIS further states that the current 138 foot clearance is impacting operations at the port, and "the ability of the state to meet the increasing freight traffic demands expected as a result of the expansion of the Panama Canal." The introduction of cruise ships into the Port is similarly reasonably foreseeable. Section 2.4.2.3 of the DEIS states that another "economic opportunity that would potentially be presented by raising the height of the existing bridge can be found in the cruise ship industry." **Recommendation:** The FEIS should include an analysis and discussion of indirect impacts to the Northside (Hillcrest and Washington-Coles) and Refinery Row (Dona Park and Academy Heights) communities associated with elevating the height of the Harbor Bridge. The indirect impacts discussion should include an analysis of noise and emission impacts from: I) Panamax vessels and cruise ships (including hoteling and idling); 2) associated increases in rail and truck activity (including idling); 3) associated increases in off-road Port vehicles (including idling); and 4) increased traffic associated with cruise ship tourism and freight activity at the port.		Port of Corpus Christi, the seventh largest port in the United States in total tonnage and the primary economic engine for the Coastal Bend. As Joint Lead Agencies, TxDOT and FHWA need to consider multiple modes of transportation in the development of this regionally important project, including waterborne freight, and these modes have been considered in the context of a 75- to 100-year project design life as part of the objective to provide the transportation infrastructure to support economic opportunities in the area. This objective is noted in Section 1.5.1 of the Final EIS. 40 CFR § 1508.8 (b) states that indirect effects are caused by the action; Section 6.5.2.2 of the Draft EIS explains that the introduction of Post Panamax vessels into the Inner Harbor would not be caused by the proposed project but would rather be the result of increased global demand for commodities, for which the Port of Corpus Christi would need to be in the competitive position to meet. As Section 6.5.2.2 illustrates, the Port of Corpus Christi Authority considers the proposed project to be a "minor factor only" in their decision-making process to expand docking facilities or lease land for development. Global market demand, intermodal freight infrastructure improvements, and oil and gas exploration in the region are more important factors. Raising the height of the Harbor Bridge will not cause an increase in the global demand for goods shipped into or out of the Inner Harbor; a greater air draft clearance and a rise in global demand will not cause Post Panamax vessels to choose Corpus Christi over Houston, for example, without landside infrastructure improvements such as rail and highway expansion that the Port of Corpus Christi Authority is not in a position to implement. It appears that an inference was made that larger Panamax and cruise ships would be able to enter the port if the bridge height were raised; however, it was explained in Sections 4.2.4 and 6.5.2.2 of the Draft EIS and Final EIS that the depth of the ship channel, dock size, loading and intermodal infrastructure, and maneuvering of the sharp turn inside the jetties at Port Aransas are also limiting factors for larger ships wanting to enter the channel. Therefore, these larger ships may not be able to access the port even with this increase in bridge height, so the assertion that the bridge height clearance is the sole limiting factor for larger ships entering the port appears to be erroneous. In fact, the Port of Corpus Christi has stated that with a higher bridge, economic efficiency would be increased for some Port customers, allowing them to ship cargoes in and out of the Port on fewer vessels with greater capacities, thereby lowering unit transport costs (see Draft EIS Section 6.5.2.2). Section 2.4.2.3 of the Draft EIS makes no mention of cruise ships. The introduction of cruise ships into the port is not considered to be caused by the project or considered to be reasonably foreseeable. Although the desire of the visitors bureau to attract cruise ships is acknowledged, the reasons that cruise ships in the Inner Harbor are not reasonably foreseeable is outlined in Section 6.5.2.2. The document also states in Section 6.5.2.2 that "[c]apitalization on the economic promises of the cruise ship industry relies heavily on the perception of a port city as either a tourism destination or as a location with convenient access to popular destinations." In the event that the infrastructure at the Port of Corpus Christi were suitable for cruise ships, the Port would still be required to compete in a market with long-established homeports including Miami, Ft. Lauderdale, and Cape Canaveral. Based on this uncertainty (as well as other factors discussed in Section 6.5.2.2), cruise ships calling on the Port is not reasonably foreseeable. Because Port expansion or the introduction of larger Panamax vessels is not considered to be induced by this project, an analysis of indirect impacts associated with these activities is not warranted.
HB-AC5c	The DEIS does not appear to evaluate cumulative air impact emissions at a localized level (including "hot spots") for the Northside community and Refinery Row communities. In addition, the cumulative impacts analysis does not take the Port's indirect effects from elevating the Harbor Bridge into consideration. The DEIS did not evaluate the Northside community for cumulative impacts from the preferred alternative's alignment of US 181 within the neighborhood; nearby refineries, nearby railways; emissions from the Joe Fulton Trade Corridor; and new or current transportation and development projects in the vicinity. The relocation of US 181 into the Northside community will effectively enclose the Hillcrest neighborhood on all sides: US 181 on the eastern border; I-37 on the southern border; Flint Hills Resources on the western border; and railways, the ship channel, and the Joe Fulton Trade Corridor on the northern border. Table and Figure 7.5-1 of the DEIS indicate that the current and proposed transportation and development projects in the area are considerable in both number and scope.	Cumulative Air Quality and Noise Impacts	The Draft EIS and FEIS disclose potential impacts to the referenced communities in Sections 3.5.1.4, 4.7.3.4, and 7.6.4.2. An analysis and discussion of potential cumulative impacts due to increased Port-related development, including roadway improvements, railroad improvements, the potential for increased shipping, and development of industrial facilities, is provided in Section 7.6.1.3 of the DEIS (Section 7.6.1.2 in the FEIS). The project is not expected to result in significant adverse direct, indirect, or cumulative air quality impacts. In addition, Appendix C of the response to comments, "Trends in Air Quality within the Project Area", contains more regulatory updates, monitoring, modeling, and EPA and TCEQ future emission estimates for the area that supports the conclusion that additional analysis of air quality impacts is not warranted. Any future point sources will be subject to Prevention of Significant Deterioration Permits, which is a program designed to prevent cumulative emissions in an airshed from exceeding a NAAQS. The point sources mentioned in this comment and also certain area sources are also subject to air toxics control limits under

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	Recommendation: The FEIS should include an analysis and discussion of cumulative air and noise impacts to the Northside (Hillcrest and Washington-Coles) and Refinery Row (Dona Park and Academy Heights) communities; including potential cumulative impacts from the preferred alternative's alignment of US 181 within the neighborhood; nearby factories and refineries; nearby railways; emissions from the Joe Fulton Trade Corridor; and new or current transportation and development projects in the vicinity.		maximum achievable control technologies or national emission standards for hazardous air pollutants that were developed to prevent or minimize adverse health impacts from air toxics. In response to this comment, this supplemental information on trends in air quality has been added to the cumulative effects sections of the FEIS (Sections 7.3.1 and 7.6.1). The term "hot-spot" was used in this comment. A hot-spot analysis has a specific meaning under the CAA and is required for certain projects under the 40 CFR 93. The project is located in an EPA-designated attainment or unclassifiable area; therefore, a hot-spot analysis is not required.
HB-AC5d	Direct Air Quality Impacts to Northside Community: Section 4.9.2.2 of the DEIS states that information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions. CEQ regulation 40 C.F.R. § 1502.22 requires that when information is incomplete or unavailable, the agency shall include an evaluation of such impacts based upon theoretical approaches or research methods generally accepted by the scientific community. **Recommendation:** The FEIS should include an evaluation of health impacts to the Northside community from MSAT and any other potentially harmful types of vehicle emissions (e.g., NOx, $S0_2$, PM, and ozone) based on theoretical approaches or research methods generally accepted. by the scientific community for the preferred alternative. Provide air monitoring for all vehicle pollutants found to potentially impact residents of the Northside community; particularly those adjacent to the proposed US 181 alignment. Also, FHWA and TXDOT should conduct a health impact assessment (HIA) for residents of the Northside community.	Air Quality	MSAT The "Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis" section is part of the qualitative MSAT analysis provided in Sections 3.6.4 and 4.9.2.2 of the Draft EIS and the Final EIS. The language is specific to that qualitative MSAT analysis and does not apply to the other pollutants referenced (NOx, S02, PM, and ozone) in this comment. The qualitative MSAT analysis provided in the DEIS and FEIS provides an evaluation of the project's potential MSAT impacts that is consistent with FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. As further explained in Section 4.9.2.2, a quantitative MSAT analysis is provided in the Final EIS (Section 4.9.2.2). A quantitative MSAT analysis per FHWA guidance recommends an emission based approach for analyzing project level MSAT impacts. As explained in Section 4.9.2.2 of the DEIS and the FEIS, the build alternatives and the No-Build Alternative would result in gradually increasing VMT as traffic volumes increase within the existing roadway system over time. However, MSAT emissions will likely be lower than present levels in future years as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. For this reason, mobile sources of air toxics are expected to be lower in the future, regardless of alternative chosen. This analysis is included in Section 4.9.2.2 of the FEIS. The results of the quantitative analysis show 73.3% lower MSAT emission rates for the Recommended Alternative in the design year 2035 (3.64 tons) as compared to the base year 2015 (13.61 tons). NOx, ozone, SO2, and PM There is no requirement under NEPA guidelines to perform monitoring for NOx, PM, ozone, or SO2 for a transportation project. In addition, Sections 3.6.2 and 7.3.1 of the Draft EIS and Final EIS discuss the overall trends of improving air quality in the region for both the criteria pollutants and MSAT. Appendix C of the response to comments, "Trends in Air Quality within the Project Area," contains more regulatory updates, monitoring, and modeling that supports the conclusion that additional analysis of air quality impacts is not warranted. Specifically, Appendix C contains references to the TCEQ Trends Report, which shows that mobile source concentrations of all of these pollutants (NOx, PM, ozone, and SO2) are expected to decline significantly in the future for Nueces County. Health Impacts Assessment (HIA) Although the comment refers to a HIA specifically, the localized and quantifiable health-based chemical exposure risk analysis generally described by the commenter is more aligned with a health risk assessment (HRA). See Appendix A of this response to comments for more detailed information on the applicability and usefulness of these types of analyses for transportation projects. See Appendix B of the response to comments for EPA case studies that indicate modeling associated with air quality health impact or health risk assessments health analyses have a high degree of uncertainty and inaccuracy.
HB-AC5e	Section 4.9.2.2 of the DEIS states that under each alternative there may be localized areas where vehicle miles traveled would increase, and that it is possible localized increases in mobile source air toxics (MSAT) emissions may occur; especially along roadway sections constructed closer to adjacent residential areas. Aside from this brief qualitative analysis, the DEIS does not currently contemplate emissions impacts at a localized scale (including identification of potential 'hot spots') despite the preferred alternative relocating US 181 in the middle of a residential neighborhood in the Northside community.		Quantitative MSAT Analysis As identified in Section 4.9.2.2 of the Draft EIS, a quantitative MSAT analysis is provided in the Final EIS (Section 4.9.2.2). A quantitative MSAT analysis per FHWA guidance recommends an emission based approach for analyzing project level MSAT impacts. The analysis includes identifying VMT changes for specific roadway links between the build and no-build scenario in order to identify an affected network. All roadway links in the identified affected network are included in the MSAT emissions analysis in order to identify the project's relative contribution of emissions.

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	Recommendation: FHWA and TXDOT should conduct a quantitative analysis of potential vehicle miles traveled and vehicle mix for the segment of US 181 adjacent to the Hillcrest and Washington-Coles neighborhoods, based on the preferred alternative. Also, FHWA and TXDOT should conduct an analysis of potential changes to residential traffic patterns, residential traffic volumes, and residential vehicle mixes that could potentially impact the Northside community (e.g., traffic associated with refineries and other nearby industrial facilities) due to relocation of US 181, based on the preferred alternative. Further, the FEIS should include a determination whether any potential vehicle emission 'hot spots' exist within the Northside community or have a potential to exist based on the preferred alternative.		Hot-Spot Analysis The term "hot-spot" was used in this comment. A hot-spot analysis has a specific meaning under the CAA and is required for certain projects under the 40 CFR 93. The project is located in an EPA-designated attainment or unclassifiable area; therefore, a hot-spot analysis is not required. CO Traffic Air Quality Analysis (TAQA) In the Technical Assistance 6640.8A NEPA guidance, FHWA recommends that a "microscale" analysis be performed for CO unless it is determined based on "previous analyses for similar projects" that such an analysis would not be warranted. TxDOT has since performed a study which identified that, even using worst-case conditions, the CO NAAQS would not be exceeded for any added capacity project in Texas with an AADT less than 140,000 vehicles per day. Although this project does not meet these criteria, FHWA and TxDOT have chosen to perform a localized CO TAQA due to public concern over air quality. The results of this analysis are summarized in Section 4.9.2.1 and they indicate that even under a worst-case scenario, emissions from the roadway would not be expected to exceed the CO NAAQS in any of the years analyzed. Existing Studies, Monitoring and Modeled Data Sections 3.6.2 and 7.3.1 of the DEIS and the FEIS discuss the overall trends of improving air quality in the region for the criteria pollutants and MSAT. Since this project is not expected to have any significant air quality impacts and with emissions from the transportation sector on the decline (even with anticipated VMT increases), additional air quality analyses are not warranted. See Appendix C of the response to comments for more regulatory updates, monitoring, modeling and EPA and TCEQ future emission estimates that support the conclusion that additional assessment is not warranted.
HB-AC5f	Section 3.6.1 of the DEIS states that NOx, S02, PM, and ozone are pollutants associated with vehicle emissions. However, the DEIS does not appear to analyze the potential air impacts from these pollutants to the Northside community; particularly residents of the Hillcrest and Washington-Coles neighborhoods adjacent to the proposed US 181 alignment for the preferred alternative. **Recommendation:** FHWA and TXDOT should conduct a quantitative analysis of potential air impacts from all vehicle pollutants that could potentially impact residents of the Northside community, particularly residents of the Hillcrest and Washington-Coles neighborhoods adjacent to the proposed US 181 alignment for the preferred alternative.	Air Quality	Sections 3.6.2 and 7.3.1 of the Draft EIS and the Final EIS discuss the overall trends of improving air quality in the region for the criteria pollutants and MSAT. Since this project is not expected to have any significant air quality impacts and with emissions from the transportation sector on the decline (even with anticipated VMT increases), additional air quality analyses are not warranted. See Appendix C of the response to comments for more regulatory updates, monitoring, modeling, and EPA and TCEQ future emission estimates for the area that support the conclusion that additional assessment is not warranted. Specifically, Appendix C contains references to the TCEQ Trends Report, which shows that mobile source concentrations of the referenced pollutants (NOx, PM, ozone, and SO2) are expected to decline significantly in the future for Nueces County, including areas surrounding Harbor Bridge.
HB-AC5g	Displacement impacts to the Northside Community: The Red (Preferred) Alternative appears to present a disproportionately high and adverse impact to residents of the Northside and South Central communities, as it would displace more than twice as many minority and low income residential housing units (39 units) than would the Green Alternative (15 units) and is predominantly borne (95% of units) by minority and low-income individuals. While housing may be available in a new apartment complex near Leopard St. and Palm Dr., this is not located within the Northside community and easy access to the Northside community would be prohibited by the physical barrier created from I-37. In addition, Section 4.4.1.1 of the DEIS states that for the Northside and South Central communities (under the Red Alternative) in some instances, there are no comparable houses for sale in their respective communities. Further, some displaced residences may not have any comparable housing available in Corpus Christi. The DEIS identifies four alternatives and a No Action alternative. The Orange and Red Build Alternatives have the greatest impact on minority and low-income communities. The Green Build Alternative has the least impact overall to minority and low-income communities. **Recommendation:** The FEIS should identify the displacement of low-income and minority populations from the Red Alternative as disproportionately high and adverse, and provide a discussion of potential mitigation measures (aside from the Uniform Act) to address instances where a displaced minority or low-income resident is unable to locate comparable housing within the same community or must move outside the community in which they currently reside. FHWA and TXDOT should consider a Build Alternative that will provide minority and low-income communities with the most benefit and the	Displacements Environmental Justice	Per FHWA Order 6640.23A (the directive that outlines FHWA's strategy to implement Executive Order 12898), a disproportionately high and adverse effect on a minority or low income population means the adverse effect is predominantly borne by such population or is appreciably more severe or greater in magnitude on the minority or low-income population than the adverse effect suffered by the non-minority or non-low-income population. The Final EIS discloses that each build alternative would result in residential displacements that will be predominately borne by minority or low-income populations. Specifically, the Orange alternative would cause 29 displacements in minority and low-income neighborhoods; the Red alternative would cause 21; the Green alternative would cause 9; and the West alternative would cause 13 displacements. The recommended alternative (Red) would cause a disproportionately high and adverse effect on minority and low-income populations. NEPA requires that the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 be implemented if displacements would be a direct cause of a project. As discussed in the DEIS and the FEIS in Section 4.4.1, the state's Relocation Assistance Program (RAP) would be available to all eligible individuals and families displaced as a result of the proposed project to ensure that decent, safe, and sanitary dwellings would be available to all displaced persons. Relocation assistance would be conducted in accordance with the federal Uniform Act. TxDOT and FWHA will comply with these requirements to assist residents that are displaced as a result of the project. In response to these effects being predominantly borne by low-income residents, TxDOT Relocation Counselors will work independently with each person or persons displaced by the proposed action to determine whether special accommodations would need to be made, such as finding a decent, safe and

