Environmental Assessment Report

Port of Texas City/Texas City Terminal Railway
Hazardous Material Railcar Storage
Port of Texas City, Texas

Prepared for
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EXECUTIVE SUMMARY

Background

InControl Technologies, Inc. and the Port of Texas City prepared this Environmental Assessment for the planned construction of a Secure Railcar Staging Area for railcars containing hazardous materials within a heavily industrialized area of the Port of Texas City, Texas City (Galveston County), Texas. The Secure Railcar Staging Area project will enable the Port of Texas City to provide a high security restricted access area for the staging of hazardous materials arriving at the facility by rail. These rail cars are typically awaiting delivery to one of the many petrochemical plants located within the Port's property.

Funding from the Federal Emergency Management Agency for National Preparedness through the Department of Homeland Security has been applied for. Grant number 2005-GB-T5-0105 under the Port Security Grant Program has been assigned to this project.

Purpose and Need

A major portion of the product handled by the Port of Texas City and Texas City Terminal Railway is hazardous materials associated with the local refining and petrochemical industry. With increased security requirements and the national threat to the security of places such as the Port of Texas City and the surrounding petrochemical infrastructure, high security restricted-access rail staging areas are needed to protect the valuable commodities transported via rail, and to protect the refining and chemical plants which depend on these chemicals for operations. The purpose of the planned project is to construct a high-security restricted access rail yard to relocate these potentially vulnerable railcars loaded with hazardous materials. Railcars loaded with hazardous materials are currently stored near petrochemical infrastructure along Texas State Highway Loop 197 and within the Port facilities. The proposed new location would have increased security and monitoring and be moved a safe distance away from the existing refining and petrochemical infrastructure. Installing new tracks and rail operation facilities will allow the Port of Texas City to stage these cars loaded with hazardous materials in a secure manner before they are delivered to the individual refining or petrochemical facilities.

Proposed Action and Alternatives

The proposed action consists of constructing a high-security rail yard in a new location that would have increased security and monitoring, restricted access and would be located a safe distance away from the petrochemical infrastructure. This Environmental Assessment analyzes the potential for significant adverse or beneficial impacts of the proposed action.

The proposed site for the planned railcar staging area is an approximately 63-acre tract of land that is currently undeveloped except for the adjacent pre-existing rail. The proposed facility is located on the northwest side of the Seawall Road on the Hurricane Protection Levee of the Texas City Barge Canal. This site was selected based on a review of the surrounding area combined with available access to the

neighboring Port facilities. No alternative sites were identified. Therefore, no other sites were evaluated. The proposed plan and no action alternative are presented in this Environmental Assessment.

Environmental Impacts of the Proposed Action

No significant impacts would result from the implementation of the proposed action. There is no expected long-term impact to the natural environment surrounding the planned development area. The area surrounding the planned site is heavily industrialized and contains a Corps of Engineers flood retention dike and existing rail tracks, along with numerous refineries and petrochemical plants. A large industrial complex is located north of the site along with a planned future expansion of the BP Refinery. The Tex Tin Superfund Site is located north of the western portion of the site. The planned development site already has rail operations. There are limited mapped wetlands located in the area but none that appear to be located within the planned construction area of the subject property. A field biologist conducted a survey of the subject property and did not identify any sensitive habitat on the subject property. The planned construction activities are also not expected to have a significant impact on the local natural environment.

Since the project is a relocation of an existing operation, no long-term changes in air quality are anticipated to be associated with the construction of the planned project. During construction, only minimal dust issues are expected during the grading of the subject track. This activity is anticipated to be very short in duration and will not have an overall impact on local air quality. Likewise, no long-term impact to water quality is expected. The shallow groundwater in this area is not usable as an economic source of drinking water due to subsidence restrictions for extraction of groundwater in the Houston/Galveston area. A Stormwater Pollution Prevention Plan will be required during construction and will be developed to protect the neighboring water bodies and drainage channels from runoff during the construction phase of the project. Only minimal impact is expected and should be manageable with the use of silt curtains and other stormwater runoff control devices.

Parallel tracks will be laid to accommodate cars loaded with hazardous materials. This will have no effect on the long-term transportation by rail in the area. The current staging area is being moved to this location to provide a secure area away from existing plant infrastructure. Traffic along F.M. 519 is unlikely to be affected by expansion of the adjacent railroad tracks, since no additional road crossings are involved. No additional rail traffic across existing roads is expected.

Conclusions and Recommendations

Based upon the results of the Environmental Assessment, no appreciable long-term impact to the area was identified due to the relocation of operations from the existing location along Loop 197 to the planned location approximately 1 mile from the existing petrochemical plants. InControl Technologies, Inc., and the Port of Texas City recommend that a Finding of No Significant Impact be filed in reference to this project. The expansion of rail operations, including the construction of security fencing, added lighting and a couple of small buildings will not have a significant adverse effect on the quality of the environment. Factors considered included the effects to threatened and endangered species, water quality, air quality,

noise, socioeconomic resources, land use, cultural resources and infrastructure and utilities. After consideration of the proposed action and the alternatives, the proposed action was determined to be environmentally acceptable and in the public interest.

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SECTION 1.0 PURPOSE AND NEED

InControl Technologies, Inc., was retained by the Port of Texas City to complete an Environmental Assessment (EA) for proposed construction of a Secure Railcar Staging Area for railcars containing hazardous materials within the Port of Texas City, Texas City (Galveston County), Texas (**Figure 1**). The Secure Railcar Staging Area project will enable the Port of Texas City to provide a high security area for the staging of hazardous materials arriving at the facility by rail, which are awaiting delivery to one of the many petrochemical plants located within the Port's property. Currently, railcars loaded with hazardous materials are staged on existing tracks located within and adjacent to active refineries and chemical plants, which cause concerns regarding exposure to terrorist threats. Moving the railcars to a remote facility with monitoring and restricted access will enhance the existing security system and provide greater security for the petrochemical industry in Texas City, Texas. The Port of Texas City is seeking financial assistance for the construction of this facility from the Department of Homeland Security, which will include the construction of additional rail lines, security fencing, security lighting and 24-hour video monitoring. A changing house and security building would also be constructed as part of the project.

1.1 Background

The privately owned and operated Port of Texas City is located in the Houston-Galveston Captain of the Port Zone and includes all the waters located in the Coast Guard's Texas City Security Zone. The Port of Texas City (POTC) is the Port Authority representing the consortia of federally regulated private marine facilities in the Port. As the Port Authority, the POTC provides security and looks after the interests of its facilities in the footprint of the Port area (**Figure 2**). The POTC is one of the largest ports in the US in terms of tonnage. In 2004, over 70 million net tons of cargo were handled in the Port. The US Army Corp of Engineers (USACE) 2000 ranking placed the Port 10th in the Nation's 150 "public ports". The Port of Texas City supports one of the Nation's largest petroleum refineries by assisting it in the importation of critical crude oil for the manufacturing of gasoline, diesel, jet fuel, and heating oil. Approximately 95% of the cargo handled in the Port is hazardous and liquid bulk. Examples of some products that are stored and handled include: crude oil, jet fuel, diesel, styrene, heating oil, gasoline and refined and specialty chemicals. Other products stored at facilities located in the Port include hydrogen cyanide, hydrofluoric acid, LPG, & LNG.