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	best overall quality of sustainable living.		sanitary dwelling in the resident's preferred location, particularly in cases where proximity to family members or other interdependencies may exist. If comparable housing is not available at the time of right-of-way acquisition, TxDOT would provide housing supplement payments in excess of the standard payment limits to ensure that decent, safe and sanitary dwellings are made available to all eligible displaced persons. In compliance with NEPA and FHWA guidance, the Draft EIS considers the effects that could be beneficial and potentially adverse to minority and low-income populations and identifies the impacts associated with those effects on the neighborhoods adjacent to the project. Section 4.7 of the DEIS and the FEIS identifies the economic benefits of the project and addresses the community impacts, including displacement and the adverse effects on environmental justice populations. While the Green alternative would require the least number of displacements of minority and low-income populations, the green alternative is not the alternative that causes the least overall harm, as presented in the Section 4(f) analysis in Section 5 of the Draft EIS and Final EIS.
HB-AC5h	Hazardous and Solid Waste In the Hazardous Materials Sections, the DEIS discusses the hazardous materials relating to existing and previous land use, Superfund site, oil/gas well and pipeline sites, and other sites of concern. The DEIS does not identify the projected volumes, the composition or constituents of the waste, appropriate mitigation to minimize the generation of solid and hazardous wastes, and any impacts associated with hazardous or solid waste potential produced during the proposed project. **Recommendation:** The FEIS should fully address the potential direct, indirect, and cumulative impacts of solid and hazardous waste. The document should identify projected types and volumes, the composition or constituents of solid and hazardous waste, and expected storage, disposal, .and management plans. Appropriate mitigation should be evaluated, including measures to minimize the generation of hazardous waste (i.e., hazardous waste minimization).	Hazardous Materials	Please refer to the response to Comment HB-PC36. An estimate of the volume of hazardous materials that may be generated by the project cannot be provided at this time due to the lack of access to the properties. However, the data gathered during the review of TCEQ and EPA records will be used to calculate order-of-magnitude estimates of hazardous material volumes expected to be generated during construction. These calculations behave been included in the Final EIS Section 4.19.
HB-AC5i	Threatened and Endangered Species The DEIS identifies that U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) were contacted for threatened and endangered species consultation under Section 7 of the Endangered Species Act, but there is not concurrence from the USFWS and TPWD on any conclusion reached by FHWA and TXDOT in the DEIS on the environmental consequences of the proposed project's alternatives. **Recommendation:** The FEIS should incorporate concurrence from the USFWS and TPWD on the FHWA and TXDOT determination for impacts of the proposed project to threatened and endangered species.	Threatened and Endangered Species	TxDOT will seek concurrence from USFWS as part of the Section 404 permitting process and will be consistent with the TPWD Memorandum of Understanding. Both of these agencies are participating agencies on this project and will be reviewing the Final EIS and any potential permitting.
HB-AC5j	Consultation and Coordination with Indian Tribes Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (65 FR 67249; November 6, 2000)[2], the Presidential Memo of November 5, 2009[3], and the July 30, 2010 Office of Management and Budget guidance for implementing the Presidential Memo requires regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes. The DEIS does not fully discuss FHWA and TXDOT compliance with Executive Order 13175. The U:nited States has a unique legal relationship with federally-recognized tribes based on the Constitution, treaties, statutes, Executive Orders, and court decisions. This relationship includes recognition of the right of tribes as sovereign governments to self-determination, and an acknowledgment of the federal government's trust responsibility to tribes. The precise nature of this relationship will vary depending upon the identity of the tribes, nature of trust resources, and federal agencies involved. **Recommendation:** The FEIS should incorporate a discussion demonstrating compliance with Executive Order 13175. These documents would demonstrate fulfillment of consultation and coordination duties by FHWA and TXDOT with Tribes.	Consultation with Indian Tribes	Executive Order 13175 pertains to "policies that have tribal implications," a term which is defined at Section 1 (a) of the EO as "regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes." EO 13175 does not apply to the proposed project. However, coordination with Indian Tribal governments was conducted for the project. As noted in Section 8.2.1 of the Draft EIS and Final EIS, letters with an invitation to become participating agencies for the project were sent to the federally recognized Indian Tribes consulting in the Corpus Christi District; responses were not received (copies of letters appear in Appendix B). Additional coordination with Native American Tribes was also conducted under Section 106 of the National Historic Preservation Act (detailed in Section 4.17.1.3).
HB -AC5k	Water Resources Executive Order 11990, Protection of Wetlands, mandates that a project should avoid wetlands or, if no practicable alternative exists that avoids wetlands, impacts to wetland areas should be minimized as much as possible. In Section 4.24 Irreversible and Irretrievable Commitment of	Water Resources/Wetlands	All four proposed build alternatives would involve unavoidable impacts to wetlands, and impacts would be minimized to the extent practicable as required by Executive Order 11990 on wetlands. Coordination with the Galveston District of the USACE has been ongoing throughout the development of the proposed project and Joint Evaluation Meeting (JEM) was held between our Cooperating Agency (EPA) and other

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	Resources of the Environmental Consequences Section, the DEIS identifies that all the proposed build alternatives would permanently impact waters of the U.S., including tidal fringe wetlands within the footprint of the proposed project, resulting in the irreversible commitment of these valuable resources. **Recommendation:** The FEIS should include a conceptual compensatory mitigation plan for unavoidable adverse impacts to the waters of the U.S., including wetlands.		Participating Agencies on July 8, 2014. The Harbor Bridge project would require a Section 404 permit based on preliminary engineering design. TxDOT is developing a compensatory mitigation plan for anticipated wetland and other tidal waters of the U.S. impacts. The FEIS will include all permitting and mitigation requirements as needed.
HB-AC5l	Children's Health The DEIS contains a number of references to children's health and provides ample demographic data describing the community, schools, child care facilities, parks, housing, and other places where children live, learn, and play. The DEIS also provides a discussion regarding the identification of pollution and sources of concern; exposure assessment and baseline health conditions including poverty rates, respiratory impacts, traffic noise, impacts from air pollutant emissions and chemical exposures; and impacts that could potentially affect obesity. However, there is no reference to Executive Order 13045 Protection of Children from Environmental Health Risks and Safety Risks in the DEIS. **Recommendation:** The FEIS should include a reference to and language of Executive Order 13045 Protection of Children from Environmental Health Risks and Safety Risks.	Children's' Health	Per Section 2-202 of Executive Order 13045, the order applies to substantive actions in a rulemaking. Neither the approval or construction of the proposed project would constitute a rulemaking; the EO does not apply. Effects to children's health, however, were studied in accordance with the guidance provided by EPA ("Memorandum Addressing Children's Health through Reviews Conducted Pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act"). Baseline information relating to children's health is included in Section 3.5.1.5. Effects to children's health are described in Section 4.8.
HB-AC5m	Mitigation of Adverse Effects Environmental Justice: In Section 4.7.5 Measures to Avoid, Minimize, and Mitigate Adverse Effects of the Environmental Consequences Section, the DEIS identifies that the proposed project would result in potentially adverse effects to minority and low-income populations, regardless of the alternative. Further, the DEIS discusses that the measures for mitigation are conceptual and FHWA and TXDOT will continue to solicit input with regard to the potential for implementation of some or all mitigation measures. Additionally, the DEIS does not address. How FHWA and TXDOT will be bound to implement these mitigation measures. Section 6.5.1.1 of the DEIS states that mitigation measures for the effects of the Red (preferred) Alternative combined with beneficial economic, safety, and connectivity effects overall would substantially offset adverse effects to minority and low-income populations to the extent that the effects would not be disproportionately high and adverse. However, this has not been adequately demonstrated in the DEIS. While the DEIS does make mention of some potential mitigation measures, no specifics are provided. Further, no discussion or rationale is provided to specifically address how particular mitigation measures might have offset specific impacts to low income or minority populations in the Northside community to the degree that the impacts would no longer be disproportionately high and adverse. If the proposed mitigation measures do not create a situation where the impacts are no longer predominantly borne by the minority or low-income populations, then by definition, the impact would still be disproportionately high and adverse. **Recommendation:** The FEIS should include a discussion or rationale to specifically address. How particular mitigation measures offset specific impacts to low-income or minority populations to the degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further include a discussion of additional mitigation measures to address potential impacts of residential displacements and vehicle emissions.	Environmental Justice Mitigation	In accordance with FHWA guidance, TxDOT and FHWA have identified the adverse effects in the Draft EIS that would be predominately borne by minority and low-income populations. The FEIS discloses that all of the build alternatives, including the Recommended Alternative (Red) would cause a disproportionately high and adverse effect on minority and low-income populations. Development of mitigation measures has been ongoing since publication of the Draft EIS throughout the development of the alternatives for the project and in conjunction with the Citizens' Advisory Committee, local stakeholders, and the general public. TxDOT and FHWA have continued to develop specific mitigation measures, with public input, to mitigate and minimize adverse effects. TxDOT and FHWA have proposed to improve access into and out of Northside neighborhoods through ramp revisions and neighborhood access points in response to public comment on earlier proposed schematics. In addition, coordination with City of Corpus Christi and public input resulted in the IH 37/SH 286/US 181 interchange redesign that reduced the project footprint and eliminated the impacts to the Oveal Williams Senior Center, Spohn Northside Clinic, Navarro Place public housing and numerous other environmental constraints. The interruption of access along Winnebago Street at the US 181 interchange would be minimized by replacing access along Lake Street, 370 feet north of Winnebago Street. Mitigation measures to public parks have also been proposed, including development of a new Washington Park and improvements to Ben Garza Park, T.C. Ayers Park, and H.J. Williams Park. A hike and bike trail that connects all the neighborhoods in the Northside area has also been proposed. Numerous meetings with the City of Corpus Christi, the public and CAC stakeholders have been held to gain input and provide information on the planned park and other mitigation elements. Agreements between TxDOT, MPO and the City of Corpus Christi are ongoing to fund construction of all the proposed park concepts associated with the recommended alternative. In accordance with CEQ regulations, the FEIS includes a discussion of all the practicable mitigation measures that will be adopted to minimize the adverse effects resulting from the recommended alternative. FHWA and TXDOT will be bound to implement these mitigation measures through commitments outlined in the Record of Decision and transferred to the construction plans through Environmental Permits, Issues and Commitments Plan sheets. Regarding displacements, NEPA requires that the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 be implemented if displacements would be a direct cause of a project. Each alternative would result in residential displacements. As discussed in the DEIS and FEIS in Section 4.4.1, the state's Relocation Assistance Program (RAP) would be available to all eligible individuals and families displaced as a result of the proposed project to ensure that decent, safe, and sanitary dwellings would be available to all displaced persons. Relocation assistance would be conducted in accordance with the federal Uniform Act. Further detail regarding mitigation to offset disproportionately high and adverse displacement effects is included in the response to comment HB-AC5g. The FEIS contains a discussion of the recommended alternative and the mitigation measures implemented by TxDOT and FHWA consistent with state and federal law to assist residents that are displaced as a result of the project. Vehicle emissions are discussed in Section 4.9.2 of the DEIS and FEIS. Adverse effects as a result of vehicle

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			emissions are not anticipated. The proposed project does not add capacity. As explained in Section 4.9.2.2, a quantitative MSAT analysis is provided in the FEIS (Section 4.9.2.2). This analysis provides a comparison of MSAT emissions for the roadway network affected by the Recommended and No Build Alternatives. The results of the quantitative analysis show 73.3% lower MSAT emission rates for the Recommended Alternative in the design year 2035 (3.64 tons) as compared to the base year 2015 (13.61 tons). Further, EPA's national control programs are projected to reduce annual Mobil Source Air Toxics (MSAT) emissions by over 80 percent from 2010 to 2050. It is possible that there may be localized increases in MSAT emissions along roadway sections constructed closer to adjacent residential areas. However, even if these increases do occur, vehicle emissions will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.
HB-AC5n	Community Cohesion and Access: Section 4.7.3.3 of the DEIS states that the Red Alternative's relocation of US 181 into the Northside community would create a physical and visual barrier between the Hillcrest and Washington-Coles neighborhoods, potentially affecting community cohesion. Section 4.6.3.2 of the DEIS states the preferred alternative would also require the closure of a portion of Winnebago Street, an important thoroughfare linking Hillcrest with Washington-Coles and which is relied on by Hillcrest residents to access important community services, such as the Oveal Williams Senior Center, the CHRISTUS Spohn Family Health Clinic, Solomon Coles High School and Education Center, and the St. Paul United Methodist Church. While a more circuitous alternate route will be made available, the DEIS states that the new access route could discourage non-drivers from making these trips. Furthermore, although not discussed in the DEIS, the relocation of US 181 into the Northside community will effectively enclose the Hillcrest community on all sides: US 181 on the eastern border; I-37 on the southern border; Flint Hills Resources on the western border; and railways, the ship channel, and the Joe Fulton Trade Corridor on the northern border. **Recommendation:** The FEIS should incorporate a discussion or rationale in the FEIS to specifically how particular mitigation measures might offset specific impacts to community cohesion and access to the degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further provide a discussion of additional mitigation measures to address these impacts.	Environmental Justice Mitigation Community Cohesion	See response to HB-AC5m. The FEIS Section 4.7.6 contains a discussion of practicable mitigation measures that address community cohesion that will be implemented by TxDOT and FHWA. The Recommended Alternative would result in the closure of a portion of Winnebago Street, which is the main thoroughfare that connects Hillcrest and Washington Coles neighborhoods. To minimize the effects of this, TxDOT and FHWA propose to replace the east-west access through the Northside community provided by Winnebago Street by improving Lake Street to create a through street connection. Lake Street is approximately one block (370 feet) north of Winnebago Street and would result in a 0.17 mile detour to tie back into Winnebago Street. The likelihood is low that large numbers of residents would forego travel to the Senior Center, Health Clinic, and church because of a slightly longer route. TxDOT has been working closely with the Regional Transportation Authority (RTA) to develop a new bus route along the proposed Lake Street detour to maintain the public transportation services that are in place today. The Recommended Alternative would require relocation of US 181 into a residential area, which could contribute to a physical and visual barrier between the Hillcrest and Washington-Coles neighborhoods. Mitigation measures to offset the impacts to community cohesion are discussed in the DEIS at Section 4.7.5 and FEIS Sec 4.7.6 and include improvements to local roads, bicycle and pedestrian improvements, street lights, and other aesthetic improvements. Development of specific mitigation measures has been ongoing since publication of the DEIS to get input through contact sensitive solutions (CSS). Additional CSS workshops are planned to incorporate ideas from residents and local stakeholders to enhance and improve mobility elements for Northside neighborhood cross street access. The FEIS Section 4.7.6 contains a discussion of specific mitigation measures and commitments that will be implemented including measures to address community cohesion.
HB-AC5o	Cultural Resources: In Section 4.17.2.4 Mitigation for Historic Resources of the Environmental Consequences Section, the DEIS identifies that TXDOT proposes to mitigate adverse effects. Further, the DEIS discusses that a public education campaign could be employed which focuses on the significance of the Harbor Bridge and the six adjacent concrete bridges. Additionally, the DEIS does not address how TXDOT will be bound to these mitigation measures. The FEIS should further provide a discussion of additional mitigation measures to address these impacts. **Recommendation:** The FEIS should incorporate a discussion or rationale in the FEIS to speed<finically how particular mitigation measures might offset specific impacts to cultural resources to the degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further provide a discussion of additional mitigation measures to address these impacts.	Environmental Justice Mitigation Cultural Resources	FHWA and TXDOT will be bound to implement these mitigation measures through commitments stated in the Record of Decision and transferred to the construction plans through Environmental Permits, Issues and Commitments Plan sheets. As mitigation for the adverse effect to the bridge system, Texas SHPO agreed on 6/27/13 that the November 2012 Nationwide Programmatic Comment for Common Post -1945 Concrete and Steel Bridges (http://www.gpo.gov/fdsys/pkg/FR-2012-11-16/pdf/2012-27866.pdf) is applicable. Section 106 consultation was concluded with concurrence from SHPO with a finding of adverse effect with programmatic mitigation. The mitigation is currently underway. Because TxDOT had previously conducted a survey of Post- 45 bridges in the 2000s, TxDOT was already in the process of implementing an agreement with the THC to apply the Nationwide Programmatic Comment above for Texas. TxDOT has prepared a Public Involvement Plan: Post-1945 Historic Bridge Mitigation, Statewide. This plan covers the implementation of a public involvement campaign, which has been outlined in a draft programmatic agreement with TxDOT, FHWA, SHPO, and the ACHP. This document was recently accepted by TxDOT, SHPO, and the Historic Bridge Foundation.
HB-AC5p	Visual and Aesthetic Impacts: Section 4.7.3.8 of the DEIS states the minority and low income Northside community stands to be most affected by the Red (preferred) and Orange Alternatives; with the preferred alternative representing a substantial change in the visual and aesthetic character of the neighborhood. As this substantial change does not occur in other neighborhoods under the preferred alternative, it would appear that the visual and aesthetic impacts will be predominately borne by minority and low-income populations in the Northside community. **Recommendation:** The FEIS should incorporate a discussion or rationale in the FEIS to specifically how particular mitigation measures might offset specific impacts to the degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further provide a discussion of additional	Environmental Justice Visual and Aesthetic Impacts	The FEIS does identify the effects of each of the proposed build alternatives, including the Red (Recommended) as disproportionately high and adverse and mitigation to offset potentially adverse visual and aesthetic effects are identified in Section 4.7.6. An initial workshop to discuss Context Sensitive Solutions with members of the Citizens Advisory Committee was held on July 8, 2014 and feedback from that workshop will be incorporated into the design for the Recommended Alternative. The public will be afforded the opportunity to have additional input into the aesthetics of the project during the detailed design phase and this input will be incorporated as appropriate into the design and construction. TxDOT will continue to work with community leaders to incorporate appropriate aesthetic elements into the project, including potentially commemorating community history. The commitment to incorporate this mitigation is included in the Section 9.3 of the FEIS and will be repeated in the Record of Decision.

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	mitigation measures to address these impacts.		
HB-AC5q	Wildlife Habitat: In Section 4.23.1.3 Irreversible and Irretrievable Commitment of Resources regarding Wildlife Habitat of the Environmental Consequences Section, the DEIS identifies that all the proposed build alternatives would permanently impact wildlife habitat within the footprint of the proposed project and these impacts would represent an irretrievable commitment of these valuable resources over the life of the proposed project. Further, in Section 4.16.1.1 Impacts to Wildlife Habitat, the DEIS discusses the five habitat types that would be directly affected by construction of the proposed project, depending upon the build alternative. Additionally, the DEIS identifies the use of Best Management Practices (BMPs), careful vegetation clearing techniques, monitoring before and during construction activities, and replanting would minimize impacts to wildlife habitat within the proposed project area, including tidal waters and coastal salt march areas. Additionally, the DEIS does not address how FHWA and TXDOT will be bound to implement these mitigation measures. **Recommendation**: The FEIS should incorporate a discussion or rationale in the FEIS to specifically how particular mitigation measures might offset specific impacts to wildlife habitat to the . degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further provide a discussion of additional mitigation measures to address these impacts.	Wildlife Habitat Impacts	TxDOT and FHWA are not proposing mitigation measures to apply to non-regulated wildlife habitat. TxDOT will implement Best Management Practices to minimize impacts to non-regulated wildlife habitat. Further, a determination of disproportionately high and adverse impacts is based on the adverse effects of a project on minority and low-income populations, not wildlife habitat.
HB-AC5r	Noise: In Section 4.10 Traffic Noise Impacts of the Environmental Consequence Section, the DEIS identifies existing and predicted traffic noise levels for each build alternative. Specifically, for the Red Alternative (the Preferred Alternative), approximately 489 receivers would be expected to experience traffic noise impacts over that Noise Abatement Criteria and approximately 167 receivers would be expected to have future noise levels exceed existing noise levels by more than I 0 dBA. The receivers are commercial, residential and community entities. Further, the DEIS identifies that impacts would be located throughout the study area. In Section 9.6 Traffic Noise Impacts of the Environmental Permits, Issues, and Commitments Section, the DEIS identifies that two noise barriers are proposed for incorporation into the final design of the proposed project, public noise workshops will be held with owners of property adjacent to the proposed noise barriers, and a vote as to whether to construct the barrier. Section 4.7.3.5 of the DEIS states traffic noise impacts would be concentrated along the roadways and predominantly borne by low-income and minority populations. Given FHWA's definition of disproportionately high and adverse impacts, this statement should qualify traffic impacts to the Northside community from the Red Alternative as such. Furthermore, Table 4.6-3 of the DEIS indicates that the Northside community will have potential noise impacts for three times as many receivers (204) from the preferred alternative, as compared to the Green Alternative . Additionally, Table 4.10-5 indicates that the Red Alternative can only provide noise barriers for approximately 27 receivers (13%), while Table 4.10-4 indicate the Green Alternative could provide noise barriers for 43 receivers (63%). Additionally, the DEIS does not address how FHWA and TXDOT will be bound to implement these mitigation measures. **Recommendation:** The FEIS should incorporate a discussion or rationale in the FEIS to specifically how particular mitigation measures might offset specific impacts from noise to the degree that the impacts would no longer be disproportionately high and adverse and clearly show a commitment to implement those measures. Otherwise, the FEIS should identify the impacts of the proposed project as disproportionately high and adverse. The FEIS should further provide a discussion of additional mitigation measures to address these impacts.	Traffic Noise Impacts Mitigation	The FEIS does identify the effects of each of the proposed build alternatives, including the Red (Recommended) as disproportionately high and adverse, and mitigation to offset potentially adverse traffic noise effects are identified in Section 4.7.6 of the FEIS. The commitment to construct noise barriers, if warranted after the noise workshops are conducted, is made in Section 9.6 of the FEIS and will be repeated in the Record of Decision. The traffic noise analysis was prepared in accordance with TxDOT- and FHWA-approved traffic noise guidelines. Where appropriate, noise impacts have been identified and all locations were considered for mitigation/abatement. According to TxDOT guidelines, if traffic noise impacts are projected to occur at a receptor, TxDOT must consider measures to mitigate/abate the impacts which includes an assessment to determine whether a proposed abatement measure is both reasonable (a cost effectiveness of $25,000 or less per benefitted receptor and a noise reduction design goal of at least 7 dBA at one first row receptor) and feasible (a consideration that an abatement measure can be constructed given site constraints while providing a minimum reduction in noise levels). If an abatement measure is determined to be both feasible and reasonable, then a noise workshop would be conducted where noise impacts and abatement measures are discussed. Adjacent property owners would then be surveyed to determine whether or not they desire noise abatement. Based on the most recent noise modeling, several noise barrier scenarios for each build alternative were determined to be acoustically feasible and reasonable. Three noise barriers have been proposed for the Green, Recommended, and Orange Alternatives and are located in the same areas, i.e., along eastbound I-37 near Nueces Bay Boulevard, westbound I-37 near North Alameda Street, and southbound Crosstown Expressway and north of Laredo Street. Two noise barriers have been proposed for the West Alternative near eastbound I-37 near Nueces Bay Boulevard and along southbound Crosstown Expressway north of Laredo Street.
		HUD	
HB-AC6a	Northside Manor, constructed in 1969, is a 120-unit HUD Multifamily (MFH), Section 8 project based rental assistance property. It is located at 1401 N Alameda St, Corpus Christi. According to the EIS, highway right of way from this property will be required for the Red and Orange alternatives. This will remove some of the existing units, parking facilities and access, and locate a new highway segment within 10-15 feet of remaining housing units. The new noise source will result in high noise exposure and viewshed impacts to the remaining units, and will diminish the functionality of the property.	Displacement	The commenter asserted that the recommended alignment will have certain effects on North Side Manor Apartments (a low-income housing community), including taking a portion of North Side Manor. For the remaining North Side Manor, there will be high noise exposure, viewshed impacts, and reduced functionality. In response, we note that the DEIS described how, independent of the transportation project, the North Side Manor Apartments are planned for closure and demolition. (Draft EIS Section 4.4.1.1) The engineering design for the Red and Orange alternatives indicates a partial take of the North Side Manor properties. Through the process of Right of Way (ROW) acquisition, TxDOT would compensate