The Port also operates the Texas City Terminal Railway. The Texas City Terminal Railway Company provides an important land link to the port, handling over 25,000 carloads per year. Its shareholders, the Union Pacific and Burlington Northern Santa Fe railroads, whose connections allow for expeditious interchange of their traffic, have aided the Port's success as a privately owned port. Port crews provide switching in the Texas City area, inside the Port and for all industries and businesses requiring rail services. Connections with main lines are made daily by the switching terminal at two junctions within six miles of the main classification yard. A major portion of the product handled by the Port of Texas City and Texas City Terminal Railway is hazardous materials associated with the local petrochemical industry. The railroad in the Port is the intermodal platform for the movement of hazardous cargo within the Port. Key pipelines are also located in the Port including the U.S. Government's Strategic Reserve Pipeline.

1.2 Purpose and Need

With increased security requirements and the national threat to the security of places such as the Port of Texas City and the surrounding petrochemical infrastructure, high security rail staging areas are needed to protect the valuable commodities transported via rail in addition to the refining and chemical plants which depend on these chemicals for operations. The purpose of the planned project is to construct a high-security rail yard to relocate these potentially vulnerable railcars loaded with hazardous materials. The new location would have increased security and monitoring and be moved a further distance away from the petrochemical infrastructure. Railcars loaded with hazardous materials are currently stored near petrochemical infrastructure along Texas State Highway Loop 197 and within the Port facilities (**Figure 2**). Installing new tracks and rail operation facilities will allow the Port of Texas City to stage these cars loaded with hazardous materials in a secure manner before they are delivered to individual petrochemical facilities.

Railcars loaded with hazardous materials are currently stored near critical petrochemical and Port infrastructure. Expanding and moving the Port of Texas City's rail capacity away from potentially susceptible infrastructure and providing secure fencing, closed circuit television cameras and intrusion detection equipment will ensure safer storage of these hazardous materials prior to their delivery to the various petrochemical facilities. Additional capacity for 350 railcars or 3.5 miles of track is proposed at a site off of Farm to Market (FM) 519 (**Figure 3**). A small office, bathrooms and change rooms for Railroad crews and a locomotive shelter will be built at this site. Photographs of the site are presented in **Appendix A**.

1.3 Applicable Environmental Statutes and Regulations

This EA was prepared by InControl Technologies, Inc. for the Port of Texas City pursuant to the National Environmental Policy Act (NEPA) of 1969 (Public Law [P.L.] 90-190, 42 United States Code [U.S.C] 4321 et seq.), as amended in 1975 by P.L. 94-83 and the regulations established by the Council on Environmental Quality (CEQ) (40 Code of Regulations [CFR] 1500-1508). In addition, numerous other federal and state laws regulate activities that may affect the environment.

SECTION 2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 Proposed Action

The proposed project consists of installing additional railroad tracks and other operating facilities to provide adequate capacity to relocate the storage of all railcars loaded with Hazardous Materials (Haz-Mat Cars) to a safer and less conspicuous site than that which is currently utilized (**Figure 1**). The present location of Haz-Mat Car storage is immediately adjacent to critical Port and petrochemical industry infrastructure highly visible from a major through-fare (Loop 197 S). In some places Haz-Mat Cars are less than 100 ft. from the highway, and often within 100 ft. of petrochemical industry infrastructure. Due to limited track capacity and the high volume of Haz-Mat Cars, these cars must be brought into this location after only a cursory inspection.

The proposed site is much less conspicuous to the public and the minimum distance to critical Port infrastructure is approximately one mile or more in most cases. This facility will be more secure and further away from public access roads providing greater security to the Haz-Mat cars.

Combined with changes in operational routines made possible by the additional trackage, inbound cars will be visually or mechanically inspected for contraband or Improvised Explosive Devices in detail prior to their being entrained in movements into the highly concentrated port industrial area. Once in the industrial area Haz-Mat Cars would be under constant surveillance until delivered into the specified individual petrochemical industries secured enclosures.

The new project will include the construction of approximately 40,800 linear feet of new track and the removal of approximately 40,400 linear feet of track for a net gain of only 400-feet of track. Also necessary to accomplish the operational routines are a small office and change room for train crews and a small shelter for servicing locomotives. Additional security fencing, lighting, Closed Circuit Television cameras and intrusion detection equipment will need to be installed to secure the new site. The new track will be located adjacent to and take advantage of an existing Railroad siding.

2.2 Project Description

The following project will include the construction of approximately 40,800 linear feet of new track (**Figure 4**). The new track will be constructed adjacent to an existing rail siding located south of FM 519 along two borrow pits which were used to construct the Texas City Hurricane Protection Levee. This area is predominantly covered with scrub brush, small trees and dense grasses. A detailed layout of the proposed construction area is included in **Appendix B**. The appendix includes five drawings. The first drawing is an overall project layout. The following four drawings are details for the proposed construction. The drawings show the planned layout for this project along with a potential layout for future expansion in the area. The tracks in red are the existing siding. The tracks in pink are the proposed tracks for this project. The green tracks are future expansion in the event of significant growth of the Port of Texas City and its operations.

The new track area will be cleared and grubbed of vegetation to provide a clear area to construct the new tracks. Based on the current topographic profile of the site, several areas of the site will be altered. Excess soil will be stockpiled along the southern side of tracks along the existing borrow pits. Six stockpiles 200-feet long by 60 feet wide by 7.5 feet tall will be constructed. In addition, one large stockpile will be constructed at the northern end of the facility. This stockpile will be irregularly shaped and hold approximately 7,650 cubic yards of soil. Once cut to depth, the top 6-inches of soil will be lime stabilized. There will be 12-inches of cement stabilized limestone base placed on top of that followed by 10-inches of ballast for the tracks. The dirt work will be preformed using standard road construction equipment such as dozers, graders, loaders and dump trucks. Silt fencing will be placed around the construction area to control run-off from the facility.

A 60-foot by 80-foot maintenance shop will also be constructed. The maintenance shop will be used to provide a covered area to work on the locomotives and store lubricants and oils for the engines. The building will provide a secure area to perform these maintenance activities and reduce the potential for releases to the environment. All locomotive engine maintenance will be conducted inside this building. All lubricants and oils will also be stored inside this building providing an area to prevent materials from coming in contact with storm water or storm water runoff. In addition to the maintenance building, a small office (approximately 20-feet by 30-feet) will be constructed. This building will house the security personnel and provide a changing room. Both buildings will be constructed as slab on grade within the proposed project area. These buildings will be metal buildings.

A portion of the new tracks will cross over the Wah Chang ditch. An existing 60-inch concrete pipe will be extended an additional 80-feet to accommodate the track. The 80-foot section will be pipe will be buried sub grade and covered using similar construction process as the remainder of the site.

A security fence will also be constructed around the entire perimeter of the site. The security fencing will be combined with high-tech security cameras with remote feed to the security building.

2.3 No Action Alternative

No other alternative sites were identified for the proposed project. Therefore, the alternative to the proposed project is no action. The current rail car would continue to operate under the Port Security Plan as is. The rail yard that is presently being used will rely upon the Port of Texas City's current security measures. Under the no-action alternative, the Secure Railcar Staging Area will not be constructed.

2.4 Summary

The following possible actions are proposed:

- Construct a high-security rail yard in a new location that would have much higher security and monitoring and would be located a safe distance away from the petrochemical infrastructure. The new project will include the construction of approximately 40,800 linear feet of new track and the removal of approximately 40,400 linear feet track for a net gain of only 400-feet of track. Also necessary to accomplish the operational routines are a small office and change room for train crews

and a small shelter for servicing locomotives. Some additional security fencing (2 or 3 miles), lighting, CCTV cameras and intrusion detection equipment will need to be installed to secure the new site.

- Take no action and continue with the security measures that the Port of Texas City currently has in place. However, the present location of Haz-Mat Car storage is immediately adjacent to critical Port and petrochemical industry infrastructure highly visible from a major through-fare (Loop 197 S). In some places Haz-Mat Cars are less than 100 ft. from the highway, and often within 100 ft. of petrochemical industry infrastructure. Due to limited track capacity and the high volume of Haz-Mat Cars, these cars must be brought into this location after only a cursory inspection.

SECTION 3.0 AFFECTED ENVIRONMENT

This section describes the existing environmental conditions including those that could be affected by, or could affect the proposed project and the no-action alternative at the Port of Texas City. Specific resources determined to have no impacts from the proposed action are discussed in this section without further discussion in subsequent sections of this EA. Within this context, only those specific components relevant to determining whether or not the potential for impacts exists are described in detail.

The proposed Port of Texas City facility is located in Texas City, Galveston County, Texas (Lat. 29°21'15" N, Long. 94°55'56"W). Galveston County's climate is typically subtropical with average yearly high and low temperatures not varying by more than 10 °F (average temperatures range from 80 to 90 °F in the summer and from 50 to 60 °F in the winter). The average rainfall in Galveston County is 48-inches per year with the wettest months typically in the late summer and fall (Weather Underground, 2007).

3.1 Land Use

The subject property is located within a heavily industrialized area of Texas City (**Figure 1**). The new track will be constructed adjacent to an existing rail siding located south of FM 519 along two borrow pits which were used to construct the Texas City Hurricane Protection Levee. This area is predominantly covered with scrub brush, small trees and dense grasses. The following is a description of the surrounding properties:

- **North:** Immediately north of the subject property is the TexTin Superfund Site and a future development site for BP Chemical. Further north is a Dow Chemical facility, BP Chemicals and the BP Refinery.
- **East:** Immediately east are borrow pits and the Hurricane Protection Levy. Dow Marine Terminal facility and other industrial operations including the Valero Refinery, and the Gulf Coast Disposal Authority.
- **South:** Immediately south of the subject property are borrow pits, which were used to get soil to build the Hurricane Protection Levy. Further south is the BP Land Farm and TEPPCO Tank Farm.
- **West:** Immediately west is State Highway 146 and State Highway 3.Further west is undeveloped lands.

3.1.1 Natural Environment

There is no expected long-term impact to the natural environment surrounding the planned development area. The area surrounding the planned site is heavily industrialized and contains a Corps of Engineers flood retention dike and existing rail tracks, along with numerous refineries and petrochemical plants (**Figure 3**). A large industrial complex is located north of the site along with a planned future expansion of the BP Refinery. The Tex Tin Superfund Site is located north of the western portion of the site. The

planned development site already has rail operations. There are limited mapped wetlands located in the area. A field biologist conducted a survey of the subject property and did not identify any sensitive habitat on the subject property. The planned construction activities are also not expected to have a significant impact on the local natural environment.

3.1.2 Coastal Zone Management

No long-term impact to the Coastal Zone Management Area (CZMA) area is anticipated. The project will have no impact to Coastal Barrier Resources Areas (CBRA). The area in question is already a developed industrial area with existing rail operations. No state-owned submerged areas are within the proposed development. Also, no impact is expected during the planned development. All required permits and notifications will be requested from the Texas General Land Office, Coastal Coordination Council before construction begins.

3.2 Soil Characteristics

According to the Soil Survey of Galveston County, Texas, USDA, Soil Conservation Service February 1988 report, the soils in the site vicinity consist of the Ijam-Urban Land Complex (IU). The soils consist of a nearly level, poorly drained, moderately saline, clayey soil that has a clayey subsoil and Urban land.

Ijam soil formed in materials dredged from bays and canals. The Ijam soil typically has a surface layer that is calcareous, dark grayish brown clay about 12 inches thick. The upper part of the underlying material, to a depth of 40 inches, is dark gray clay. The lower part to a depth of 60 inches is gray clay. The soils in this complex are very slowly permeable. The surface runoff is very slow. These soils are rarely flooded by storm tides. The permanent high water table is within 18 inches of the surface during most of the winter. The Ijam soil is used mainly as habitat for wildlife and rangeland. The soil is not suited to crop production or pasture because of salinity.

Urban lands consist of small areas that have been altered by cutting, filling, or grading. These soils support buildings such as single and multiple unit dwellings, streets, office buildings, and, in the case of the subject property, storage tanks. These soils have been altered and mixed during the development of this area of the Port of Texas City so as to make specific classification impractical.

Based on the data provided, the soil types present at the proposed site indicate that the site is not subject to the provisions of the Farmland Policy Protection Act due to the absence of the specific soil types that classify areas of Galveston County as prime or statewide important farmlands. Thus no Farmland Conversion Impact Rating Form (Form AD-1006) is required for submittal to the United States Department of Agriculture's Natural Resources Conservation Service (NRCS).

No adverse effects on soils and Prime and Unique Farmlands in the area would be anticipated under the proposed action.

3.3 Air Quality

The Clean Air Act (CAA) provides the basis for regulating air pollution. Different provisions of the CAA apply depending on where a source is located, which pollutants are being emitted and how much. The CAA required the USEPA to establish ambient ceilings for certain criteria pollutants. The USEPA subsequently promulgated regulations that set national ambient air quality standards (NAAQS) for six (6) criteria pollutants that the USEPA determined may endanger public health or welfare. NAAQS have been set for carbon monoxide, nitrogen dioxide, ozone, sulfur oxides measured as sulfur dioxide, lead and particulate matter as total suspended particulates (TSP). The NAAQS are used as a benchmark by states to establish emission limitations.

Two classes of standards were established: primary and secondary. Primary standards define air quality levels necessary to protect public health, including the health of sensitive populations such as asthmatics, children and the elderly. Secondary standards define levels of air quality necessary to protect public welfare from anticipated adverse effects of a pollutant. Public welfare includes protection from decreased visibility and damage to crops, wildlife and buildings.

The USEPA tracks compliance with the NAAQS by designating a particular region as an “attainment” or “nonattainment” zone. Based on the NAAQS, each state is divided into three types of areas for each of the criteria pollutants; (1) those in compliance with the NAAQS (attainment), (2) those that do not meet the ambient air quality standards (nonattainment), and (3) those whose classification cannot be made due to lack of monitoring data but are treated as attainment until proven otherwise. Galveston County is in an eight county moderate non-attainment area due to ozone levels exceeding the ambient air quality standards for ozone.