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	Page 367 states that, line 30, states, "The North Side Manor complex is slated to be replaced by the Palms at Leopard, a 120 unit apartment complex that broke ground in November 2013 and is expected to be completed in December 2014." The language seems to indicate that HUD has control over occupancy of these apartments. Both Northside Manor and Palms at Leopard are privately owned. Therefore, the owner of Northside Manor will continue to own the property after the transfer of the Section 8 contract and will suffer environmental consequences of the project. Although HUD plans to transfer the Section 8 project-based rental assistance from Northside Manor to Palms at Leopard, it does not have control over who the management of Palms at Leopard rents its units to. Therefore, all references throughout the document to give priority to Northside Manor residents for rental units at Palms at Leopard should be deleted from the EIS.		landowners for the purchase of property. In reference to the comment regarding the replacement of North Side Manor by the Palms at Leopard, the statement in the above referenced section contained within the DEIS (Section 3.5.3.3) has been clarified in the FEIS. HUD commented that it plans to transfer Section 8 project-based rental assistance from North Side Manor Apartments to the Palms at Leopard, and according to the City of Corpus Christi Department of Housing and Community Development, North Side Manor residents would be given the opportunity to move into the new Palms at Leopard complex. The reference to North Side Manor residents being given priority in the application process at the Palms as a potential mitigative measure has been removed in the FEIS, and references have been clarified where it may seem from the wording that HUD has a part in that decision.
HB-AC6b	HUD's noise exposure regulations are found at 24 CFR Part 51, Subpart B (noise regulations). According to HUD's Day Night Average Level (DNL) calculator, used to determine compliance with our noise regulation, noise exposure resulting from the federal action to Northside Manor is 91 dB (noise projections 10 years out will likely be higher). This is in HUD's unacceptable noise zone. The resulting noise and viewshed impacts will reduce the quality of life for the residents and could significantly reduce the market value of this property. HUD would like to clarify that a partial take of the property would affect the entire property. Therefore, loss of the entire property should be fully compensated to the property owner.	Noise Impacts Compensation	The commenter asserts that the recommended alignment will lead to noise levels at the North Side Manor Apartments (a low-income housing community) that exceed HUD's rules (24 CFR Part 51, Subpart B). However, as noted in the DEIS, independent of the transportation project, the North Side Manor Apartments are planned for demolition (Draft EIS Section 4.4.1.1), and that HUD plans to transfer Section 8 project-based rental assistance from North Side Manor Apartments to the Palms at Leopard. Since the property will be vacated in the near future, we do not believe the noise exposure regulations are applicable to this property. We respectfully acknowledge that HUD must use its noise standards when commenting on the environmental impact of a transportation project. However, FHWA as the lead federal agency has specified guidance and procedures to determine noise impacts on proposed transportation projects (CFR Section 51.102(c)). Since FHWA is the decision-maker for the project, FHWA must therefore follow its own rules and policy when it takes a major federal action. In any case, as explained in the responses to comment by HUD, we do not believe there are any irreconcilable differences between the noise requirements established by FHWA and those established by HUD as they apply to the project. The FHWA noise analysis is based on peak hourly travel volumes with results shown on an hourly equivalent noise basis (Leq). HUD noise standards are based on a 24-hour Day-Night noise level (DNL). However, per HUD noise guidance (24 CFR Section 51.106(a)(2), "Leq and DNL noise levels may be assumed to be equivalent as long as heavy truck traffic does not exceed 10 percent of the total traffic flow in vehicles per 24 hours and the traffic flow between 10 pm and 7 am does not exceed 15 percent of the average daily traffic flow in vehicles per 24 hours." The Harbor Bridge heavy truck volumes and overnight traffic flow will not exceed these levels. As described in the Draft EIS, a traffic noise analysis was prepared in accordance with TxDOT and FHWA approved traffic noise guidelines. The objective of the DEIS noise analysis was to identify areas where potential exterior noise impacts could occur based on existing and projected (for the year 2032) traffic volumes for the proposed action. The FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict existing and future noise levels resulting from roadway traffic. TNM is FHWA's required traffic noise modeling software and is widely considered as one of the most advanced traffic noise models in the industry. Existing noise levels at North Side Manor Apartments were determined based on field noise measurements conducted from November 24-27, 2012. The measurements showed an equivalent noise level (Leq) of approximately 49 dBA. The primary source of noise at the site was vehicle and residential activity around the apartment complex. (Other sources of noise including marine, rail, or industrial noise were not present.) Based on TNM computer modeling, noise levels are predicted to increase approximately 12 dBA from existing levels to the year 2032 at the location of North Side Manor Apartments as a result of the recommended alternative. We note that the predicted noise levels would be acceptable with the day-night average sound level of 65 db that is HUD's goal as described in 24 CFR Section 51.101(a)(8). Regarding the viewshed effects, as previously noted at the beginning of this response, the North Side Manor Apartments are planned for demolition. As a result, the proposed action would not affect the viewshed of residents of North Side Manor. Section 4.20 of the FEIS addresses the visual effects of the project, and the Recommended Alternative would adversely affect the visual quality of the Washington Coles neighborhood. TxDOT is using Context Sensitive Solution (CSS) workshops to help mitigate for these effects by incorporating community input into the aesthetic design of the project. This commitment is discussed in Section 4.7.6 of the FEIS, and will be included in the Record of Decision.
HB-AC6c	Elliott Grant Homes, constructed in 1967, are located at 901 N Alameda. This is a 51-unit elderly housing facility for which HUD provides mortgage insurance under the MFH 202 program. The Green and West routes will adversely affect this property because the expanded Highway 37 will	Noise Impacts Aesthetics	According to 24 CFR 51.106 a(2) and HUD Guidelines, "for sites located in the vicinity of highways and where other (i.e., FHWA) noise analyses are available, such noise analyses may be used to assess sites subject to the requirements of HUD standards." As previously discussed, the FHWA Traffic Noise Model

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	be located within 10 feet of the property boundary. According to HUD's DNL calculator, noise exposure will be 92 dB based on 2012 traffic counts (noise projections 10 years out will likely be higher), which according to HUD's noise regulations, is in the unacceptable noise range. HUD request that TXDOT/FHWA adopt noise attenuation measures to reduce indoor noise of the affected units to 45 dB and compensate the property owner for lost property values if either the Green or the West alternatives are selected. In addition, HUD recommends landscaping to mitigate the viewshed concerns.		(TNM) Version 2.5 was used to predict existing and future noise levels resulting from roadway traffic at the Elliott Grant Homes site for all alternatives analyzed in the Draft EIS. The resulting noise levels showed that the two buildings located closest to I-37 and the south end unit of two additional buildings located closest to I-37 would be above the residential FHWA Noise Abatement Criteria (NAC) impact threshold level for the Green and West Alternatives only in 2032. Based on TxDOT noise guidelines, noise mitigation in the form of a noise barrier was considered for the site under the Green and West alternatives; however, it was determined that the traffic noise impact to the site could not be feasibly and reasonably mitigated per FHWA and TxDOT noise guidelines due to access issues (resulting from an existing maintenance entrance from the I-37 frontage road) and limitations of ROW, and thus no mitigation was proposed. At the DEIS stage, no noise impacts were predicted at Elliott Grant Homes under the Red (Recommended) alternative or Orange alternative. For the Red alternative, peak exterior noise levels were approximately 65 dBA Leq which is within the Acceptable range according to HUD guidelines. Based on HUD, FHWA and TxDOT noise attenuation levels incorporating building type and construction materials, interior noise levels would be approximately 20 dBA lower within each Elliott Grant Homes building. These levels would be below the HUD interior noise level of 45 dBA and thus additional noise mitigation at the Elliott Grant Homes site was not necessary. For the FEIS, a revised noise analysis for the Elliott Grant Homes Public Housing Authority location was performed using updated traffic data corresponding to Year 2035 to be consistent with the Corpus Christi MPO planning year. Based on the revised noise analysis, noise impacts are predicted at the site and a noise barrier has been proposed for the site under the Recommended, Green and Orange Alternatives. The noise barrier analysis was performed assuming that the access maintenance drive located off the frontage road near the center of the property will be closed. The proposed noise barrier would be 295 feet in length and between 7 and 15 feet in height depending on alternative. No noise impacts would occur for the site under the West Alternative. In addition, the proposed project will not result in additional travel lanes being located closer to the residential site compared to existing roadway geometry. Currently, the nearest part of the at -grade I-37 westbound frontage road is located approximately 33-ft from the nearest building and approximately 20-ft from the Elliott Grant Homes property boundary. The nearest travel lane for the I-37 mainlanes is located approximately 150-ft from the nearest building and approximately 137 ft from the Elliott Grant Homes property boundary. The center of I-37 and additional eastbound travel lanes are located more than 190 ft from the nearest residential building. Also, the I-37 mainlanes are located within a depressed section that varies from 5-12 ft adjacent to the Elliott Grant Homes site. The proposed action would result in the I-37 mainlane and frontage road travel lanes being located along existing roadway configurations or located slightly farther away from Elliott Grant home sites depending on alternative. In no case would project roadways be located closer to the Elliott Grant Homes site or within 10 ft of any building or property boundary. Existing modeled maximum noise levels within the low-mid 60 dBA Leq range are also consistent with ambient noise levels currently experienced at the site. The HUD-predicted existing noise level of 92 DNL (Day Night noise level) seems excessive and was not observed during field site visits. Landscaping along the frontage road is not feasible due to limited ROW between the proposed noise wall and the housing units. The Elliot Grant Homes is located directly across Winnebago St from the proposed Washington Park (see Section 5.0). In addition to the new park is a hike and bike trail that connects the Northside neighborhood under the bridge along the proposed Lake Street connection. TxDOT will hold CSS workshops to help mitigate for effects such as viewshed by incorporating community input into the aesthetic design of the project.
HB-AC6d	DN Leathers I is a 122-unit public housing facility located at 819 Winnebago. 85% of the occupants are minority and 20% are disabled. The Red and Orange alternatives will add new highway approximately 200 feet to the east of the project. The HUD DNL calculation, based on 2012 traffic projections, shows that the project will increase noise exposure to HUD's unacceptable range of 75 dB (noise projections 10 years out will likely be higher). In addition, there will be viewshed concerns for units located at the eastern end of the property. Adverse noise and viewshed impacts will cause reductions in the quality of life and property values. HUD request that TXDOT/FHWA adopt noise attenuation measures to reduce indoor noise of the affected units to 45 dB and compensate the Housing Authority for lost property values if either the Red or the Orange alternatives are selected. In addition, HUD recommends landscaping to mitigate the viewshed concerns.	Noise Impacts Aesthetics	The TNM model was used to assess existing and predicted noise levels at the DN Leathers public housing facility for the DEIS noise analysis. TNM is FHWA's required traffic noise modeling software and is widely considered to be one of the most advanced traffic noise models in the industry. Its use is consistent with 24 CFR 51.106 a(2) and HUD Guidelines. Existing maximum modeled noise levels were approximately 56 dBA at the DN Leathers site. The modeled existing noise level compares favorably with monitored noise levels performed near TC Ayers Park (located slightly further away from I-37) of 51.3 dBA. The resulting maximum modeled exterior 2032 DEIS noise levels for the site are all under FHWA and TxDOT noise impact threshold levels, thus no noise impacts are predicted for the DN Leathers housing site. For the Red (Recommended) alternative, peak exterior noise levels are approximately 65 dBA which is below the FHWA noise impact threshold of 67 dBA and is also within the Acceptable range according to HUD guidelines. Based on HUD, FHWA, and TxDOT noise attenuation reduction levels that incorporate building

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			type and construction materials, interior noise levels would be approximately 20 dBA lower at all DN Leathers buildings. These levels would be below the HUD interior noise level of 45 dBA and thus no mitigation is necessary at the DN Leathers site. The new location travel lanes under the Red (Recommended) Alternative were included in the noise analysis. Only the nearest frontage roads adjacent to the site would be at-grade with buildings within the DN Leathers complex. Most of the new location travel lanes, including mainlane and direct connector ramps, would be elevated and/or shielded from the DN Leathers site. The TNM model accounts for such site and roadway geometry including the use of elevation data and shielding calculations. The noise analysis for the DN Leathers Public Housing Authority location was re-accomplished for the FEIS using updated traffic data corresponding to Year 2035 to be consistent with the Corpus Christi MPO planning year. Based on FEIS noise findings, the DN Leathers site would be impacted by noise under the Red (Recommended) alternative only. However, due to vertical elevation requirements and other roadway geometry at the proposed I37 and US 181 intersection, a noise barrier would not be acoustically feasible for the site per FHWA and TxDOT noise policy and therefore, a noise barrier is not proposed for the site. Landscaping for viewshed mitigation is not feasible due to limitations of ROW; however, viewshed mitigation is proposed as a part of the overall project mitigation through the development of a new park at the former Washington Elementary School site and enhancement of existing parks in the vicinity of Leathers mitigation, the addition of context-sensitive hike and bike trails connecting the Hillcrest and Washington-Coles neighborhoods, and other community improvements, including enhancement of the swimming pool next to Leathers. Aesthetic concerns will be addressed with additional public involvement. In response to the comment on lost property values, the effect of a highway project on property values is generally too speculative to be quantified in a NEPA analysis. Property values are affected by numerous variables such as the economy, housing market and other factors beyond the scope of this project. TxDOT will fairly compensate any landowner whose property is required for the Harbor Bridge Project in accordance with applicable federal and state law.
HB-AC6e	The Navarro Public Housing Authority is located at 160 N 19th St. This is a 210-unit low-income public housing facility. 90% of the occupants are minority and 13% are disabled. All of the alternatives adversely affect this property by placing an expanded six-lane roadway 10 to 15 feet from the property boundary. The HUD DNL calculator indicates that the units in closest proximity to the new road will be exposed to noise levels in the range of 90 dB based on 2012 traffic counts dB (noise projections 10 years out will likely be higher). This exposure is in HUD's unacceptable noise range. HUD understands that a barrier wall is being proposed. However, HUD request that indoor noise mitigation be required for all units where an indoor noise level is greater than 45dB as a result of the project. This could involve a barrier wall or acoustical measures such as insulated windows and enhanced building insulation. In addition, HUD recommends that: 1) the Housing Authority be compensated for lost property values; 2) landscaping to mitigate the viewshed concerns; and, 3) additional lighting and security features be installed that could mitigate against a possible increase in crime resulting from the barrier wall.	Noise Impacts Aesthetics Compensation	For the existing TNM modeled exterior noise levels within the Navarro Public Housing Authority complex and adjacent Ben Garza Park area varied from 64-66 dBA. Depending on alternative, future (2032) modeled exterior noise levels were predicted to vary from 66-71 dBA and thus noise impacts were predicted at the site and a noise barrier in the form of a noise wall was proposed for this location. The noise wall would vary from 14 ft to 17 ft depending on alternative chosen. With incorporation of the noise barrier, predicted outdoor noise levels at the site would be below the FHWA noise impact threshold of 67 dBA for all alternatives, which is also within the Acceptable range according to HUD guidelines. Also, based on HUD, FHWA, and TxDOT noise attenuation standards incorporating building type and construction materials, interior noise levels would be approximately 20 dBA lower within the Navarro Public Housing Authority buildings. These levels would be below the FHWA interior noise standard for sensitive noise receptors The noise analysis for the Navarro Public Housing Authority location was reaccomplished for the FEIS using updated traffic data corresponding to Year 2035 to be consistent with the Corpus Christi MPO planning year. Based on FEIS noise findings, future (2035) modeled exterior noise levels were predicted to vary from 67-71 dBA depending on alternative and thus noise impacts were predicted at the site for all alternatives and a noise barrier in the form of a noise wall was proposed for this location. The noise wall would vary from 14 ft to 15 ft depending on alternative chosen. With incorporation of the noise barrier, predicted outdoor noise levels at the site would be below the FHWA noise impact threshold of 67 dBA for all alternatives, which is also within the Acceptable range according to HUD guidelines. Also, as described above, interior noise levels would be approximately 20 dBA lower within the Navarro Public Housing Authority buildings. These levels would be below the FHWA interior noise standard for sensitive noise receptors. In response to the comment on lost property values, the effect of a highway project on property values is generally too speculative to be quantified in a NEPA analysis. Property values are affected by numerous variables such as the economy, housing market and other factors beyond the scope of this project. TxDOT will fairly compensate any landowner whose property is required for the Harbor Bridge Project in accordance with applicable federal and state law. In regard to mitigation for impacts to viewshed concerns, the open space between TxDOT ROW and the housing units is narrow. There is enough room to construct a noise barrier wall but it leaves