No long-term changes in Air Quality are anticipated to be associated with the construction of the planned project. Existing rail operations, including car counts and locomotive traffic, are not expected to increase appreciably. No long-term air permitting issues have been identified as part of this project. During construction, only minimal dust issues are expected during the grading of the subject track. This activity is anticipated to be very short in duration and will not have an overall impact on local air quality.

3.4 Water Resources

No long-term impact to water quality is expected. There are no requirements for water quality permitting expected for this project. A general stormwater permit currently covers the Port of Texas City and no special permitting is expected for the new operations. There are no public water supplies in the area. The shallow groundwater in this area is not usable as an economic source of drinking water due to subsidence restrictions for extraction of groundwater in the Houston/Galveston area. In addition, the groundwater below the planned development site has been deed restricted from use due to impacts from the neighboring Tex Tin Superfund Site and Voluntary Cleanup Site. A Stormwater Pollution Prevention Plan will be required during construction and will be developed to protect the neighboring water bodies and drainage channels from runoff during the construction phase of the project. Neighboring water bodies include the Wah Chang drainage ditch and several borrow pits, which currently act as stormwater

collection ponds for flood control in Texas City. Only minimal impact is expected and should be manageable with the use of silt curtains and other stormwater runoff control devices.

The project site will be covered under the Port of Texas City's general stormwater permit after operations begin.

3.4.1 Regional Geology and Hydrogeology

The subject site is physiographically located on the seaward edge of the Gulf Coastal Plain Province. The near-surface sediments are composed of Holocene-age Alluvium and Spoil Fill associated with multiple episodes of dredging and land building at the site (Bureau of Economic Geology – Houston Sheet). The Beaumont Formation underlies the near surface sediments and is composed of lenticular layers of silts, sands and clays. The Beaumont Formation was deposited as an overlapping group of alluvial or deltaic plains by the ancestors of most of the modern streams now draining into the western Gulf of Mexico. Ancient streamlines, which exist in the Beaumont Clay surface, have been subsequently back-filled with sand and clay loam along crests ridges, and depressions. Other depositional environments of the Beaumont Formation include backswamp, and to a lesser extent, coastal marsh and mud flat deposits.

The Beaumont is a heterogeneous formation, containing thick interbedded layers of clay, fine sand, and silt. The clay fraction is primarily composed of montmorillonite, illite, kaolinite, and fine-grained quartz. The process of desiccation has consolidated the clay present in the formation. The sands and silts, which vary in compactness from loose to very dense, are composed of quartz, feldspars, and large particles of kaolinite, calcite, and occasionally hornblende.

In descending order, the Pleistocene-age Montgomery Formation, Bentley Formation and Willis Sand underlie the Beaumont Formation. Collectively these units represent the Chicot Aquifer. In the Texas City area, the Chicot Aquifer is reported to be approximately 1,200 feet thick and to typically contain water with total dissolved solids concentrations of less than 3,000 mg/L. In general, the water quality of the Upper Chicot Aquifer (Beaumont Formation) is superior to that of the Lower Chicot Aquifer (Willis Sand). Upper Chicot water contains dissolved solids concentrations of less than 1,000 mg/L. Although water quality from the Willis Sand in the Lower Chicot Aquifer is poor, extensive quantities are withdrawn for industrial use. Additionally, there are numerous shallow perched transmissive zones which have no beneficial use and which contain total dissolved concentrations greater than 10,000 mg/L near the Ship Channel. Wells in the Texas City area generally range in depth from 550 feet, in the Beaumont Formation, to slightly more than 1,000 feet in the Willis Sand.

3.4.2 Wetlands and Surface Water

The 7.5-Minute USGS Topographic Quadrangle Map of Texas City, Texas (revised 1997) indicates that the site is located on relatively flat terrain (**Figure 2**). The site is bordered to the south by borrow pits where soil was removed to build the Hurricane Protection Levee constructed by the US Army Corps of Engineers around 1970. The average surface elevation of the site is approximately 5-feet above mean

sea level. The general direction of surface water drainage is to the south/southeast toward the borrow pits, which currently act as stormwater collection ponds for flood control in Texas City. Drainage is primarily by sheet flow, although natural drainage paths have developed directing runoff toward lower elevations.

The closest water body to the project area is the borrow pits located immediately adjacent to the subject site. Water in the borrow pits is fed by stormwater run off from the neighboring industrial facilities to the north. The water in the borrow pits is then pumped across the levy into an industrial drainage channel which eventually discharges into Galveston Bay. Neighboring water bodies also include the Wah Chang drainage ditch and the Texas City Industrial Barge Canal is located to the east of the site.

A wetlands map is shown on **Figure 5**. The project area is adjacent to two small isolated wetlands, which were formed by the existing rail restricting site drainage. These two wetland type areas are very small in aerial extent and would not be considered jurisdictional because they do not drain into waters of the U.S. No impact to these wetlands is anticipated due to the location of access to the site.

3.4.3 Floodplains

The project area is located outside the 100-year flood plain and is designated as Zone B. Flood insurance rate maps are included as **Appendix C**. As mentioned above, the Corps of Engineers maintains a flood dike parallel to the subject property. This dike is the border of the Zone B designated area. Therefore, no impacts to floodplains are anticipated under the proposed action.

The Hurricane Protection Levy is located near project site and provides immediate protection from hurricanes entering the Gulf Coast. Construction activities will not disturb or interfere with the Hurricane Protection Levy. The levy combined with the borrow ditches provides protection from storm surge or heavy rainfall in the area. This area is not subject to flooding and is outside the 100-year flood zone. No impact on land use associated with the proposed action is expected in the site vicinity.

3.5 Biological Resources

3.5.1 Vegetation

Visual inspection of the site indicates that the proposed location, in the areas undisturbed by previous rail development, is predominantly covered with scrub brush, small trees and dense grasses. There are no wetland areas located within the planned development area of the site. Historical development in the area associated with the Hurricane Protection Levee and borrow ditches have disturbed this area in the past. Therefore, most of the native vegetation and habitat has already been lost. No significant impacts to native vegetation would occur under the proposed action.

3.5.2 Wildlife

Galveston County is located on the Coastal prairies Eco-Region of the 26 county Oak-Prairie Wildlife District. Many species are common to the area, and migrating waterfowl pass through the area.

3.5.2.1 Federally Protected Species

Four bird species and four sea turtle species are listed as threatened or endangered by the United States Fish and Wildlife Service in Galveston County. **Table 1** provides a list of species which occur or potentially occur in Galveston County. None of the sea turtles have been documented to use Galveston Bay. One of the four bird species, the Brown Pelican has been de-listed and populations will be monitored for five years. Another of the bird species, the Eskimo Curlew, has not been documented in the area for over forty years and is feared extinct. The other two species, the Attwater's Greater Prairie Chicken and the Piping Plover, were not noted during the site walk-through. The subject property does not represent adequate habitat for either species.

3.5.2.2 State

The Texas Parks and Wildlife Department (TPWD) Wildlife Diversity Section maintains computerized records of state-listed threatened and endangered species by county. The State of Texas does not list endangered species using the same criteria as the federal government. However, the Federal list of threatened and endangered species in Texas also is listed on the State of Texas list with the exception of the Eskimo Curlew.

The state has separate laws governing the listing of animal species as threatened or endangered. Threatened and endangered animal species in Texas are those species so designated according to Chapters 67 and 68 of the Texas Parks and Wildlife Code and Section 65.171-65.184 of Title 31 of the Texas Administrative Code. Animals that are not currently listed by the federal government may be listed by the state as threatened and endangered. **Table 2** includes a list of threatened and endangered species for the State of Texas. **Table 3** provides a list of species which occur or potentially occur in Galveston County.

3.5.2.2.1 Mammals

State listed endangered terrestrial mammalian species potentially within Galveston County include the Jaguarundi and the Ocelot. A threatened species, the white-nosed Caoti is also listed. None of these species have been identified within the project area, nor were any signs seen of any predatory mammals observed during the site walk-through.

3.5.2.2.2 Birds

State listed threatened and endangered avian species within Galveston County or potentially on the subject property are Brown Pelican, Reddish Egret, Whooping Crane, Wood Stork, Arctic Peregrine Falcon, Bald Eagle, Northern Aplomado Falcon, Peregrine Falcon, Swallow Tailed Kite, White Tailed Hawk, Eskimo Corlew, Piping Plover, Attwater's Greater Prarie Chicken, Sooty Tern, and Botteri's Sparrow. None of these species were present during the site walk-through or have been observed during subsequent visits.

3.5.2.2.3 Plants

Four threatened and endangered plants have the potential to be encountered on the subject site: The Black Lace Cactus, Slender Rush Pea, South Texas Ambrosia and the Texas Prairie Dawn. None of these species were observed during the site-walk through as the site is typically mowed for ingress/egress along the rail lines.

3.5.2.2.4 Reptiles

Reptiles listed as Threatened and Endangered which could be encountered on the subject site include the Alligator Snapping Turtle, Texas Tortoise, Indigo Snake, Scarlet Snake and the Timber Rattlesnake. None of these four species were noted during the site-walk through.

3.5.2.2.5 Amphibians

The Houston Toad is listed as an Endangered species and the Black-spotted Newt and the South Texas Siren (Large Form) are listed as Threatened species. These listed amphibian species have minimal potential to occur and were not encountered on the subject site. No amphibians were noted during the site walk-through and are not expected given the nature of the subject property and the surrounding area.

3.5.2.3 Critical Habitat

No critical habitat is designated within or near the proposed project site.

3.5.3 Survey Results

A visual site inspection of the proposed project site was conducted in March 2006 by Mr. Andrew Gwynne, a Field Biologist with InControl Technologies. Site survey methodology involved walking the perimeter of the project site and random pedestrian transects throughout the property. No federally listed or state listed endangered, threatened, or candidate species were observed within the proposed project site. The site had been cleared of vegetation for agricultural purposes. No suitable habitat for any of the species listed by the Texas Parks and USFWS as potentially occurring in Galveston County was observed during the site survey.

3.5.4 US Fish and Wildlife

A consultation letter was sent to the US Fish and Wildlife on September 6, 2007 requesting agency review and comments regarding the subject property. No response was received from the US Fish and Wildlife Service. Due to lack of suitable habitat for listed species, FEMA has concluded with “No Effect” a determination under Section 7 of the Endangered Species Act.

3.6 Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR Part 800, requires federal agencies to consider the effects of their actions on historic properties. A letter was sent to the Texas State Historical Commission on August 15, 2007 requesting a consultation regarding the subject property. A response was received from the Texas State Historical Commission on August 27, 2007 indicating that the subject development would have "no effect" on Historical properties within the State of Texas.

The Native American Consultation Database was accessed to determine potential tribal consultation needs (NPS, 2007). No tribes were noted to have land area claims or areas of special interest listed in Galveston County, TX.

3.7 Socioeconomic Resources

Galveston County is located in southeast Texas. The City of Texas City is located on the west side of Galveston Bay approximately 20 miles north of the city of Galveston and the Gulf of Mexico.

3.7.1 Population

The 2000 Bureau of Census count indicates that the population of Galveston County was 250,158 (estimated at 283,551 in 2006) and the population of Texas City in 2000 was 41,521. Approximately 60.7% of the population of Texas City is White, 27.5 Black, 0.5% American Indian, 0.9% Asian and 8.2% some other race. Approximately 20.5 % of the population is listed as Hispanic or Latino.

The proposed project would not have a significant impact on the population of Texas City or Galveston County. In addition, construction activities associated with the proposed action would not have a significant impact on the local population. The proposed construction is minor compared to other construction activity currently taking place at the Port of Texas City and surrounding areas of Galveston County. The area of the proposed construction is not located in a residential area. Therefore, the direct and indirect impacts from construction are insufficient to affect population.

The closest residential development is approximately ¾-miles northwest of the subject facility. No impact on humans is anticipated.

3.7.2 Employment, Poverty Levels and Income

The 2000 Bureau of Census report indicates that the labor force in Texas City was approximately 18,705. Median household income in 1999 was $35,963, median family income was $42,393 and the per capita income was $17,057. The number of families below poverty level was 1,321 and individuals below poverty level were 6,040.

Direct expenditures for the proposed construction activity would have short term direct, indirect and induced impacts on employment, income and sales within Texas City and Galveston County. The

proposed project will increase the number of jobs during construction and after completion. Therefore, the construction activity as a result of the action would result in beneficial impacts to the population of Texas City and Galveston County.

3.7.3 Environmental Justice

Executive Order (EO) 12898 provides that each Federal Agency identify, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations in the United States. The location of the proposed action is in an area that is typical of the general population of the region. Any negative impacts associated with the proposed action would not have disproportionate impacts on minority or low-income populations.

3.7.4 Protection of Children and Safety

Executive Order 13045, Protection of Children, requires federal agencies to identify and assess environmental health and safety risks that may disproportionately affect children. The proposed location of the facility is in a heavily industrialized area of Texas City. The project area will be used for staging hazardous materials arriving at the facility by rail, which is awaiting delivery to one of the many petrochemical plants located within the Port's property. The nearest residential neighborhood is located approximately 0.75-miles northwest of the proposed project site. Given the distance to the nearest neighborhood from the project area, no possible health concerns generated from the facility are expected to impact children or neighboring areas. In addition, the project includes the construction of security fencing, security lighting and 24-hour video monitoring, so access to the property is restricted.

3.8 Hazardous Materials

In general, both hazardous materials and hazardous wastes (as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA) and their amendments) include substances that, because of the their quantity, concentration, physical, chemical, or infectious characteristics, may present substantial danger to public health or welfare or to the environment when released or otherwise improperly managed.