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			approximately 15 ft between the edge of wall and the corner of the housing unit. Due to limited space, landscaping is not proposed for the backside of the noise barrier wall. However, the project team is further developing the CSS process and will invite the property owner to provide input for aesthetic treatments to the backside of the wall i.e., murals, etc. In order to avoid being too prescriptive in the noise mitigation process, TxDOT will not propose lighting to the Corpus Christi Housing Authority (CCHA). Evaluating the need for security lighting is best handled by the CCHA in light of what is best for their residents.
HB-AC6f	Environmental Justice Concerns: In view of the fact that the two most likely alternatives will introduce a new stretch of Highway 181 through a low income/minority neighborhood community and that all alternatives will involve an enhanced Crosstown Expressway with adverse impacts on another low income/minority community, a greater focus on environmental justice concerns is warranted. In particular, we are concerned about the project's overall impact on the community where HUD assisted housing is located. Since the route alternatives could adversely affect four HUD assisted properties, we request that a summary of impacts to each be included in the Environmental Justice section of the EIS. This summary should addresses displacement, community disruption, noise, air quality/health, and viewshed impacts specifically related to the Northside Manor, Elliott Grant Homes, DN Leathers I, and Navarro Place. The summary should also include public comments received to date from residents of the HUD-assisted housing projects with respect to each of the route alternatives.	Environmental Justice Environmental Justice Mitigation	Since disclosing potential impacts to the affected community overall is the Lead Agencies' focus for this EIS, rather than isolating and highlighting potential impacts to individual HUD assisted properties, the FEIS does not include a summary specifically for those HUD properties. Where HUD-assisted properties are impacted (for example, noise impacts at Elliot Grant Homes), the FEIS includes a parenthetical notation that the impact relates to a HUD property. As noted in the response to comment HB-AC6a, the North Side Manor Apartments are being closed by the City of Corpus Christi and the residents are being given the opportunity to move to the new Palms at Leopard Apartments. The Recommended Alternative would impact the North Side Manor property and the property owner would be given fair market compensation for those impacts; however, displacement and other effects to residents at North Side Manor are no longer considered impacts of the proposed project. Public and agency comments are included in the Public Hearing Summary document.
HB-AC6g	The red alternative proposes to move the existing roads, currently located on the periphery of the north side low income and minority neighborhoods, through the center of this area where the bulk of public housing units are located. Table S.5-1 states that that environmental justice impacts resulting from the red alternative would not be disproportionately high and adverse. However, line 18 of 4-101 states that, due to the concentration of low income and minority populations in the project area, each of the four build alternatives would have some effect on these groups. The red alternative introduces new high levels of noise exposure, viewshed impacts, and quality of life effects that will adversely the residents of Northside Manor, Leathers, and Navarro Place. These impacts are cumulative impacts to the existing adverse environmental conditions of this area associated with close proximity to the refinery area. Thus, the red alternative does appear to adversely affect the predominantly low income and minority populations and the impacts are disproportionate relative to the general population.	Environmental Justice	The proposed project would result in potentially adverse effects to minority and low-income populations, regardless of the alternative, and considerable effort has been made to avoid and minimize those effects to the extent practicable. All four build alternatives would cause disproportionately high and adverse effects to minority and low-income populations. Development of mitigation measures to minimize and mitigate adverse effects has been ongoing since publication of the DEIS. See responses to HB-AC5m, HB-AC5n, and HB-AC5p for discussion of specific measures. Further, in accordance with CEQ regulations, the FEIS includes a discussion of all the practicable mitigation measures that will be adopted to minimize the adverse effects resulting from the selected alternative. This will include measures to address noise, community cohesion, and visual and aesthetic impacts. A discussion of the cumulative impacts is in Section 7.0 of the Draft EIS and Final EIS. This section at 7.6.4 includes consideration of potential cumulative effects and air quality to community resources.
HB-AC6h	Page 4-105 discusses mitigation measure for environmental justice concerns. As on measure, it proposes that Northside Manor residents be given preferential treatment as applicants for the Palms at Leopard affordable housing development. It also suggest that HUD increase the availability of affordable housing in the community. HUD request that these proposed measures be deleted from the EIS. Mitigation measures should be specific, within the control of the project proponent and enforceable. The Palms at Leopard apartments are privately owned. HUD, TxDOT, and FHWA do not have control over who the owner leases units to.	Environmental Justice	These measures have been deleted in the Final EIS.
HB-AC6i	The introduction of high noise exposure is one of the most important adverse environmental consequences to the public housing projects affected by each of the alternatives. However, the EIS does not mention indoor noise attenuation through soundproofing with windows, insulation, etc., as a mitigation option. HUD requests that this be included. HUD requests the project proponents finance indoor noise mitigation measures for the HUD - assisted low income housing project which will be subject to noise exposure above HUD's Noise Standards as outlined in 24 CFR Part 51, Subpart B.	Noise Impacts	As previously discussed, the FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict existing and future noise levels resulting from roadway traffic at noise sensitive receptor locations. FHWA is the lead federal agency and therefore, the noise analysis followed TxDOT and FHWA approved noise guidelines, which require primary consideration of exterior noise levels for existing and projected traffic noise for residential receivers (Noise Abatement Criteria B). Where the analysis (using FHWA policies stated above) show that the exterior noise impacts would be below 65 dbA (equivalent to the HUD DNL standard), then following HUD rules, the noise environment inside a building is considered acceptable since the noise environment outside complies with the standards. 24 CFR Section 51.103(c)(2). Resulting noise impacts were included in the DEIS and FEIS for each of the reasonable alternatives and mitigation was considered where reasonable and feasible based on established FHWA noise guideline criteria. The DEIS and FEIS noise analyses include a discussion of interior noise levels as appropriate. Interior noise levels were calculated assuming a 20 dBA noise reduction factor based on typical public housing construction standards and is consistent with both FHWA and HUD noise policy. Finally, we would note that under FHWA noise mitigation policies, noise abatement in interior locations (when exterior abatement is not feasible or reasonable) is contemplated only for Category D land uses (auditoriums, hospitals, etc.).
HB-AC6j	Map Property Labels. TxDOT needs to label existing property descriptions within the Draft EIS	Property labels	HUD properties have been further highlighted and parenthetically notated in the Final EIS, including on

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	figures, to clarify HUD property locations.		the figures.
HB-AC6k	Site Contamination. Contaminated sites could be located near to HUD assisted properties. Measures need to be taken to ensure contamination does not migrate onto HUD assisted properties during highway construction.	Hazardous Materials	Further investigation of the contaminated sites that are within the proposed ROW of the four build alternatives and will be disturbed during construction activities is incorporated in the FEIS to evaluate the nature and extent of affected media on the sites and the potential for direct and indirect exposure during construction. In addition, the project team is collecting focused Phase II ESA analytical data for the recommended alternative based on areas of contamination identified during the hazardous materials initial site assessment (ISA) process and follow-on activities. The data collected will allow TxDOT to better anticipate hazardous materials that may be encountered during construction. Prior to construction, a hazardous materials management plan that incorporates industry standards and federal and state guidelines for the handling of impacted soils and groundwater will be prepared by the developer and reviewed and approved by TXDOT. Hazardous materials assessment and remediation requirements will also be included in the project's technical provisions and final construction plans. During construction hazardous materials encountered will be handled, treated, and/or disposed in accordance with State and Federal regulations. Impacted soils will not be permanently stored on site but characterized and hauled off site to an authorized disposal facility. During excavation, TXDOT standard precautions will be implemented to ensure that impacted soils and groundwater do not migrate away from the site to the surrounding neighborhoods.
HB-AC6l	Noise. The discussion of traffic noise is difficult to follow because references are made to numbered site receptors rather than specific properties. Maps are not available in the body of the document to show which property is being discussed. Therefore, HUD recommends that references be made to the specific property the noise source will affect.	Noise Impacts	It can be difficult to decide how much information to describe in the narrative analysis versus in the exhibits (maps, engineering plans, etc.). Our goal was to provide a narrative analysis that provided as much information as possible, without being weighed down by too many citations to specific data and therefore lose the ability to convey the overall picture. Concerning noise, the discussion in the DEIS and FEIS, Section 4.10, describes the traffic noise impacts. This includes Table 4.10-1, which lists each receiver analyzed, giving it a “Receiver ID” and a “NAC Representation” (a general description of the land use). The maps shown in Appendix I show the location of each of the receivers (identified by the Receiver ID). Using the narrative analysis together with the maps shows the location and impacts on each receiver. In response to this comment, in the Final EIS, Table 4.10-1 has been changed so that the “NAC Representation” will note the receiver is a HUD-assisted property, if applicable.
HB-AC7a	The Department appreciates that you have coordinated with various agencies regarding this project and development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and appropriate tribal governments throughout the life of this project. We acknowledge that this project will have adverse effects to historic properties under Section 106 of the National Historic Preservation Act (NHPS); however, the Section 4(f) Evaluation does not indicate how you intend to resolve these adverse effects in consultation with the Texas Historical Commission (THC) and other consulting parties. Earlier in the document, Section 4.17 "Cultural Resources" states that you have prepared a Programmatic Agreement; however, later in this section, the text indicates more than one finding of effect, the existence of an "MOU" (presumably a Memorandum of Understanding), and that Section 106 has been satisfied. We are unclear how all of these pieces tie together, where you are at in the Section 106 process, and how you intend to resolve adverse effects to historic properties. Without further understanding of how you are meeting your Section 106 obligations, following our review of the Section 4(f) Evaluation, we cannot concur at this time that there is not feasible or prudent alternative and that all measures have been taken to minimize harm to these resources. As such, a more detailed explanation of how you intend to resolve adverse effects and complete your Section 106 consultation would be helpful, after which, our concurrence on the Section 4(f) Evaluation is likely.	Section 4(f) Evaluation	The completion of the Section 106 review has been described in the FEIS, and an overview of the process will be described here. As described in the DEIS, the only NRHP-eligible historic resources affected by the proposed project are the Harbor Bridge system and the SAU&G Railroad Depot. Mitigation for the bridge system is described below. Only the Green Alternative would affect the SAU&G Railroad Depot, and it would only require a small amount of right-of-way from the parking lot area. TxDOT historians determined that this alternative would have no adverse effect to the historic resource. The proposed mitigation for the adverse effect to the bridge system is described in the FEIS at Section 5.5.3.1. The FEIS notes that the SHPO/THC agreed on June 27, 2013, that Section 106 requirements may be satisfied for the project using the “Program Comment” published by the ACHP on November 16, 2012. The Program Comment concerned actions affecting post-1945 concrete and steel bridges (http://www.gpo.gov/fdsys/pkg/FR-2012-11-16/pdf/2012-27866.pdf). Further, the programmatic mitigation required in the Program Comment had already begun in Texas. During the 2000s, TxDOT conducted a survey of post-1945 bridges in the state. TxDOT has also prepared a “Public Involvement Plan: Post-1945 Historic Bridge Mitigation, Statewide.” The plan describes a public involvement campaign, which has been outlined in a draft programmatic agreement with TxDOT, FHWA, SHPO/THC, and the ACHP. So far, the plan has been approved by TxDOT, SHPO/THC, and the Historic Bridge Foundation (HBF). The SHPO and HBF have proposed to develop and host a public educational campaign, as described the DEIS, Section 9.11.2. The determinations of effect for historic resources (“adverse effect” with programmatic mitigation for the Harbor Bridge system and “no adverse effect” for several other resources) were reviewed by the Section 106 consulting parties, including the Corpus Christi Landmarks Commission, the Nueces County Historical Commission, and the Historic Bridge Foundation. These findings of effect and the proposed mitigation for the Harbor Bridge system were individually coordinated with SHPO/THC. SHPO/THC concurred with TxDOT determinations in a letter dated June 6, 2013. In a letter to SHPO/THC dated August 15, 2013, TxDOT sought the following concurrence from SHPO/THC regarding archeological resources: 1) that no further archeological investigations are warranted, 2) a finding of No Effect on archeological historic properties, and cemeteries, and 3) Section 106 consultation with SHPO/THC regarding archeological historic properties is concluded. SHPO/THC concurred with these recommendations on August 16, 2013.

TABLE 2: US 181 HARBOR BRIDGE PROJECT DRAFT EIS COMMENT AND RESPONSE SUMMARY			
Comment Number	**Comment**	**Category**	**Response**
HB-AC7b	Section 1010 Comments T.C. Ayers Park is a publicly-owned, 8.77-acre park located at 901 Brownlee Boulevard that includes a baseball field, a covered basketball pavilion, picnic area, playground unit, walking trail, and a swimming pool. The former recreation center on the property was closed by the City of Corpus Christi in 2007 due to underutilization. Improvements to T.C. Ayers Park were funded in part with an Urban Parks and Recreation Recovery Act (UPARR) grant, 48-CTY-1550-80-01, administered by the Department. Coordination with the Department would be required prior to any proposed conversion of the park. The Red (Preferred) Alternative would require the use of T.C. Ayers Park for the reconstruction and alignment of portions of US Highway 181 and would trigger a section 1010 conversion of the park property. Section 1010 of the Sct assures that once an area has been funded with UPARR assistance, it is continually maintained in public recreation use unless the National Park Service (NPS) approves substitution property of reasonably equivalent usefulness and location. This section of the UPARR Act specifically states: "No property improved or developed with assistance under this title shall, without the approval of the Secretary [of the Interior], be converted to other than public recreation uses. The Secretary shall approve such conversions only if he finds it to be in accord with the current local park and recreation recover action program and only upon such conditions as he deems necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness." The NPS has a continuing interest in working with the Federal Highway Administration as a Participating Agency and coordinating with the City of Corpus Christi to finalize the details associated with the conceptual mitigation options to ensure impacts to T.C. Ayers Park are adequately addressed.	Section 4(f)/Section 1010 - Park Mitigation	TxDOT is currently working with the City of Corpus Christi to prepare the appropriate documentation for coordination with the National Park Service regarding the proposed conversion of T.C. Ayers Park. As the DEIS indicates, TxDOT and FHWA intend to provide a substitute park property of equivalent or better use than the current T.C. Ayers Park in a nearby location within the neighborhood. The City of Corpus Christi will own and continually maintain the park in recreational use in accordance with the Urban Parks & Recreation Recovery Act grant 48-CTY-1550-80-01. The details of the substitute park development are still being finalized between TxDOT and the City and will be documented in a Inter-local Agreement. Once these details are closer to finalization, we will coordinate them with your office.

Appendix A: The Role of Health Risk Assessment in a National Environmental Policy Act Context for Highway Projects

In comments on the Draft EIS, EPA requested that FHWA conduct a health impact assessment (HIA) for mobile source emissions in the Final EIS. Although the comment refers to an HIA specifically, the localized and quantifiable health-based chemical exposure risk analysis generally described in the comment is more aligned with a health risk assessment (HRA). While EPA and FHWA both agree on the usefulness of addressing MSATs in NEPA documents for highway projects, the agencies disagree about the value of health risk assessment as a method for doing so. This issue has arisen in NEPA consultation for many highway projects around the country and is not unique to the request received for this proposed project. In other requests, EPA provided examples for two port-related projects in California. FHWA reviewed these studies, along with a health risk assessment performed for roadway expansion projects related to the relocation of several thousand U.S. Marines to the island of Guam, and a fourth analysis for a hypothetical roadway under a National Cooperative Highway Research Program (NCHRP) research project. FHWAôs review focused on the methodologies used in the studies, and the findings related to the incremental health risk due to the projects.

All four of the health risk assessments involved very conservative assumptions regarding emissions and exposure. For example, each of the studies assumes constant near-term emissions rates, even though national projections by EPA and the emissions analysis for the Harbor Bridge project show that there will be a large decline in emissions over the lifetime of the project. Likewise, all four of the modeling studies assume constant breathing of outdoor air at a fixed location for either 30 years (one study) or 70 years (three studies). They assume that people will not change residence (which occurs every 8 years on average in the US), change jobs (which occurs every 3 years on average), or travel to different parts of a metropolitan area over the course of a given day (even though people travel 26 miles per day, on average). The studies even assume that students will remain at elementary schools 24 hours a day for 30 or 70 years. These assumptions are not realistic and introduce a considerable amount of uncertainty into the results.

Even with these conservative assumptions, the four studies all report very low risk. Estimated incremental cancer risk from vehicle traffic at the worst-case location in each study ranged from 0.08 cases of cancer per million people to 2 cases per million people. As a point of reference, the risk management framework in EPAôs Air Toxics Risk Assessment Reference Library defines risk levels between one in a million and 100 in a million as ñacceptable.ò (A risk level of ñone in a millionòis frequently mentioned in discussions of cancer risk, but under EPA risk assessment guidelines, this represents a level below which risk is considered ñnegligible,òand is not a standard or other type of pass/fail threshold.) For non-cancer health risks, EPA uses a metric known as the ñhazard quotient,ò where the estimated risks for each pollutant are added together, and a total of less than 1 is considered acceptable. Each of the locations modeled in three of the studies had hazard quotients from vehicle emissions of less than 1, in most cases much less; the remaining study did not calculate a hazard quotient. In short, none of these health risk assessments for major roadway projects (including the two examples provided by EPA) identified health risks in excess of the ñacceptableòthresholds in EPAôs risk management framework.

To help put these low health risks from roadway emissions into perspective, FHWA compared them to health risks from traffic fatalities. In 2010, there were 2.47 million deaths in the US, and 32,728 of these were due to traffic fatalities, meaning that the risk of dying in a traffic accident in 2010 was 0.0106%. Converted to terms of risk per million people, this represents a risk of 106 in a million (per year), or 7420 in a million (70-year lifetime risk, consistent with cancer risk estimation). While this risk is very high, and while FHWA is actively working to improve highway safety, most people seem to consider this risk ñacceptableòin the sense that they do not avoid vehicle trips in order to reduce it.[1]

[1] The 308,745,538 people in the US in 2010 generated 2.96 trillion vehicle miles of travel on roadways in 2010, for an average of 9587 miles per person, or 26.3 miles per person per day. If a person travelled that distance each

Also, if the MSAT risk estimates in the studies summarized above are correct, it means that the incremental risk of cancer from breathing air near a major roadway is several hundred times lower than the risk of a fatal accident from using a major roadway.

EPA must make decisions regarding acceptable risk when it develops regulations to control hazardous air pollutants (air toxics) under Titles II and III of the Clean Air Act. EPAôs NESHAPs standard for benzene emissions is based on attaining a risk level of no more than 100 cases of cancer per million people. EPAôs 2007 mobile source air toxics rule, covering vehicles, fuels, and fuel containers, is designed to result in a remaining risk of approximately 5 in a million[2]. Both of these risk levels, considered acceptable by EPA as an outcome of their rulemaking processes, are much higher than the estimated risk from the highway projects that FHWA reviewed.

FHWAôs NEPA documents are developed under two guiding regulations: the Council on Environmental Qualityôs (CEQ)ôs NEPA regulations applicable to all federal agencies (40 C.F.R. Parts 1500ï 1508) and FHWAôs implementing regulations governing FHWA NEPA documents (23 C.F.R. Part 771). In its MSATs guidance, FHWA discusses 40 C.F.R. Part 1502.22 and acknowledges that while much work has been done to assess the overall health risk of MSATs, analytical tools and techniques for assessing project-specific health outcomes as a result of lifetime exposures to MSATs remain limited. These limitations impede the ability to evaluate the potential health risks attributable to exposure to MSATs as part of the decision-making process in the NEPA context. However, as with any analysis that FHWA conducts for NEPA purposes, FHWAôs approach for MSAT analysis in NEPA documents is informed not just by 40 C.F.R. Part 1502.22, but by all applicable CEQ requirements.

The appropriateness of air toxics health risk assessment as an analysis method for NEPA documents is discussed below, in the context of CEQ requirements for these documents. In addition to the 40 C.F.R. Part 1502.22 provisions regarding uncertainty and limitations discussed in FHWAôs MSAT Interim Guidance Appendix C, three other provisions of the CEQ regulations are particularly relevant to the topic of health risk assessment:

40 C.F.R. § 1500.1(b): NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail.

40 C.F.R. § 1502.1: An environmental impact statement is more than a disclosure document. It shall be used by Federal officials in conjunction with other relevant material to plan actions and make decisions.