Hazardous materials will not be generated at the project facility and a previous site assessment indicates that the property has been historically undeveloped except for the adjacent pre-existing railroad tracks. However, the proposed project consists of installing additional railroad tracks and other operating facilities to provide adequate capacity to relocate railcars loaded with hazardous materials including crude oil, jet fuel, diesel, styrene, heating oil, gasoline and refined and specialty chemicals. The project facility will allow the Port of Texas City to stage these cars in a secure manner before they are delivered to individual petrochemical facilities. Although it is not anticipated that leaks or spills will occur from railroad cars in the staging area a detailed Spill Prevention, Control and Countermeasure plan will be written and submitted before operations are initiated.

In addition, there are several Superfund sites located on the adjacent properties to the subject site. The adjacent Tex Tin Superfund Site has impacted shallow groundwater under the exiting site. No other impacts to the subject property have been identified.

3.9 Noise

Although sound levels are subjective, federal and local governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and from various other adverse physiological, psychological and social effects associated with noise. The Federal Interagency Committee on Urban Noise developed land use compatibility guidelines for noise in terms of day-night average sound level (DNL) metered in decibels (dB) (USDOT, 1980). In general, residential units and other noise sensitive land uses are “clearly unacceptable” in areas where the noise exposure exceeds a DNL of 75 dB; “normally unacceptable” in regions exposed to noise between a DNL of 65 and 75 dB and “normally acceptable” in areas exposed to noise where the DNL is 65 dB or less.

Noise levels would temporarily increase at the proposed facility during construction activities. It is also anticipated that the proposed project will increase the noise level in the immediate area of the site due to the influx of train traffic to the facility. However, the facility is located in a highly industrialized part of Texas City where the closest residential subdivision is approximately 0.75-miles away. The ambient noise in the vicinity of the petrochemical plants located at the Port of Texas City will not likely be affected by the addition of the proposed facility.

3.10 Aesthetic and Visual Resources

The location of the proposed facility is in a highly industrialized area of the Port of Texas City. The construction of the facility will be in keeping with other facilities in the surrounding area. In addition, the facility will be surrounded by a security fence and is intended to blend in with its surroundings. Therefore, no aesthetic impact for the proposed facility is anticipated.

3.11 Infrastructure and Utilities

3.11.1 Solid Waste Management

A significant long-term increase in solid waste generation is not likely. The facility will generate minimal refuse including general household type solid waste. The solid waste will be handled by local haulers and will not have any long-term impact on the subject property. Solid waste management during the construction phase of the project is also expected to be minimal and not have an impact on the surrounding area. Construction waste would include general building materials such as scrap wood, concrete block and other general building materials. These wastes will be handled in accordance with local ordinances and disposed of in local approved landfill.

3.11.2 Transportation

Parallel tracks will be laid to accommodate cars loaded with hazardous materials. This will have no effect on the long-term transportation by rail in the area. The current staging area is being moved to this location to provide a secure area away from exiting plant infrastructure. Traffic along F.M. 519 is unlikely to be affected by expansion of the adjacent railroad tracks, since no additional road crossings are involved. No additional rail traffic across existing roads is expected.

3.11.3 Energy Impacts

Lighting and operating intrusion devices and closed circuit television cameras will consume energy but are not expected to be a significant load to the existing electrical infrastructure. The increased energy consumption is not expected to add appreciably to the current demand for this area.

3.11.4 Wastewater Treatment

The Port of Texas City does not operate wastewater treatment facilities for the site vicinity. Any permits necessary for the operation of the proposed facility will be applied for from applicable regulatory authorities.

3.11.5 Storm Water Management

A general storm water permit currently covers the Port of Texas City (TXR05N362) and no special permitting is expected for the new operations. A Storm Water Pollution Prevention Plan will be required during construction and will be developed to protect the neighboring water bodies and drainage channels from runoff during the construction phase of the project. Neighboring water bodies include the Wah Chang drainage ditch and several borrow pits, which currently act as storm water collection ponds for flood control in Texas City. Only minimal impact is expected and should be manageable with the use of silt curtains and other storm water runoff control devices.

SECTION 4.0 ENVIRONMENTAL CONSEQUENCES

This section describes potential environmental consequences and cumulative impacts associated with the construction of the proposed Secure Railcar Staging Area. Specific resources determined to have no impacts from the proposed action were discussed in **Section 3.0**.

4.1 Coastal Management Program

4.1.1 Proposed Action

The proposed project is consistent with the CZMA and CBRA. No impact to protected coastal areas is anticipated. Coordination with the Texas General Land Office, Coastal Coordination Council will be conducted prior to the commencement of construction activities to ensure compliance with current regulations.

4.1.2 No Action Alternative

Under the no action alternative current Coastal Management would be unchanged.

4.2 Soils

4.2.1 Proposed Action

Under the proposed action a Secure Railcar Staging Area would be constructed. The construction activity would occur within an area where the soils have previously been disturbed or modified.

4.2.2 No Action Alternative

No change from the existing condition would be expected.

4.3 Air Quality

4.3.1 Proposed Action

Short-term degradation of local air quality may be experienced during construction of the proposed facility. Emission sources would be limited primarily to construction equipment and vehicles used to transport construction workers and materials to the site. Construction emissions from motorized vehicles contribute only a small amount of pollutants for a short period of time; therefore impacts would be insignificant. Dust emissions from construction activities, including minimal dust issues expected during the grading of the subject track, would also be localized and short term.

During the future operations at the proposed facility emissions sources would include the train traffic that will utilize the tracks to deliver and retrieve the railcars containing hazardous materials from the staging area. The may also be fugitive emissions from some of the railcars during inspections or other activities.

The emissions resulting from the proposed construction activities at the site would be very minor for the region, would only be temporary and would not have an adverse impact on the region's air quality. The anticipated increased emissions of primary air pollutants associated with the construction activities are substantially less that 1% of the regions air pollutants and are expected to have a minimal impact on the air quality of Texas City.

The requirements of General Conformity under the Clean Air Act, 40 CFR Part 93 are not applicable to this project/action because total direct and indirect emissions from this facility have been estimated at de minimis levels and are below the conformity threshold value established at 40 CFR part 93.153 (b). Therefore, the total direct and indirect emissions from the proposed action will have minimal impact on the air quality of Texas City and Galveston County.

4.3.2 No Action Alternative

Under the no action alternative, the Secure Railcar Staging Area would not be constructed and therefore no new emissions would be generated. Air pollution generated from the existing facility would continue at present levels and the existing air quality conditions would remain.

4.4 Water Resources

4.4.1Proposed Action

A general stormwater permit currently covers the Port of Texas City and no special permitting is expected for the new operations. A Stormwater Pollution Prevention Plan will be required during construction and will be developed to protect the neighboring water bodies and drainage channels from runoff during the construction phase of the project. Neighboring water bodies include the Wah Chang drainage ditch and several borrow pits, which currently act as stormwater collection ponds for flood control in Texas City. Only minimal impact is expected and should be manageable with the use of silt curtains and other stormwater runoff control devices.

4.4.2 No Action Alternative

There would be no change from the existing conditions.