40 C.F.R. § 1502.2: (a) Environmental impact statements shall be analytic rather than encyclopedic. (b) Impacts shall be discussed in proportion to their significance.(c) Environmental impact statements shall be kept concise and shall be no longer than absolutely necessary to comply with NEPA and with these regulations.

Section 1500.1(b) states that information for decision making must be of high quality and based on accurate scientific analysis. Air toxics health risk assessments can involve large uncertainties. The

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day for an entire 70-year lifetime, they would have a one-in-a-million chance of dying in a traffic accident for each 90 miles of driving (about 3 daysôworth).

[2] Table 3.2-14, Final Regulatory Impact Analysis, Control of Hazardous Air Pollutants from Mobile Sources, February 2007

MSAT health risk assessment uncertainty builds on itself– each step of the analysis involves uncertainties, including modeling traffic and then modeling emissions, and using this estimated output to model dispersion/concentrations, which provide information for estimating or assuming exposures to those concentrations, and finally predicting health outcomes. Major uncertainties are associated with traffic and emissions projections over a 70-year period, and dispersion models are typically held to a "factor of 2" performance standard. Health impacts of MSATs in the EPA Integrated Risk Information System are based on a 70-year lifetime exposure, which introduces significant uncertainty (e.g., on average, people in the United States change residence approximately once every 8 years and change jobs once every 3). Finally, as noted above, EPA's Integrated Risk Information System provides toxicity (risk) values for various pollutants and routes of exposure; in a health risk assessment, FHWA would compare calculated concentrations of MSAT pollutants to the Integrated Risk Information System values to estimate health risk. In the Integrated Risk Information System, EPA states the toxicity values are believed to be accurate to within an order of magnitude (a factor of 10). The total cumulative uncertainty involved in highway project health risk assessment is much larger than the change in emissions attributable to projects (typically a few percentage points). In this context, the information would not necessarily have a strong nexus to the requirements for high-quality information and accurate scientific analysis that would be used to establish significance.

Section 1500.1(b) also directs agencies to focus their NEPA analysis and documentation on issues that are truly significant to the action in question. In the context of MSATs, FHWA must consider whether changes in MSAT emissions attributable to a project have the potential for significant health risk. Using cancer risk as an example, EPA estimates that the overall risk of cancer in the United States is approximately 330,000 in a million, and that air toxics (from all sources) are responsible for a risk of approximately 50 in a million. In its most recent MSATs rule-making, EPA estimated MSAT cancer risk, after implementation of emissions controls, at approximately 5 in a million (or 0.0015 percent of overall cancer risk from any cause). Most highway projects estimate less than a 5 percent change in MSATs emissions compared with the No-Action Alternative. For the Harbor Bridge project, the MSAT emissions analysis for the affected network found little difference in total annual MSAT emissions between the Recommended and No Build Alternatives (less than a six percent difference) in 2035. With the Recommended Alternative in 2035, modeled MSAT emissions for the affected network would decrease by approximately 70.9 percent, despite a 34 percent increase in VMT on the affected network compared with the 2015 base year (see the discussion in section 4.9.4 of the Final EIS).

In summary, available information from EPA indicates that MSATs are a small component of overall cancer risk, and the analysis for the Final EIS indicates both that the Recommended Alternative would result in a small change in the emissions contributing to this risk compared to the No Build Alternative and that emissions will decline by a large amount regardless of alternative.

As described in Section 4.9.2.2, results from the health risk assessment would be influenced more by the uncertainty introduced into the process through assumptions and speculation rather than by genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a project. Therefore, outcomes of such a health risk assessment do not provide useful information for decision makers, as required by Section 1502.1. The FHWA emissions analysis meets the requirement to produce information that is useful for both disclosure and decision making because it allows the public and decision makers to see the modeled MSAT emissions for both the Recommended Alternative and the No Build Alternative, with much less uncertainty than a health risk assessment.

Given the uncertainty of an MSAT health risk assessment, FHWA instead addresses the potential impacts of MSATs through an emissions assessment in its NEPA documents. For smaller projects with

a lower likelihood of a meaningful impact, this discussion is qualitative. For larger projects, emissions analysis is conducted. The FHWA approach is consistent with the CEQ's direction in Section 1502.2(b) to discuss impacts in proportion to their significance. The results of an emissions analysis can be summarized concisely in a NEPA document and provide useful information for decision makers (e.g., an alternative that has lower emissions is likely to be "better" from an MSATs health risk standpoint than one that has higher emissions).

Appendix B: Results of Recent Application of Methodologies and Tools used in HIA

Since EPA commented that TxDOT and FHWA should use methodologies for a quantitative HIA using "theoretical approaches or research methods generally accepted by the scientific community" the following information provides real world examples of EPA study results that support FHWA and TxDOT guidance that such methodologies do not provide data with sufficient accuracy to be used by NEPA decision-makers or shared with the public.

Example 1: EPA Study "Assessing Outdoor Air Near Schools[3]"

EPA conducted this study (2009-2012) as part of ongoing efforts to protect children's health. EPA developed a list of 62 priority schools throughout the U.S. as locations for an initial round of 60 to 90 day ambient monitoring, 14 of which were near major roads. This monitoring targeted the site-specific air emissions concentrations of particular interest and gave rationale for why certain emissions were not monitored. The monitors were sited on school grounds. The following includes excerpts from this study.

EPA used "sample screening levels" for each air emission monitored at the school. EPA developed these screening levels to provide the Agency and the community an early understanding of what the data were showing. "The sample screening level is a level of pollution in the air that is below what we expect to cause health problems from short-term exposures – all day, every day over a period ranging up to at least a couple of weeks (longer, for some pollutants). To use the screening level, compare it to each sample result:

- a monitor sample result at or below the sample screening level is not a concern for risk of health problems from short-term exposures.
- a sample result above the screening level does not mean that there is a risk to children and adults at the school. It is a signal for EPA to further evaluate those and subsequent results for that pollutant."[4]

For this study addressing children's health, EPA did not choose to analyze for $PM_{2.5}$ or for diesel exhaust which EPA indicated is one of the mobile source air toxics of greatest concern. Instead EPA provided its rationale for not monitoring for these emissions, indicating EPA has taken aggressive action to reduce emissions of mobile source air toxics, including diesel exhaust. As a result of programs currently in place, EPA projected that mobile source air toxic emissions, will decrease substantially between 1999 and 2020, including reductions of over 90% in emissions of diesel particulate matter from motor vehicles.[5]

Based upon "theoretical approaches or research methods generally accepted by the scientific community" that would be used for HIAs/HRAs, EPA predicted that ambient emissions would be above one or more emission level thresholds used to assess short-term and/or long-term health impacts. The project objectives were to:

- yield location-specific ambient air quality data sufficient to initially screen for potential impacts from toxic air pollution at our nation's schools, and

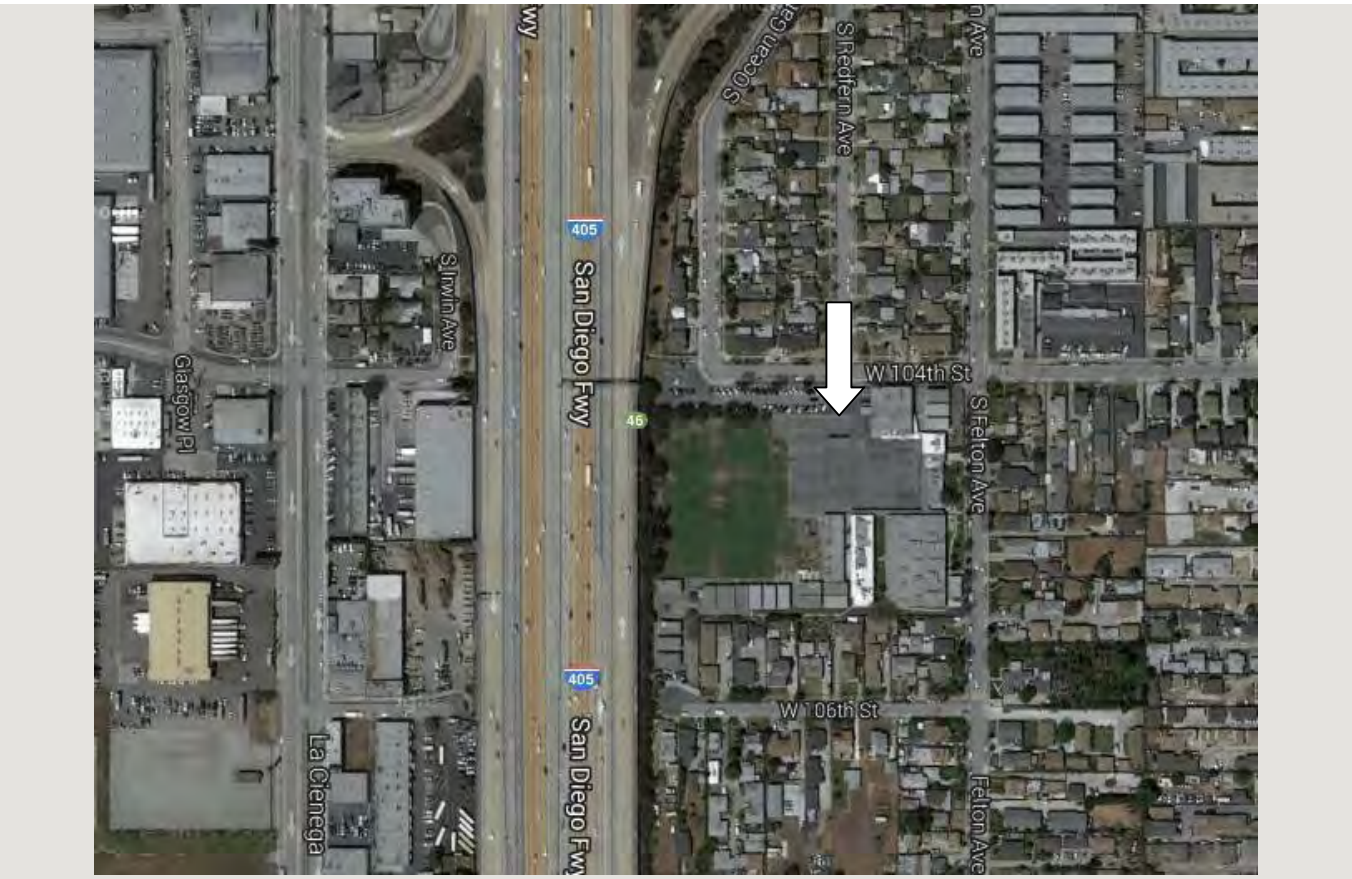
[3] Website for the EPA Study Assessing Outdoor Air Near Schools is at: http://www.epa.gov/schoolair/.
[4] Website for the EPA Study Assessing Outdoor Air Near Schools, citation is from: http://www.epa.gov/schoolair/FeltonElemResults.html

[5] This information is provided on the sample results page for each school that was monitored. The example provided is for Felton Elementary School at: http://www.epa.gov/schoolair/FeltonElemResults.html

- provide a basis for additional actions by EPA, state, and local agencies including, but not limited to, additional monitoring and/or enforcement or other risk mitigation efforts.

EPA did not monitor for any criteria pollutant associated with mobile source emissions. For the 14 schools near roads, the highest monitored level of mobile source related emissions (MSRE) was < 31% of the ñsample screening levelò Using the average of all monitor data for each air emission monitored, results in average monitored MSRE levels < 8% of the ñsample screening level.ò EPA also evaluated the average of all monitor data for each air emission compared to long-term non-cancer health risks and long-term cancer health risks. The average MSREs ranged from < 2% to Ò20% of any long-term risk threshold for mobile source related emissions, even though the methodologies EPA used indicated one or more air emissions would exceed thresholds for evaluating short-term and/or long-term health impacts. See Table 1, Table 2 and Table 3 of Appendix D of the response to comments for air emission monitor data for all schools near major roads.

Felton Elementary School: The school closest to the largest roadway was Felton Elementary School, so it is provided as an example of what the study evaluated. The playground abuts I.H. 405 which consists of 20 lanes of traffic. EPA indicated the school was selected for monitoring because it is in a community that is impacted by several major highways. The highest monitored level of mobile source related emissions (MSRE) was < 12% of the ñsample screening levelò The average monitored MSRE levels were < 5% of the ñsample screening level.ò The average monitored MSREs ranged from < 0.25% to Ò4.83% of any long-term risk threshold for mobile source related emissions. Caltrans indicated the 2012 Annual Average Daily Traffic (AADT) for IH 405 north and south of Felton Elementary School is between: 245,000 ï 336,000[6]. A map showing Felton Elementary School and IH 405 is below.



http://www.epa.gov/schoolair/map.html

[6] Caltrans, Traffic Operations Materials, statewide excel spreadsheet of 2012 AADT.

Lamkin Elementary School, in Cypress, Texas (in the greater Houston area) was also a school monitored. It is adjacent to U.S. 290. However, EPA only monitored this location due to its proximity to one large industry that is a source of air toxics emissions for chromium VI. Monitor samples were collected September through December 2009. EPA performed a risk analysis (using NATA and other data) and did not choose to monitor for mobile source related emissions.

The cross-section of US 290 in this area consists of 14 lanes composed of main-lanes, frontage roads and HOV lanes. In 2010, the AADT for this section of US 290 was approximately 149,000 vehicles/day, based upon TxDOT District Traffic Count Maps (the count information was taken just NW of the 290-Beltway 6 interchange). This study was conducted to protect children's health, yet it did not suggest this school needed to monitor for any mobile source related emissions. A map for Lamkin Elementary School in proximity to U.S. 290 is provided below.



http://www.epa.gov/schoolair/map.html

Summary

In summary, EPA conducted this study for the protection of children's health. EPA did not monitor for any mobile source related criteria pollutant. EPA chose not to evaluate diesel particulate as a fraction of $PM_{2.5}$ since diesel particulate emission reductions drop by over 90% between 1999 and 2020. EPA performed a risk analysis (using NATA and other data) and did not choose to monitor for mobile source related emissions for a school that is abutting a stretch of U.S. 290 in the greater Houston area that has higher AADT than Harbor Bridge by the open to traffic or design year. TxDOT and FHWA believe this EPA risk assessment lends additional support to the determination that further HIA/HRA analysis for Harbor Bridge is not warranted. Even though EPA analytical methods predicted that monitored

emissions would exceed one or more thresholds for short-term or long-term health thresholds, the monitored air emission results for mobile source related emissions were all less than any short-term or long-term health impact threshold. The results of this study support TxDOT and FHWA MSAT guidance in that ñthe outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable with a proposed actionò[7] The methodologies EPA used to predict impacts suggested a potential risk to children which was not evident by the subsequent ambient air monitoring EPA conducted.

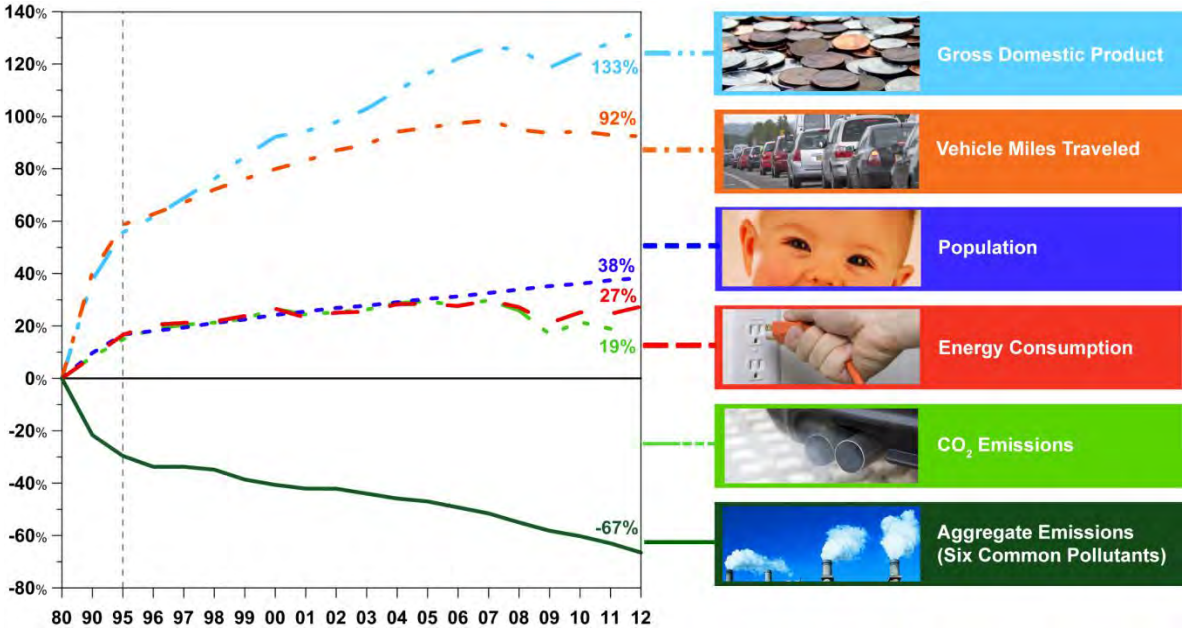
Schools monitored near roadways with higher AADT than the Harbor Bridge base year (2015) or design year (2035) AADT did not find mobile source related emissions at a level that suggests additional studies or ambient air monitoring are needed for Harbor Bridge. NEPA does not require studies based upon speculation because such results could be misleading to the public and/or decision-makers.

[7] FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA - Appendix C

Appendix C: Trends in Air Quality within the Project Area

The Clean Air Act (CAA) appears to be working as evidenced by the emission reductions over the past 30+ years in the chart below for ñComparison of Growth Areas and Emissions 1980-2012.òEPA indicated: ñAnnual emissions estimates are used as one indicator of the effectiveness of our programs. The graph below shows that between 1980 and 2012, gross domestic product increased 133 percent, vehicle miles traveled increased 92 percent, energy consumption increased 27 percent, and U.S. population grew by 38 percent. During the same time period, total emissions of the six principal air pollutants dropped by 67 percent.ó[8] In recent rulemakings (discussed below), EPA provided documentation that future emission reductions are projected throughout the country. It is anticipated these reductions will also occur in the vicinity of the proposed Harbor Bridge project.

Comparison of Growth Areas and Emissions, 1980-2012[9]



Note: CO2 emissions estimate through 2011 (Source: 2013 US Greenhouse Gas Inventory Report), Gross Domestic Product: Bureau of Economic Analysis, Vehicle Miles Traveled: Federal Highway Administration, Population: Census Bureau, Energy Consumption: Dept. of Energy, Energy Information Administration, Aggregate Emissions: EPA Clearinghouse for Inventories and Emissions Factors

[8] EPA Air Quality Trends under the Office of Air And Radiation at: http://www.epa.gov/airtrends/aqtrends.html#comparison

[9] EPA Air Quality Trends under the Office of Air And Radiation at: http://www.epa.gov/airtrends/aqtrends.html#comparison

National Emissions Estimates (fires and dust excluded) For Common Pollutants and their Precursors[10]

	Millions of Tons Per Year						
	1980	1985	1990	1995	2000	2005	2012
Carbon Monoxide (CO)	178	170	144	120	102	85	51
Lead	0.074	0.023	0.005	0.004	0.002	0.001	0.001
Nitrogen Oxides (NO_x)	27	26	25	25	22	19	11
Volatile Organic Compounds (VOC)	30	27	23	22	17	16	13
Particulate Matter (PM)							
PM_{10}	6	4	3	3	2	2	2
$PM_{2.5}$	NA	NA	2	2	2	1	1
Sulfur Dioxide (SO_2)	26	23	23	19	16	15	6
Totals	267	250	218	189	159	137	83

Notes:

1. For CO, NOx, SO2, and VOC emissions, fires are excluded because they are highly variable; for direct PM emissions, both fires and dust are excluded.
2. PM estimates do not include condensible PM.
3. Estimates for 2008 and beyond are based on the final version 3 of the 2008 NEI.
4. PM2.5 emissions are not included when calculating the emissions totals because they are included in the PM10 emissions number.
5. EPA did not estimate PM2.5 emissions prior to 1990.
6. The 1999 estimate for lead was used to represent 2000; the 2002 estimate for lead was used to represent 2005; and the 2008 estimate for lead was used to represent 2012.

National Near-Road Monitoring Network

EPA established near road monitoring requirements for the NO_2, CO and $PM_{2.5}$ NAAQS that requires deployment of a near road monitor (NRM) network between 1/1/2014 to 1/1/2017. The criteria for NRM network includes:

- NO_2
  - 1 NRM for core-based statistical areas (CBSAs) with population ≥ 500,000
  - A second NRM for CBSAs with population ≥ 2,500,000 population or with one or more road segments with an annual average daily traffic ≥ 250,000 vehicles
  - 40 monitors nationwide for area representing susceptible and vulnerable populations, including disproportionately exposed groups at risk for NO_2 related health effects in areas with the potential to exceed the NAAQS (due to emissions from motor vehicles, point sources or area sources). The Regional EPA Administrator chooses locations for the susceptible and vulnerable population monitors for their Region. The EPA Region 6

[10] EPA Air Quality Trends under the Office of Air And Radiation at: http://www.epa.gov/airtrends/aqtrends.html#comparison

Administrator chose four locations in Texas; none are near the Harbor Bridge Project area.[11]

- CO: 1 monitor for CBSAôs with population ≥ 1,000,000,
- $PM_{2.5}$: 1 monitor for CBSAs with population ≥1,000,000,
- Monitors are required to be in place between 1/1/2014 ï 1/1/2017, depending upon NAAQS and population of the CBSA.

The Census Bureau estimates the 2010 Corpus Christi metropolitan area population is 428,185[12] (< 500,000 and 1,000,000 population thresholds requiring near road monitoring). The Corpus Christi transportation network is composed of roadways with AADT < 250,000, so CAA NRM requirements do not apply to Nueces, Aransas or San Patricio Counties.

This NRM network will assess if NAAQS concentrations in the near-road environment will be below or above the NAAQS. These rules and their monitoring requirements were promulgated to protect human health and the environment. Such monitoring will help assess if actual emission concentrations are at levels EPA modeling predicted.

Until this monitoring information becomes available, it appears premature to suggest additional monitoring or mitigation is needed for Harbor Bridge, since this project and the Corpus Christi area does not exceed any of the near-road monitoring thresholds established by federal rule to protect human health and the environment.

Heavy Duty Diesel Regulations

EPA implemented heavy duty diesel regulations to apply to engines built after 2007 and 2010. Compared to a baseline year emission of 2000, EPA projected emission reductions by 2030 will be: 2.6 million tons/year of NO_x emissions, 115,000 tons/year of non-methane hydrocarbons and 109,000 tons of PM.[13] These controls apply throughout the U.S. including the Harbor Bridge area.

Locomotive and Marine Compression-Ignition Engines Emission Reductions

In March 2008, EPA finalized a three part program to dramatically reduce emissions from diesel locomotives of all types -- line-haul, switch, and passenger rail. EPA indicated by 2030, the rule will cut PM emissions from these engines by as much as 90 percent (27,000 tons/year) and NO_x emissions by as much as 80 percent (800,000 tons/year).[14] The standards are based on the application of high-efficiency catalytic after treatment technology for freshly manufactured engines built in 2015 and later. These reductions apply throughout the U.S., including the Harbor Bridge area.

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[11] Susceptible and Vulnerable Populations - NO2 Monitoring at: http://www.epa.gov/ttn/amtic/svpop.html

[12] U.S. Census Bureau, American FactFinder, ñPopulation and Housing Occupancy Status: 2010 ï United States ï Metropolitan Statistical Area; and for Puerto Rico 2010 Census National Summary File of Redistricting Dataò, retrieved 4/28/2014, http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_NSRD_GCTPL2.US24PR&prodType=table

[13] Regulatory Announcement for Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements, for further details see: http://www.epa.gov/otaq/highway-diesel/regs/f00057.pdf and http://www.epa.gov/otaq/hd-hwy.htm#regs.

[14] Regulatory Announcement for Emissions Standards for Locomotives and Marine Compression-Ignition Engines, for further details see: http://www.epa.gov/otaq/regs/nonroad/420f08004.pdf.

Tier 3 Motor Vehicle Emission and Fuel Standards (March 4, 2014)

The emission reductions from page 4, of EPAõs Fact Sheet for the Tier 3 Standards related to motor vehicle emission and fuel standards are provided in the table below: ñEstimated Emission Reductions from the Final Tier 3 Standards (annual U.S short tons)ò[15] Further details on the Tier 3 standards are available at: http://www.epa.gov/otaq/tier3.htm.

EPA predicted NO_x emissions would be reduced by 10% in 2018 and by 25% by 2030. These reductions should occur with the transportation system in Corpus Christi including Harbor Bridge. These emissions are based upon national current trends predicted in vehicle miles of travel (VMT) over time.

	2018		2030	
Emission	**Tons Reduced**	**Percent of On road Inventory**	**Tons Reduced**	**Percent of On road Inventory**
NO_x	264,369	10%	328,509	25%
VOC	47,504	3%	167,591	16%
CO	278,879	2%	3,458,041	24%
Direct $PM_{2.5}$	130	0.1%	7,892	10%
Benzene	1,916	6%	4,762	26%
SO_2	14,813	56%	12,399	56%
1,3-Butadiene	257	5%	677	29%
Formaldehyde	513	2%	1,277	10%
Acetaldehyde	600	3%	2,067	21%
Acrolein	40	3%	127	15%
Ethanol	2,704	2%	19,950	16%

2012 $PM_{2.5}$ NAAQS

The $PM_{2.5}$ standard is required to be achieved by 2020, the same year the Harbor Bridge is scheduled to be open to traffic. Corpus Christi does not meet the criteria to have a $PM_{2.5}$ near road emission monitor and the state has recommended Corpus Christi be designated attainment for the 2012 $PM_{2.5}$ NAAQS, based upon monitoring data. In this rulemaking EPA indicated: ñEmission reductions from EPA and states rules already on the books will help 99 percent of counties with monitors meet the revised $PM_{2.5}$ standards without additional emission reductions. These rules include clean diesel rules for vehicles and fuels, and rules to reduce pollution from power plants, locomotives, and marine vessels, among others.ò[16]

EPA is updating guidance to assist with the implementation of the Prevention of Significant Deterioration (PSD) requirements for sources of $PM_{2.5}$. EPA will consider issuing additional guidance or rules related to permitting requirements for the revised standard as necessary.[17] These PSD requirements will apply to future permits for $PM_{2.5}$ major sources, including any permits issued in proximity to Harbor Bridge.

[15] Regulatory Announcement: EPA Sets Tier 3 Motor Vehicle Emission and Fuel Standards. See: http://www.epa.gov/otaq/documents/tier3/420f14009.pdf

[16] Overview of EPAõs Revisions to the Air Quality Standards for Particle Pollution (Particulate Matter). See: http://www.epa.gov/airquality/particlepollution/2012/decfsoverview.pdf

[17] The National Ambient Air Quality Standards (NAAQS) for Particle Pollution, EPAõS REVISED AIR QUALITY STANDARDS FOR PARTICLE POLLUTION: MONITORING, DESIGNATIONS AND PERMITTING REQUIREMENTS. See page 4 at: http://www.epa.gov/airquality/particlepollution/2012/decfsimp.pdf

In addition, ñEPA Projections Show 99% of U.S. Counties with Monitors Would Meet the Annual Fine Particle Health Standard of 12 εg/m^3 in 2020.ò[18] ñ7 counties are projected not to meet 12.0 εg/m^3 in 2020. All of these are already under requirements to reduce $PM_{2.5}$.ò[19] The counties are all in California according to this map which is referenced in footnotes 18 and 19 and provided below. ñIt is expected that fewer than 10 counties, out of the more than 3,000 counties in the United States, will need to consider any local actions to reduce fine particle pollution in order to meet the new standard by 2020, as required by the CAA. The rest can rely on air quality improvements from federal rules already on the books to meet this new standard.ò[20]

EPAôs projected design value for Nueces County for $PM_{2.5}$ in 2020 is projected to be 8.6 εg/m^3.[21] Further details on the PM NAAQS are at: http://www.epa.gov/airquality/particlepollution/actions.html.

PSD for All NAAQS for Nueces County

Major sources of NAAQS are subject to PSD permitting in Nueces, San Patricio and Aransas Counties (tri-county area) since the area is designated by EPA as ñattainment and/or unclassifiableòfor all NAAQS. The PSD requirements are in place to prevent air quality from degrading to levels that would exceed an applicable NAAQS. PSD is also an example of the ñtieredòapproach the CAA has for controlling emissions. Minor sources of NAAQS are subject to TCEQ ñminoròrnew source review permitting requirements. EPA specifies the purpose of PSD is designed to: ñprotect public health and welfare and assure that any decision to permit increased air pollution in any area to which this section applies is made only after careful evaluation of all the consequences of such a decision and after adequate procedural opportunities for informed public participation in the decision making process.ò[22]

TxDOT and FHWA anticipate that this federal CAA permitting program will continue to safeguard air quality to protect the public health and welfare in the tri-county area for any industrial growth that may occur.

Maximum Achievable Control Technologies (MACT) and National Emission Standards for Hazardous Air Pollutants

EPA has issued rules covering over 80 categories of major industrial sources, such as chemical plants, oil refineries, aerospace manufacturers, and steel mills, as well as categories of smaller sources, such as dry cleaners, commercial sterilizers, secondary lead smelters, and chromium electroplating facilities. These standards are projected to reduce annual air toxics emissions by about 1.5 million tons.[23]

Nitrogen Dioxide (NO_2) NAAQS

EPA revised the NO_2 NAAQS on February 9, 2010. In the rulemaking and associated Regulatory Impact Analysis (RIA), Fact Sheets and General Overview, EPA indicated:

[18] EPA MAP: Projections Show 99% of U.S. Counties with Monitors Would Meet the Annual Fine Particle Health Standard of 12 εg/m3 in 2020. See: http://www.epa.gov/pm/2012/2020map.pdf
[19] EPA MAP: Projections Show 99% of U.S. Counties with Monitors Would Meet the Annual Fine Particle Health Standard of 12 εg/m3 in 2020. See: http://www.epa.gov/pm/2012/2020map.pdf
[20] EPA Announces Next Round of Clean Air Standards to Reduce Harmful Soot Pollution**. See:** http://yosemite.epa.gov/opa/admpress.nsf/d0cf6618525a9efb85257359003fb69d/a7446ca9e228622b85257ad400644d82!OpenDocument
[21] EPA: Projected Fine Particle Concentrations for Counties with Monitors in 2020. See: http://www.epa.gov/airquality/particlepollution/2012/2020table.pdf
[22] EPAòPrevention of Signification Deterioration Basic Information, available at: http://www.epa.gov/NSR/psd.html
[23] EPAôs web-page for air toxics: http://www.epa.gov/ttn/atw/allabout.html

- ñEPA anticipates NO_x emissions will decrease substantially over the next 20 years as a result of the ongoing implementation of mobile source emissions standards. In particular, Tier 2 NO_x emission standards for light-duty vehicle emissions began phasing into the fleet beginning with model year 2004, in combination with low-sulfur gasoline fuel standards. For heavy-duty engines, new NO_x standards are phasing in between the 2007 and 2010 model years, following the introduction of ultra-low sulfur diesel fuel. Lower NO_x standards for nonroad diesel engines, locomotives, and certain marine engines are becoming effective throughout the next decade. In future decades, these lower-NO_x vehicles and engines will become an increasingly large fraction of in-use mobile sources, effecting large NO_x emission reductions.ò[24]
- ñThe States, in conjunction with EPA, also administer the prevention of significant deterioration (PSD) program for NO_2 and nonattainment new source review (NSR). *See* sections 160ï 169 of the CAA. In addition, Federal programs provide for nationwide reductions in emissions of NO_2 and other air pollutants under Title II of the Act, 42 U.S.C. 7521ï 7574, which involves controls for automobiles, trucks, buses, motorcycles, nonroad engines, and aircraft emissions; and the new source performance standards (NSPS) for stationary sources under section 111 of the CAA, 42 U.S.C. 7411.ò[25]
-
- ñEmissions that lead to the formation of NO_2 generally also lead to the formation of other NO_x. Control measures that reduce NO_2 can generally be expected to reduce population exposures to all gaseous NO_x.ò[26]
- EPAôs analysis for the NO_2 NAAQS indicated all areas of the U.S. would meet the NAAQS in 2020 even accounting for the additional near-road monitoring network. EPA analyzed areas throughout the U.S. that had an NO_2 monitor as specified in the Regulatory Impact Analysis. Since Corpus Christi is not required to have an NO_2 monitor, it was not part of this analysis; however, the analysis did include Houston and indicated that no counties would exceed 100 ppb for any of the three gradients:[27] The gradients EPA referred to related to EPA calculating three different gradients for the near-road environment (where near-road monitors are 30%, 65% and 100% higher than existing NO_2 monitors in areas).

Nueces County does not meet any federal or state criteria for having an NO_2 monitor for near road, community-wide or for susceptible or vulnerable communities, including communities in the vicinity of Harbor Bridge. The RIA did evaluate Houston that has a larger population, ship channel and Port area than Corpus Christi; so TxDOT and FHWA anticipate and deduce that NO_2 and NO_x will not be exceeded in Corpus Christi in 2020, even if the NAAQS is lowered from 100 ppb to 80 ppb.

Sulfur Dioxide (SO_2) NAAQS

EPA revised the SO_2 NAAQS on June 22, 2010. In this rule, EPA indicated: ñDue to the relatively small amounts of sulfur in gasoline and on-road diesel fuel, transportation conformity does not apply to the SO2 NAAQS. 40 CFR 93.102(b)(1).ò[28] EPA did not establish any NRM network for SO_2. EPA did not initially designate any area of Texas as nonattainment for the SO2 NAAQS.[29] EPA did not anticipate

[24] NO_2 NAAQS, Final Rule, Federal Register, Volume 75 No. 26 FR, page 6476, http://www.epa.gov/ttn/naaqs/standards/nox/fr/20100209.pdf
[25] NO_2 NAAQS, Final Rule, Federal Register, Volume 75 No. 26 FR, page 6521, http://www.epa.gov/ttn/naaqs/standards/nox/fr/20100209.pdf
[26] EPA Fact Sheet: Final Revisions to the National Ambient Air Quality Standards for Nitrogen Dioxide, page 2, http://www.epa.gov/air/nitrogenoxides/pdfs/20100122fs.pdf
[27] Final Regulatory Impact Analysis (RIA) for the NO_2 National Ambient Air Quality Standards (NAAQS), January 2010, Chapter 2, Sections 2.3, 2.4 and 2.5, pages 2.8 ï 2.30, at: http://www.epa.gov/ttn/ecas/regdata/RIAs/FinalNO2RIAfulldocument.pdf
[28] Primary National Ambient Air Quality Standard for Sulfur Dioxide; Final Rule, Federal Register, Vol. 75, No. 119, Page 35580
[29] 2010 Sulfur Dioxide Standards ð Region 6 Initial Nonattainment Designations, http://www.epa.gov/so2designations/region6i.html

Corpus Christi would exceed the SO_2 NAAQS at the time of rulemaking or by 2020.[30] EPA retained the existing secondary SO_2 NAAQS on April 3, 2012.

Ozone NAAQS

On April 30, 2012, EPA made final designations for the 2008 ozone NAAQS. Corpus Christi was designated attainment/unclassifiable. For the year 2020, EPA projected that Nueces County would attain an ozone NAAQS set at 65-70 ppb (current NAAQS is 75 ppb ozone).[31] Section 7.3.1.1 of the DEIS mentions the area could move into nonattainment status with any future NAAQS revision and implementation of more stringent ozone standards; however at this point in time, TxDOT and FHWA cannot predict what future decisions EPA may make on the ozone NAAQS.

Marine Engine Controls

EPA adopted more stringent exhaust emission standards for large marine diesel engines as part of a coordinated strategy to address emissions from all ships that affect U.S. air quality. EPAôs coordinated strategy includes CAA standards, as well as implementation of the international standards for marine engines and their fuels contained in Annex VI to the International Convention on the Prevention of Pollution from Ships (a treaty called MARPOL). The strategy also includes designation of U.S. coasts as an Emission Control Area (ECA) through an amendment to MARPOL Annex VI. By 2030, this coordinated strategy is expected to reduce annual emissions of NO_x in the United States by about 1.2 million tons and PM emissions by about 143,000 tons and these emission reductions are anticipated to occur in all U.S. ports including the Port of Corpus Christi.[32]