4.5 Hazardous Materials

4.5.1 Proposed Action

Hazardous materials will not be generated at the project facility and a previous site assessment indicates that the property has been historically undeveloped except for the adjacent pre-existing railroad tracks. However, the proposed project consists of relocating railcars loaded with hazardous materials to a secure area where the Port of Texas City will stage these cars in a secure manner before they are delivered to individual petrochemical facilities. Although it is not anticipated that leaks or spills will occur from railroad cars in the staging area, there is always the possibility. In addition, there are several Superfund sites

located on the adjacent properties to the subject site. The adjacent Tex Tin Superfund Site has impacted shallow groundwater under the exiting site. No other impacts to the subject property have been identified.

4.5.2 No Action Alternative

There would be no change from the existing conditions.

4.6 Noise

4.6.1 Proposed Action

Noise levels would temporarily increase at the proposed facility during construction activities. It is also anticipated that the proposed project will increase the noise level in the immediate area of the site due to the influx of train traffic to the facility. It is recommended that workers at the site limit their exposure to noise from heavy equipment operations and other high noise levels by wearing appropriate hearing protection. However, the proposed action will have minimal impact on the ambient noise levels in the surrounding area since the proposed facility is located in a highly industrialized part of Texas City where the closest residential subdivision is approximately 0.75-miles away. The ambient noise in the vicinity of the petrochemical plants located at the Port of Texas City will not likely be affected by the addition of the proposed facility.

4.6.2 No Action Alternative

Under the no action alternative, ambient noise levels would be unchanged.

4.7 Biological Resources

4.7.1 Proposed Action

Under the proposed action, an area of distressed vegetation and low quality terrestrial habitat will be removed during the construction phase. The planned development is located within an area which has been heavily industrialized. The subject property does support habitat for any of the listed threatened or endangered species. The construction should not impact any of the local waterways, bays or estuaries associated with Galveston Bay. Therefore, the construction activities are not expected to significantly impact any of the local biological resources.

4.7.2 No Action Alternative

Under the no action alternative ambient noise levels would be unchanged.

4.8 Cumulative Impacts

The Council of Environmental Quality defines cumulative impacts as the incremental impact of multiple present and future actions with individually minor but collectively significant effects. Cumulative impact is

the total effect of multiple land uses and developments, including their interrelationships, on the environment.

Cumulative impacts from the construction of the Secure Railcar Staging Area would mainly have a positive effect on the area. Additional jobs would be brought to the area and a level of security that has heretofore not been attained will be brought to a vulnerable population within a 25-mile radius of the proposed site. The land use changes associated with the construction of the facility are not considered significant or adverse. The facility does not convey any need for negative change in future land use for nearby populations or commercial enterprises. Further, there are no known projects or planned projects within the vicinity of the Secure Railcar Staging Area to be affected.

4.8.1 Unavoidable Adverse Environmental Impacts

Unavoidable impacts would result from the implementation of the proposed action; however, none of these impacts are significant. Noise from construction activities and from the future railway operations would occur. However, the construction activities would take place in the daytime hours and the noise would not be at levels that would cause hearing impairment. The future railway operations may increase the noise levels in the immediate vicinity of the proposed facility, but the levels outside of this area would not be high enough to cause hearing impairment. The emission of air pollutants associated with construction and from the potential for fugitive emissions from the hazardous materials would be an unavoidable condition, but not considered significant. Railcars loaded with hazardous materials will be present at the facility prior to being delivered to individual petrochemical facilities. Although it is not anticipated that leaks or spills will occur from railroad cars in the staging area, there is always the possibility. The site of the proposed facility is predominantly covered with scrub brush, small trees and dense grasses. Since the site of the proposed facility appears to have been disturbed in the past for development of the Texas City Barge Canal and the Hurricane Levee, most of the native vegetation and habitat has already been lost. Therefore, no significant impacts to native vegetation would occur under the proposed action. Once the site has been graded for the new railroad tracks, there will be a minimal amount of vegetation. The use of nonrenewable energy resources is unavoidable, but the amount of additional resources used would be insignificant.

4.8.2 Irreversible and Irretrievable Commitment of Resources

NEPA requires that environmental analysis include the identification of any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented. These resource commitments are related to the use of nonrenewable resources and the effects the use of these resources would have on consumption or destruction of a resource that could not be replaced in a reasonable period of time.

The irreversible environmental changes that could result from the implementation of the proposed action include the consumption of material resources, energy resources and human resources.

Material resources used for the proposed action include building materials for construction including wood and metal for railroad tracks, railroad ties and buildings, concrete for foundations, gravel for grading material and driveways and other various materials. The materials that would be consumed are not in short supply and are readily available from suppliers in the region. Use of these materials would not limit other unrelated construction activities and therefore are not considered significant.

Energy resources would be irretrievably lost. These include petroleum-based products such as gasoline and diesel fuel, natural gas and electricity. During construction, gasoline and diesel fuel would be used for the operation of the construction equipment and other vehicles. Electricity and gasoline would be used after the proposed facility is completed. Consumption of these energy resources would not place a significant demand on their availability in the region. Therefore, no significant impacts are expected.

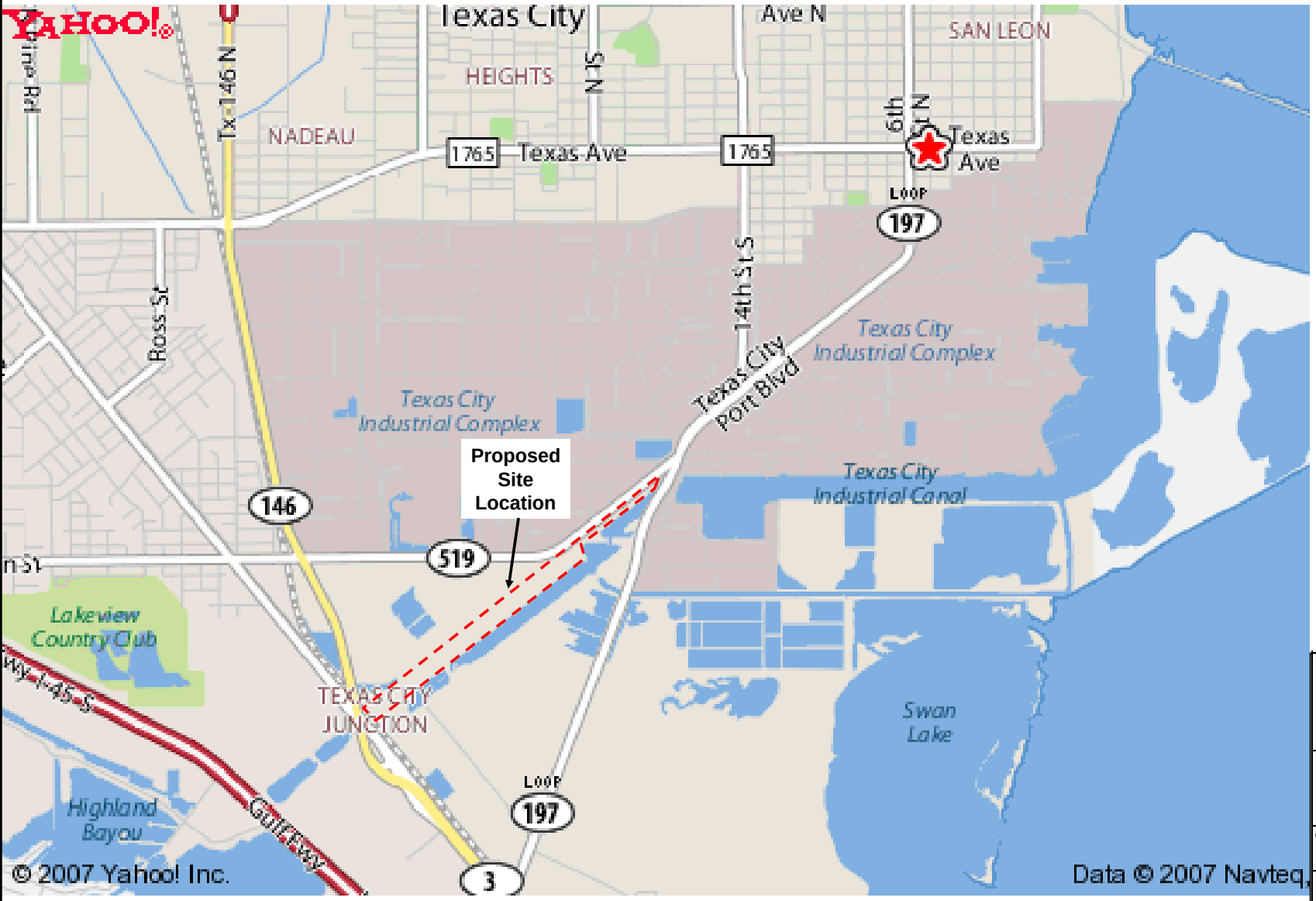
The use of human resources for construction is considered an irretrievable loss in that it would preclude such personnel from engaging in other work activities. However, the use of human resources for the proposed action represents employment opportunities and is considered beneficial.