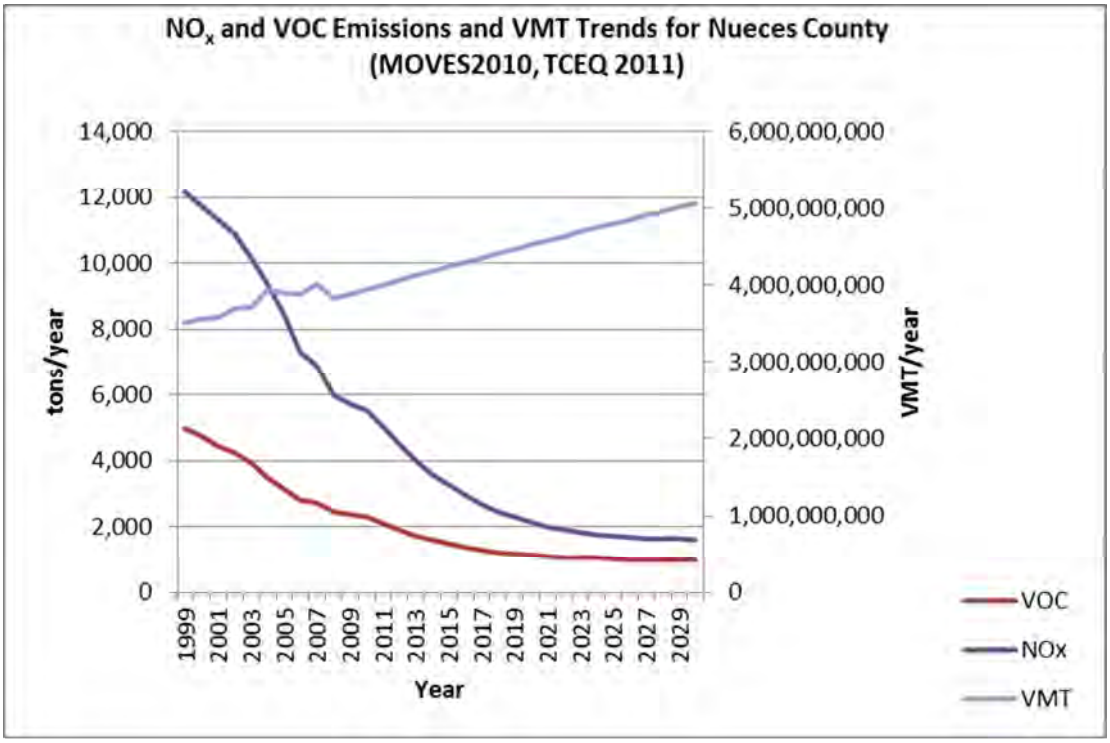
TCEQ Trends Report

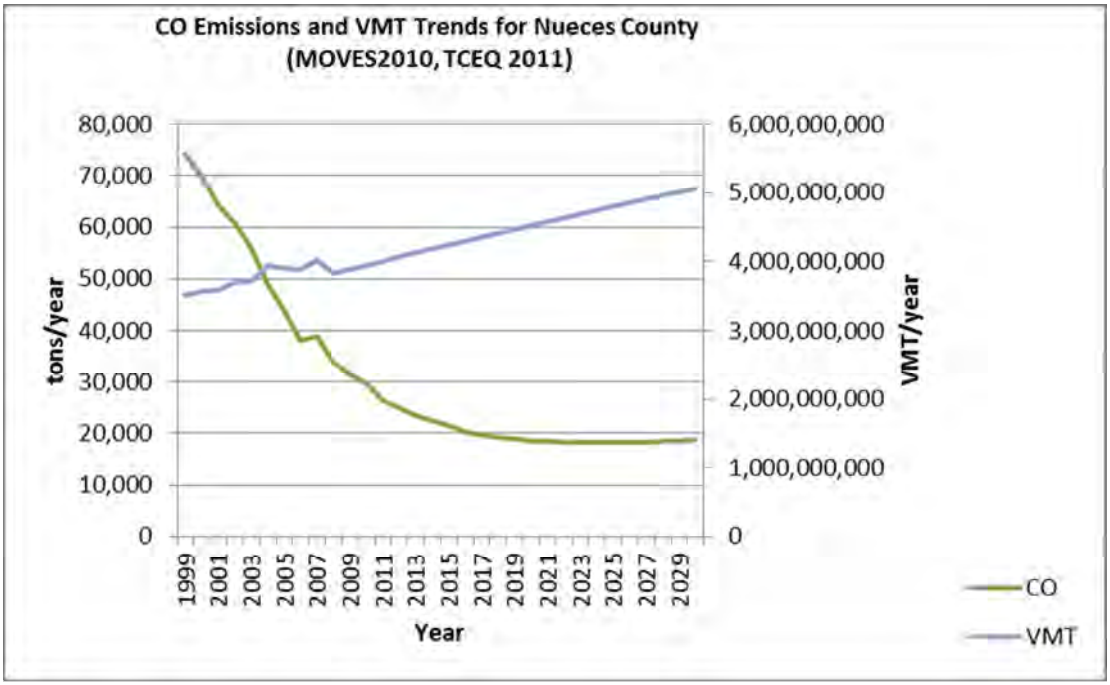
TCEQ has developed a report titled, On-Road Mobile Source Trend Emissions Inventories for All 254 Counties in Texas for 1999-2030. This report used EPAôs MOVES2010 model to predict trends in emissions inventories over time for each county in Texas. This report provided average weekday emissions and VMT. The tons/year and VMT/year rates are based upon multiplying average weekday data times 365 days per year. For Nueces County, a projected decline in NO_x, VOCs, SO_2 and $PM_{2.5}$ is anticipated through 2030 even with an increase in VMT over that same period (see charts below). This information further substantiates that it is also not necessary to conduct additional analyses for the Harbor Bridge project since emission concentrations are projected to decline over time. Since current emissions are not exceeding NAAQS, reduced emissions in the future are also not projected to exceed any existing NAAQS.

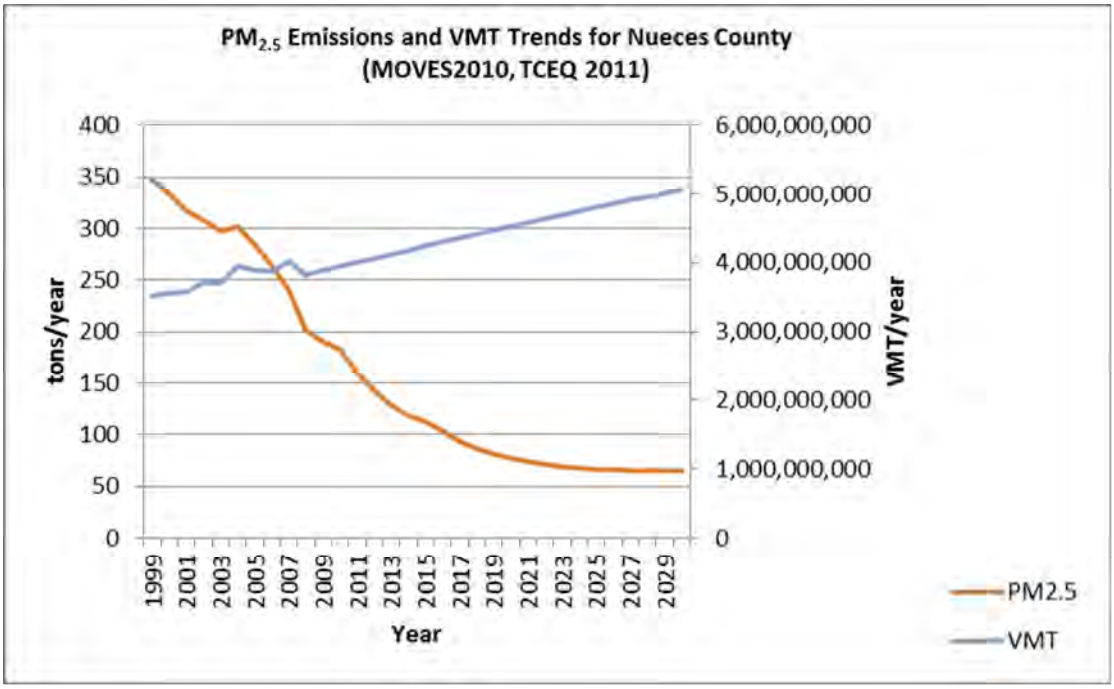
[30] Counties With Monitors Projected to Violate the Revised Primary 1-Hour Sulfur Dioxide (SO2) Standard in 2020, http://www.epa.gov/airquality/sulfurdioxide/pdfs/20100602map2020.pdf or

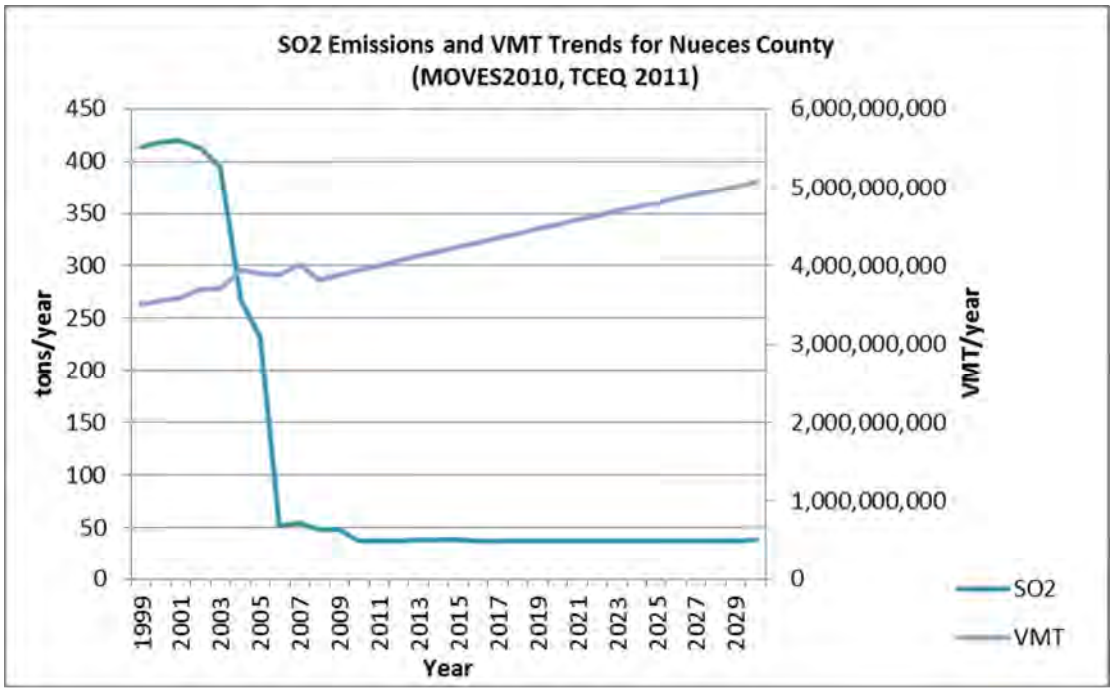
[31] Counties With Monitors Projected to Violate Primary 8-hour Ground-Level Ozone Standards in 2020 0.060 - 0.070 parts per million http://www.epa.gov/airquality/ozonepollution/pdfs/20100104maps.pdf

[32] Final Rule: Control of Emissions from New Marine Compression-Ignition Engines at or Above 30 Liters per Cylinder (published April 30, 2010). For further details on Ocean Vessels and Large ships, see: http://www.epa.gov/otaq/oceanvessels.htm#fr.


NOx and VOC Emissions and VMT Trends for Nueces County
(MOVES2010, TCEQ 2011)
tons/year
VMT/year
Year
VOC
NOx
VMT


CO Emissions and VMT Trends for Nueces County
(MOVES2010, TCEQ 2011)
tons/year
VMT/year
Year
CO
VMT





Summary

Based upon the implementation of Ozone NAAQS, $PM_{2.5}$ NAAQS, the NO_2 NAAQS, SO_2 NAAQS and compliance with and enforcement of other existing controls for air toxics, criteria pollutants, vehicle and fuel controls (e.g. MSAT, Tier 2 and Tier 3), new and existing source permitting requirements, and TCEQ emission trends, TxDOT and FHWA anticipate that air quality within the area of Harbor Bridge will continue to experience a downward trend in air emissions. EPA comments on the Draft EIS did not provide any information that suggests these requirements will not continue to reduce emissions into the future. In particular, EPA analyses for setting existing NAAQS indicated concentrations of ozone, NO_2, SO_2 and $PM_{2.5}$ should remain below the NAAQS in Corpus Chisti by the year 2020, the year the Harbor Bridge project is scheduled to be open to traffic. These evaluations are consistent with the downward trends in the TCEQ Emission Trends Report. In addition, if any NRMs throughout the nation suggest

mitigation is needed in the future, then it will be incumbent upon EPA to protect human health and the environment via additional CAA rulemaking and/or guidance. Such requirements would apply, as needed, to any area of the nation, including the vicinity of Harbor Bridge. TxDOT and its contractors would be subject, as applicable, to any of those potential future requirements. However, for the Final EIS, it would be inappropriate to speculate on what any specific future air requirements might be.

With the new emission reductions afforded through new regulations, TxDOT and FHWA have been given no information that suggests additional analysis, studies or mitigation is needed for any NAAQS, including $PM_{2.5}$, especially when EPA's own rulemaking suggests the design value for Nueces County will be 8.6 µg/m^3 by the year 2020. Nueces County, Corpus Christi and Harbor Bridge do not meet any threshold for conducting $PM_{2.5}$ near road monitoring.

The Draft EIS documented the area was removed from the TCEQ Air Pollutant Watch List for benzene in 2010 because the program was successful in reducing monitored benzene concentrations to below a level for potential risk concern. "The Air Pollutant Watch List (APWL) is the TCEQ's program to address areas in Texas where monitoring data show persistent, elevated concentrations of air toxics. The TCEQ uses the APWL process to focus its resources, notify the public, engage stakeholders, and develop strategic actions to reduce emissions. One of the primary strategies for addressing APWL areas includes additional scrutiny for air permit applications that include a request to increase an APWL contaminant. The TCEQ will work with sources to encourage efforts to reduce emissions, may provide assistance to small businesses and local governments to identify strategies for reducing APWL contaminants, may increase monitoring for an APWL area, and may conduct focused investigations for companies located in an APWL area."[33] The CAA has a tiered approach to compliance, enforcement and regulatory development. Those provisions are set up to manage cumulative impacts. EPA comments on the Draft EIS did not provide additional information that suggests TxDOT and FHWA need to do any additional studies or analysis to assess risk or to reduce uncertainty or speculation that exists with suggested analyses, especially when considering:

- risks EPA evaluated near schools for children's health in close proximity to major roads with higher AADT than Harbor Bridge
- risk reductions afforded through the regulatory requirements mentioned above
- the tiered approach under the CAA regarding regulations, compliance and enforcement, including the risk reduction achieved under the Air Pollutant Watch List
- the summary results of ATSDR studies, TCEQ Annual Toxicology Reports and other air studies summarized in the Draft and Final EIS did not demonstrate increased risk concerns for air quality,
- emissions have been reduced over the past 40 years and are projected to continue to be even lower into the future, and
- monitored emission levels are below NAAQS and/or Air Pollutant Watch List thresholds (including neighborhoods of concern summarized in the Draft and Final EIS).

[33] TCEQ Air Pollutant Watch List, General Information. See http://www.tceq.texas.gov/toxicology/AirPollutantMain/APWL_index.html/#general

APPENDIX D

EPA Assessing Outdoor Air Near Schools: Ambient Monitoring (2009-2012)

Worksheet: Highest Monitored Concentration Compared to Short-Term Health Effects Threshold

Data Source for EPA Study: http://www.epa.gov/schoolair/index.html
Data extracted 8/8/13 - 8/14/13 and March 2014.

EPA Provided Sample Screening Level (evaluates short term impacts)						20.0	30.0	30.0	90.0	0.7	6.4								
School Information						EPA Actual Highest Monitored Emission Concentration (4)						Highest Monitored Concentration Percent of Sample Screening Level (4)(5)						Near Road Data (5)	EPA Summary Results
Near Road Monitoring Nexus	School Name	City	State	Pollutants Monitored (1)	Additional Monitoring	1,3 Butadiene (µg/m3)	Benzene (µg/m3)	Naphthalene (µg/m3)	Acetaldehyte (µg/m3)	Acrolein (µg/m3)	Benzo[a]pyrene (µg/m3)	1,3 Butadiene (µg/m3)	Benzene (µg/m3)	Naphthalene (µg/m3)	Acetaldehyte (µg/m3)	Acrolein (µg/m3)	Benzo[a]pyrene (µg/m3)		
Yes	Felton Elementary School	Lennox	CA	VOCs, PAH, Metals in TSP	No	0.73	3.58	0.119				3.65	11.93	0.4				playground within 300 m of IH 405 (1 HOV, 6 FR, 12 ML + bus lane) and may abut the 405, and approx 4000 ft from IH 105 (elevated 2-4 FR/3-5 + 3-5 ML/2-4 FR) and Imperial Hwy (3+3 ML underneath)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Bright Kids Montessori Academy (formerly Santa Anita Christian Academy) (2)	Los Angeles	CA	VOCs, PAH, Metals in TSP	No			0.356						1.19				abuts Santa Anita Ave (3+3ML)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Soto Street Elementary School	Los Angeles	CA	VOCs, PAH, Metals in TSP	No	0.584						2.92						chosen for small industrial and large roads15 lanes between US 101 and IH 5, within 75 ft of IH 5 and US 101	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Spain Elementary School	Detroit	MI	VOCs	No	0.16	1.3					0.8	4.33					500 ft from IH 75 (2-4 FR, 4+4ML, 2-4 FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Mabel Holmes Middle School	Elizabeth	NJ	VOCs, Carbonyls, Metals in PM10	No	0.288	1.92		6.26			1.44	6.4		6.96			about 500 ft from NJ Turnpike US 95 (4ML, 3ML, 3ML, 4ML = 14 ML total)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Intermediate School 143	New York	NY	VOCs	No	0.46	2.05					2.30	6.83					less than 500 ft from Washington Bridge, and within 750-1000 ft of IH 95	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Elm Street Elementary School	Wauseon	OH	VOCs, Diisocyanates	No		1.15						3.83					within 500 ft of SH 108	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Harriet Tubman Middle School	Portland	OR	VOCs, Carbonyls, Metals in PM10	Yes / school	0.272	2.25		2.45			1.36	7.5		2.72			less than 100 feet from IH 5 (7 mainlanes), major distribution just west of IH 5	School is near a mix of industrial sources and is near an interstate highway and other roadways sources. Mobile source emisions monitored were below levels of concern for short or long term impacts. Cadmium indicated a potential for long-term continuous exposure. Additional sample results and analysis not yet posted.
Yes	Chicora Elementary School	Charleston Heights	SC	VOCs, Carbonyls, Cr+6, Metals in PM10	No	0.246	2.17		1.39			1.23	7.23		1.54			about 1000 ft from US 78 and US 52 (6 ML + left turn, undivided) and 3000 ft from Charleston Naval Complex	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, plywood fiberboard	Temple Elementary School	Diboll	TX	VOCs	Yes / school													approx 2000 ft from US 59	School near a plywood manufacturing facility. Additional monitoring of acrolein, since first set results had concerns on consistency and reliability of ambient monitoring results. Follow-up indicated acrolein and VOC concentrations were within the range of estimated levels without appreciable risk of adverse effects.
Yes, paper processing and interstate	NW Harllee Elementary School	Dallas	TX	VOCs, Carbonyls	No	0.301	2.27		3.7			1.51	7.57		4.11			IH 35 about 1000 ft, 8 M, 2-3FR, 2 HOV, it's IH 35 S of IH 30	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, metal forging	Lamkin Elementary	Cypress	TX	Cr+6	No						0.424						6.63	Did not test for mobile source related pollutants although school is within 400 ft of US 290, by CyFair High School, school property abuts 290, (from W to E - RR track 3FR, 3ML, 1+1 HOV, 3ML, 3FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes, petrochemical and major roads	FINAL SAMPLING San Jacinto Elementary School - Deer Park Junior High School (3)	Deer Park	TX		Yes / school	1.8	9.1			0.00002		9.0	30.33					both schools are co-located - 1000 - 2000 ft from 225 (e of Beltway 8)	Initial Sampling stated: in a community that is impacted by several major highways. Inital analysis stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Final results stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Initial results: Levels of 1,3-butadiene in the air at the school indicate a potential for concern for long-term, continuous exposure, due primarily to one elevated result. Levels of benzene and benzo(a)pyrene are below levels of concern for short-term and long-term exposure. Although the longer-term concentration estimate for benzene is below the cancer-based comparison level for benzene, in combination with the results for 1,3-butadiene, there is a potential concern for long-term, continuous exposure to the pollutant mixture. Followup additional monitoring for 1,3-butadiene, benzene, and other VOCs were conducted from October 13, 2011 to May 28, 2012. Results: Measured values of 1,3-butadiene and benzene indicate influence of the source at this school location. However, results of 1,3-butadiene, benzene, and other VOCs are below levels of significant concern. Avg of benzene samples was 2.37.
Yes	Young Scholars Academy	Houston	TX	VOCs	No	0.228	1.46					1.14	4.87					chosen because close to highways, 8 ML, no FR or HOV, slightly elevated near school, within 500 ft of IH 45 S (Gulf Freeway)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No	I C Evans Elementary School	Burkburnett	TX	4,4-Methylenedianiline	No													ISD shows up on googlemap, but not elementary school. US 77 2FR, 2ML, divided 2ML, 2FR, not sure where school is - closest to it looks like a car dealership. EPA map shows what looks to be a residence.	Monitors located at the school did not detect 4,4-methylenedianiline in any samples. The key source has reported no emissions of this pollutant since 2007.
Yes	Concord Elementary School	Seattle	WA	VOCs, Cr+6, Metals in TSP	No	0.281	1.74					1.41	5.8					track within 300 ft from SH 99 (2+2 divided ML+ bike), school within 500 ft from SH 99, SH 509 (4ML +2 ML?) within 2500 ft	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Lapwai High School (School is in Tribal Area	Nez Perce	ID	VOCs, Carbonyls, Metals in PM10	No	0.1	1.04		2.9			0.5	3.47		3.22			track is within 50 ft of US 95 (2 lanes + left turn lane)	Wind patterns generally similar. No disruption in typical roadway activity. Acetaldehyde, benzene and 1,3-butadiene in the air at the school were not as high as was suggested by information available prior to monitoring and are below the levels of concern.

EPA notes and comments on the emissions analysis:
(1) Pollutants measured were selected based on emission sources in the vicinity of each school.
(2) The March 31, 2009, verson of the list indicated that Metals in PM10 would be monitored. This was a typographical error. Metals in PM10 were not be monitored at this school.
(3) These schools are located close to each other. Our goal was to use one monitor to characterize both schools.
(4) Emission Concentrations include both mobile source related emissions + other sources for products of incomplete combustion
(5) HB Project Team Data
4,4-Methylenedianiline: A chemical compound used mainly for making polyurethane foams
Carbonyls: Also known aldehydes (e.g., formaldehyde and acetaldehyde).
Cr+6: Hexavalent chromium
Diisocyanates: Chemical compounds used in manufacturing foam-containing products; three of these compounds will be measured.
Metals in PM10: Toxic metals contained in particulate matter that is 10 micrometers in diameter or smaller (e.g., lead, nickel and manganese).
Metals in TSP: Toxic metals contained in total suspended particulate matter (e.g., lead, nickel and manganese).
PAH: Polycyclic Aromatic Hydrocarbons (e.g., naphthalene, benzo(a)pyrene).
VOC: Volatile Organic Compounds (e.g., benzene, vinyl chloride).
Note: The groups of chemicals identified for each school as "pollutants monitored" include both the specific individual pollutants within the group that our current information indicates may be present at each school at levels of potential concern (i.e., the "driver pollutants") and some other pollutants that can be inexpensively measured at the same time. While we analyzed air samples for both sets of pollutants in each chemical group and reviewed all the data in drawing conclusions for each school, we focused our data analysis activities primarily on the individual "driver pollutants".

APPENDIX D

EPA Assessing Outdoor Air Near Schools: Ambient Monitoring (2009-2012)

Worksheet: Average Monitored Concentration Compared to Short-Term Health Effects Threshold

Data Source for EPA Study: http://www.epa.gov/schoolair/index.html

Data extracted 8/8/13 - 8/14/13 and March 2014.

EPA Provided Sample Screening Level (evaluates short term impacts)						20.0	30.0	30.0	90.0	0.7	6.4								
School Information						Average of EPA Actual Monitored Emission Concentration (4)						Average Monitored Concentration Percent of Sample Screening Level (4)(5)						Near Road Data (5)	EPA Summary Results
Near Road Monitoring Nexus	School Name	City	State	Pollutants Monitored (1)	Additional Monitoring	1,3 Butadiene (µg/m3)	Benzene (µg/m3)	Naphthalene (µg/m3)	Acetaldehyde (µg/m3)	Acrolein (µg/m3)	Benzo[a]pyrene (µg/m3)	1,3 Butadiene (µg/m3)	Benzene (µg/m3)	Naphthalene (µg/m3)	Acetaldehyde (µg/m3)	Acrolein (µg/m3)	Benzo[a]pyrene (µg/m3)		
Yes	Felton Elementary School	Lennox	CA	VOCs, PAH, Metals in TSP	No	0.25	1.45	0.09				1.25	4.83	0.3				playground within 300 m of IH 405 (1 HOV, 6 FR, 12 ML + bus lane) and may abut the 405, and approx 4000 ft from IH 105 (elevated 2-4 FR/3-5 + 3-5 ML/2-4 FR) and Imperial Hwy (3+3 ML underneath)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Bright Kids Montessori Academy (formerly Santa Anita Christian Academy) (2)	Los Angeles	CA	VOCs, PAH, Metals in TSP	No			0.177						0.59				abuts Santa Anita Ave (3+3ML)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Soto Street Elementary School	Los Angeles	CA	VOCs, PAH, Metals in TSP	No	0.32	1.82					1.6						chosen for small industrial and large roads15 lanes between US 101 and IH 5, within 75 ft of IH 5 and US 101	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Spain Elementary School	Detroit	MI	VOCs	No	0.07	0.62					0.35	2.07					500 ft from IH 75 (2-4 FR, 4+4ML, 2-4 FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Mabel Holmes Middle School	Elizabeth	NJ	VOCs, Carbonyls, Metals in PM10	No	0.14	1.05		1.8			0.7	3.5		2.0			about 500 ft from NJ Turnpike US 95 (4ML, 3ML, 3ML, 4ML = 14 ML total)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Intermediate School 143	New York	NY	VOCs	No	0.21	1.27					1.05	4.23					less than 500 ft from Washington Bridge, and within 750-1000 ft of IH 95	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Elm Street Elementary School	Wauseon	OH	VOCs, Diisocyanates	No		0.62						2.07					within 500 ft of SH 108	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Harriet Tubman Middle School	Portland	OR	VOCs, Carbonyls, Metals in PM10	Yes / school	0.12	1.07		1.56			0.6	3.57		1.73			less than 100 feet from IH 5 (7 mainlanes), major distribution just west of IH 5	School is near a mix of industrial sources and is near an interstate highway and other roadways sources. Mobile source emisions monitored were below levels of concern for short or long term impacts. Cadmium indicated a potential for long-term continuous exposure. Additional sample results and analysis not yet posted.
Yes	Chicora Elementary School	Charleston Heights	SC	VOCs, Carbonyls, Cr+6, Metals in PM10	No	0.11	1.1		0.8			0.55	3.67		0.89			about 1000 ft from US 78 and US 52 (6 ML + left turn, undivided) and 3000 ft from Charleston Naval Complex	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, plywood fiberboard	Temple Elementary School	Diboll	TX	VOCs	Yes / school													approx 2000 ft from US 59	School near a plywood manufacturing facility. Additional monitoring of acrolein, since first set results had concerns on consistency and reliability of ambient monitoring results. Follow-up indicated acrolein and VOC concentrations were within the range of estimated levels without appreciable risk of adverse effects.
Yes, paper processing and interstate	NW Harllee Elementary School	Dallas	TX	VOCs, Carbonyls	No	0.09	0.79		1.75			0.45	2.63		1.94			IH 35 about 1000 ft, 8 M, 2-3FR, 2 HOV, it's IH 35 S of IH 30	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, metal forging	Lamkin Elementary	Cypress	TX	Cr+6	No						0.05						0.78	Did not test for mobile source related pollutants although school is within 400 ft of US 290, by CyFair High School, school property abuts 290, (from W to E - RR track 3FR, 3ML, 1+1 HOV, 3ML, 3FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes, petrochemical and major roads	FINAL SAMPLING San Jacinto Elementary School - Deer Park Junior High School (3)	Deer Park	TX		Yes / school	0.39	2.37					1.95	7.9					both schools are co-located - 1000 - 2000 ft from 225 (e of Beltway 8)	Initial Sampling stated: in a community that is impacted by several major highways. Inital analysis stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Final results stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Initial results: Levels of 1,3-butadiene in the air at the school indicate a potential for concern for long-term, continuous exposure, due primarily to one elevated result. Levels of benzene and benzo(a)pyrene are below levels of concern for short-term and long-term exposure. Although the longer-term concentration estimate for benzene is below the cancer-based comparison level for benzene, in combination with the results for 1,3-butadiene, there is a potential concern for long-term, continuous exposure to the pollutant mixture. Followup additional monitoring for 1,3-butadiene, benzene, and other VOCs were conducted from October 13, 2011 to May 28, 2012. Results: Measured values of 1,3-butadiene and benzene indicate influence of the source at this school location. However, results of 1,3-butadiene, benzene, and other VOCs are below levels of significant concern. Avg of benzene samples was 2.37.
Yes	Young Scholars Academy	Houston	TX	VOCs	No	0.14	0.97					0.7	3.23					chosen because close to highways, 8 ML, no FR or HOV, slightly elevated near school, within 500 ft of IH 45 S (Gulf Freeway)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No	I C Evans Elementary School	Burkburnett	TX	4,4-Methylenedianiline	No													ISD shows up on googlemap, but not elementary school. US 77 2FR, 2ML, divided 2ML, 2FR, not sure where school is - closest to it looks like a car dealership. EPA map shows what looks to be a residence.	Monitors located at the school did not detect 4,4-methylenedianiline in any samples. The key source has reported no emissions of this pollutant since 2007.
Yes	Concord Elementary School	Seattle	WA	VOCs, Cr+6, Metals in TSP	No	0.12	1.03					0.6	3.43					track within 300 ft from SH 99 (2+2 divided ML+ bike), school within 500 ft from SH 99, SH 509 (4ML +2 ML?) within 2500 ft	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Lapwai High School (School is in Tribal Area	Nez Perce	ID	VOCs, Carbonyls, Metals in PM10	No	0.043	0.55		1.33			0.22	1.83		1.48			track is within 50 ft of US 95 (2 lanes + left turn lane)	Wind patterns generally similar. No disruption in typical roadway activity. Acetaldehyde, benzene and 1,3-butadiene in the air at the school were not as high as was suggested by information available prior to monitoring and are below the levels of concern.

EPA notes and comments on the emissions analysis:

(1) Pollutants measured were selected based on emission sources in the vicinity of each school.

(2) The March 31, 2009, verson of the list indicated that Metals in PM10 would be monitored. This was a typographical error. Metals in PM10 were not be monitored at this school.

(3) These schools are located close to each other. Our goal was to use one monitor to characterize both schools.

(4) Emission Concentrations include both mobile source related emissions + other sources for products of incomplete combustion

(5) HB Project Team Data

4,4-Methylenedianiline: A chemical compound used mainly for making polyurethane foams

Carbonyls: Also known aldehydes (e.g., formaldehyde and acetaldehyde).

Cr+6: Hexavalent chromium

Diisocyanates: Chemical compounds used in manufacturing foam-containing products; three of these compounds will be measured.

Metals in PM10: Toxic metals contained in particulate matter that is 10 micrometers in diameter or smaller (e.g., lead, nickel and manganese).

Metals in TSP: Toxic metals contained in total suspended particulate matter (e.g., lead, nickel and manganese).

PAH: Polycyclic Aromatic Hydrocarbons (e.g., naphthalene, benzo(a)pyrene).

VOC: Volatile Organic Compounds (e.g., benzene, vinyl chloride).

Note: The groups of chemicals identified for each school as "pollutants monitored" include both the specific individual pollutants within the group that our current information indicates may be present at each school at levels of potential concern (i.e., the "driver pollutants") and some other pollutants that can be inexpensively measured at the same time. While we analyzed air samples for both sets of pollutants in each chemical group and reviewed all the data in drawing conclusions for each school, we focused our data analysis activities primarily on the individual "driver pollutants".

APPENDIX D

EPA Assessing Outdoor Air Near Schools: Ambient Monitoring (2009-2012)

Worksheet: Average Monitored Concentration Compared to Long-Term Health Effects Threshold

Data Source for EPA Study: http://www.epa.gov/schoolair/index.html

Data extracted 8/8/13 - 8/14/13 and March 2014.

Long Term Noncancer Risk (LTNC) Threshold (µg/m3)						**2.0**	**30.0**	**3.0**	**9.0**	**7.0**	**6.4**													
Long Term Cancer Risk (LTC) Threshold (µg/m3)						**3.3**	**13.0**	**2.9**	**45.0**															
School Information						**Average of EPA Actual Monitored Emission Concentration (4)**						**Average Monitored Concentration Percent of LTC Threshold (4)(5)**						**Average Monitored Concentration Percent of LTNC Threshold (4)(5)**						**Near Road Data (5)**	**EPA Summary Results**
Near Road Monitoring Nexus	**School Name**	**City**	**State**	**Pollutants Monitored (1)**	**Additional Monitoring**	**1,3 Butadiene (µg/m3)**	**Benzene (µg/m3)**	**Naphthalene (µg/m3)**	**Acetaldehyde (µg/m3)**	**Acrolein (µg/m3)**	**Benzo[a]pyrene (µg/m3)**	**1,3 Butadiene (µg/m3)**	**Benzene (µg/m3)**	**Naphthalene (µg/m3)**	**Acetaldehyde (µg/m3)**	**Acrolein (µg/m3)**	**Benzo[a]pyrene (µg/m3)**	**1,3 Butadiene (µg/m3)**	**Benzene (µg/m3)**	**Naphthalene (µg/m3)**	**Acetaldehyde (µg/m3)**	**Acrolein (µg/m3)**	**Benzo[a]pyrene (µg/m3)**		
Yes	Felton Elementary School	Lennox	CA	VOCs, PAH, Metals in TSP	No	0.25	1.45	0.09				12.5	4.83	3.0				7.58	11.15	3.1				playground within 300 m of IH 405 (1 HOV, 6 FR, 12 ML + bus lane) and may abut the 405, and approx 4000 ft from IH 105 (elevated 2-4 FR/3-5 + 3-5 ML/2-4 FR) and Imperial Hwy (3+3 ML underneath)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Bright Kids Montessori Academy (formerly Santa Anita Christian Academy) (2)	Los Angeles	CA	VOCs, PAH, Metals in TSP	No			0.177						5.9						6.1				abuts Santa Anita Ave (3+3ML)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Soto Street Elementary School	Los Angeles	CA	VOCs, PAH, Metals in TSP	No	0.32	1.82					16.0	6.07					9.7	14.0					chosen for small industrial and large roads15 lanes between US 101 and IH 5, within 75 ft of IH 5 and US 101	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Spain Elementary School	Detroit	MI	VOCs	No	0.07	0.62					3.5	2.07					2.12	4.77					500 ft from IH 75 (2-4 FR, 4+4ML, 2-4 FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Mabel Holmes Middle School	Elizabeth	NJ	VOCs, Carbonyls, Metals in PM10	No	0.14	1.05		1.8			7.0	3.5		20.0			4.24	8.08		4.0			about 500 ft from NJ Turnpike US 95 (4ML, 3ML, 3ML, 4ML = 14 ML total)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Intermediate School 143	New York	NY	VOCs	No	0.21	1.27					10.5	4.23					6.36	9.77					less than 500 ft from Washington Bridge, and within 750-1000 ft of IH 95	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Elm Street Elementary School	Wauseon	OH	VOCs, Diisocyanates	No		0.62						2.07						4.77					within 500 ft of SH 108	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes	Harriet Tubman Middle School	Portland	OR	VOCs, Carbonyls, Metals in PM10	Yes / school	0.12	1.07		1.56			6.0	3.57		17.33			3.64	8.23		3.47			less than 100 feet from IH 5 (7 mainlanes), major distribution just west of IH 5	School is near a mix of industrial sources and is near an interstate highway and other roadways sources. Mobile source emisions monitored were below levels of concern for short or long term impacts. Cadmium indicated a potential for long-term continuous exposure. Additional sample results and analysis not yet posted.
Yes	Chicora Elementary School	Charleston Heights	SC	VOCs, Carbonyls, Cr+6, Metals in PM10	No	0.11	1.1		0.8			5.5	3.67		8.89			3.33	8.46		1.78			about 1000 ft from US 78 and US 52 (6 ML + left turn, undivided) and 3000 ft from Charleston Naval Complex	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, plywood fiberboard	Temple Elementary School	Diboll	TX	VOCs	Yes / school																			approx 2000 ft from US 59	School near a plywood manufacturing facility. Additional monitoring of acrolein, since first set results had concerns on consistency and reliability of ambient monitoring results. Follow-up indicated acrolein and VOC concentrations were within the range of estimated levels without appreciable risk of adverse effects.
Yes, paper processing and interstate	NW Harllee Elementary School	Dallas	TX	VOCs, Carbonyls	No	0.09	0.79		1.75			4.5	2.63		19.44			2.73	6.08		3.89			IH 35 about 1000 ft, 8 M, 2-3FR, 2 HOV, it's IH 35 S of IH 30	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No, metal forging	Lamkin Elementary	Cypress	TX	Cr+6	No						0.05													Did not test for mobile source related pollutants although school is within 400 ft of US 290, by CyFair High School, school property abuts 290, (from W to E - RR track 3FR, 3ML, 1+1 HOV, 3ML, 3FR)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
Yes, petrochemical and major roads	FINAL SAMPLING San Jacinto Elementary School - Deer Park Junior High School (3)	Deer Park	TX		Yes / school	0.39	2.37					19.5	7.9					11.82	18.23					both schools are co-located - 1000 - 2000 ft from 225 (e of Beltway 8)	Initial Sampling stated: in a community that is impacted by several major highways. Inital analysis stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Final results stated: near a large petrochemical complex, as well as other industries which are sources of air toxics emissions. Initial results: Levels of 1,3-butadiene in the air at the school indicate a potential for concern for long-term, continuous exposure, due primarily to one elevated result. Levels of benzene and benzo(a)pyrene are below levels of concern for short-term and long-term exposure. Although the longer-term concentration estimate for benzene is below the cancer-based comparison level for benzene, in combination with the results for 1,3-butadiene, there is a potential concern for long-term, continuous exposure to the pollutant mixture. Followup additional monitoring for 1,3-butadiene, benzene, and other VOCs were conducted from October 13, 2011 to May 28, 2012. Results: Measured values of 1,3-butadiene and benzene indicate influence of the source at this school location. However, results of 1,3-butadiene, benzene, and other VOCs are below levels of significant concern. Avg of benzene samples was 2.37.
Yes	Young Scholars Academy	Houston	TX	VOCs	No	0.14	0.97					7.0	3.23					4.24	7.46					chosen because close to highways, 8 ML, no FR or HOV, slightly elevated near school, within 500 ft of IH 45 S (Gulf Freeway)	Wind patterns generally similar. No disruption in typical roadway activity. Measured levels of pollutants in the air are below the levels of significant concern suggested by previously available information (from tech report this was via computer modeling). Adverse short term and long term health impacts not anticipated based upon monitored pollutant concentrations and calculated long-term impacts.
No	I C Evans Elementary School	Burkburnett	TX	4,4-Methylenedianiline	No																			ISD shows up on googlemap, but not elementary school. US 77 2FR, 2ML, divided 2ML, 2FR, not sure where school is - closest to it looks like a car dealership. EPA map shows what looks to be a residence.	Monitors located at the school did not detect 4,4-methylenedianiline in any samples. The key source has reported no emissions of this pollutant since 2007.
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EPA notes and comments on the emissions analysis:

(1) Pollutants measured were selected based on emission sources in the vicinity of each school.

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(5) HB Project Team Data

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Cr+6: Hexavalent chromium

Diisocyanates: Chemical compounds used in manufacturing foam-containing products; three of these compounds will be measured.

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Metals in TSP: Toxic metals contained in total suspended particulate matter (e.g., lead, nickel and manganese).

PAH: Polycyclic Aromatic Hydrocarbons (e.g., naphthalene, benzo(a)pyrene).

VOC: Volatile Organic Compounds (e.g., benzene, vinyl chloride).

Note: The groups of chemicals identified for each school as "pollutants monitored" include both the specific individual pollutants within the group that our current information indicates may be present at each school at levels of potential concern (i.e., the "driver pollutants") and some other pollutants that can be inexpensively measured at the same time. While we analyzed air samples for both sets of pollutants in each chemical group and reviewed all the data in drawing conclusions for each school, we focused our data analysis activities primarily on the individual "driver pollutants".