SECTION 5.0 FINDINGS AND CONCLUSIONS

Based on the foregoing Environmental Assessment, it is concluded that the proposed action of constructing a Secure Railcar Staging Area for railcars containing hazardous materials within a heavily industrialized area of the Port of Texas City, Texas City (Galveston County), Texas will not have a significant adverse effect on the quality of the environment. Factors considered included the effects to threatened and endangered species, water quality, air quality, noise, socioeconomic resources, land use, cultural resources and infrastructure and utilities. After consideration of the proposed action and the alternatives, the proposed action was determined to be environmentally acceptable and in the public interest.

Figures

LEGEND:



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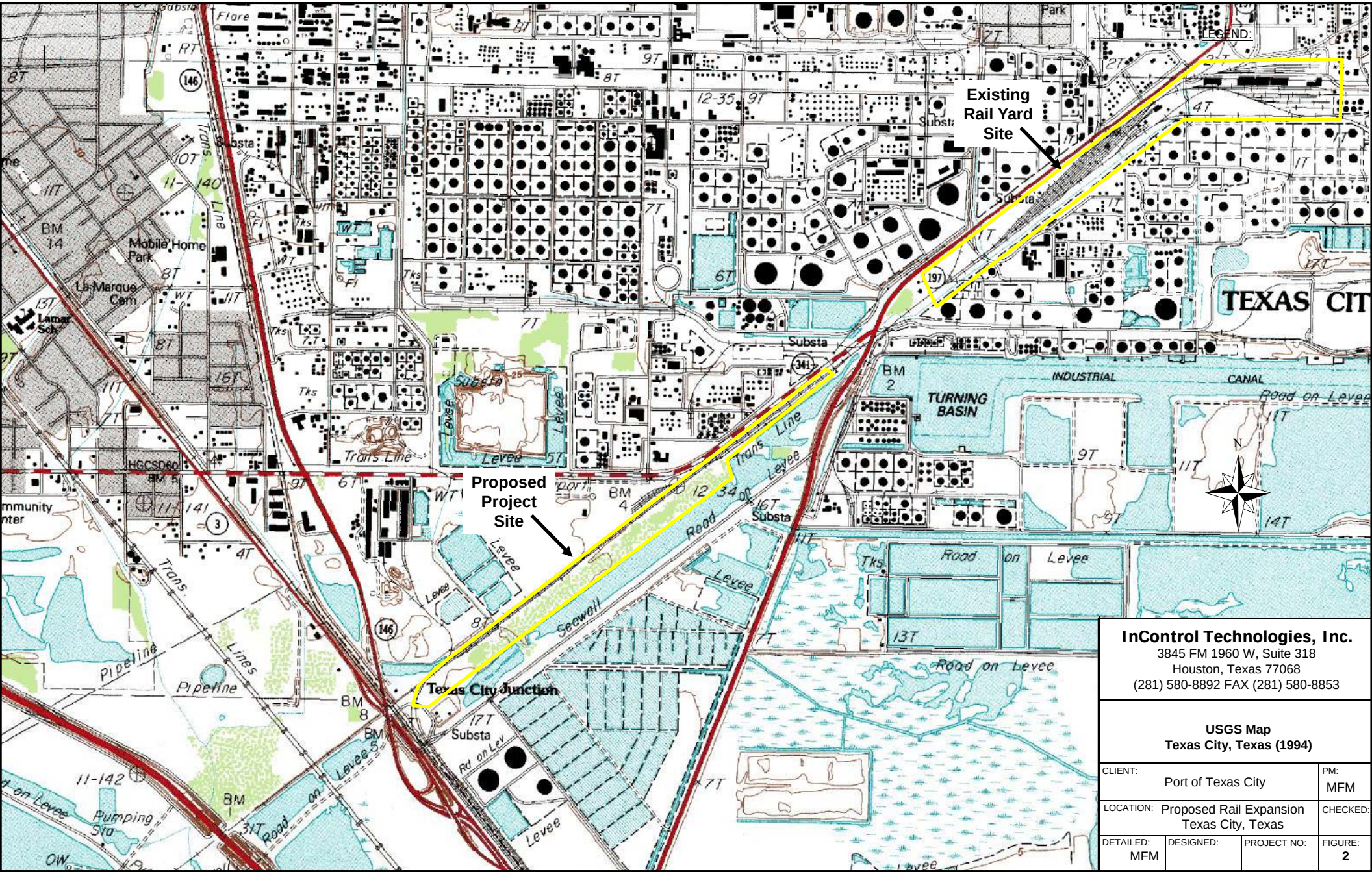
Site Location Map

CLIENT: Port of Texas City			PM: MFM
LOCATION: Proposed Rail Expansion Texas City, Texas			CHECKED:
DETAILED: MFM	DESIGNED:	PROJECT NO:	FIGURE: 1



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USGS Map
Texas City, Texas (1994)

CLIENT: Port of Texas City			PM: MFM
LOCATION: Proposed Rail Expansion Texas City, Texas			CHECKED:
DETAILED: MFM	DESIGNED:	PROJECT NO:	FIGURE: **2**

LEGEND:

N

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2006 Aerial Photograph
Subject Property &
Surrounding Area

CLIENT: Port of Texas City			PM: MFM
LOCATION: Proposed Rail Expansion Texas City, Texas			CHECKED:
DETAILED: MFM	DESIGNED:	PROJECT NO:	FIGURE: 3

LEGEND:

N

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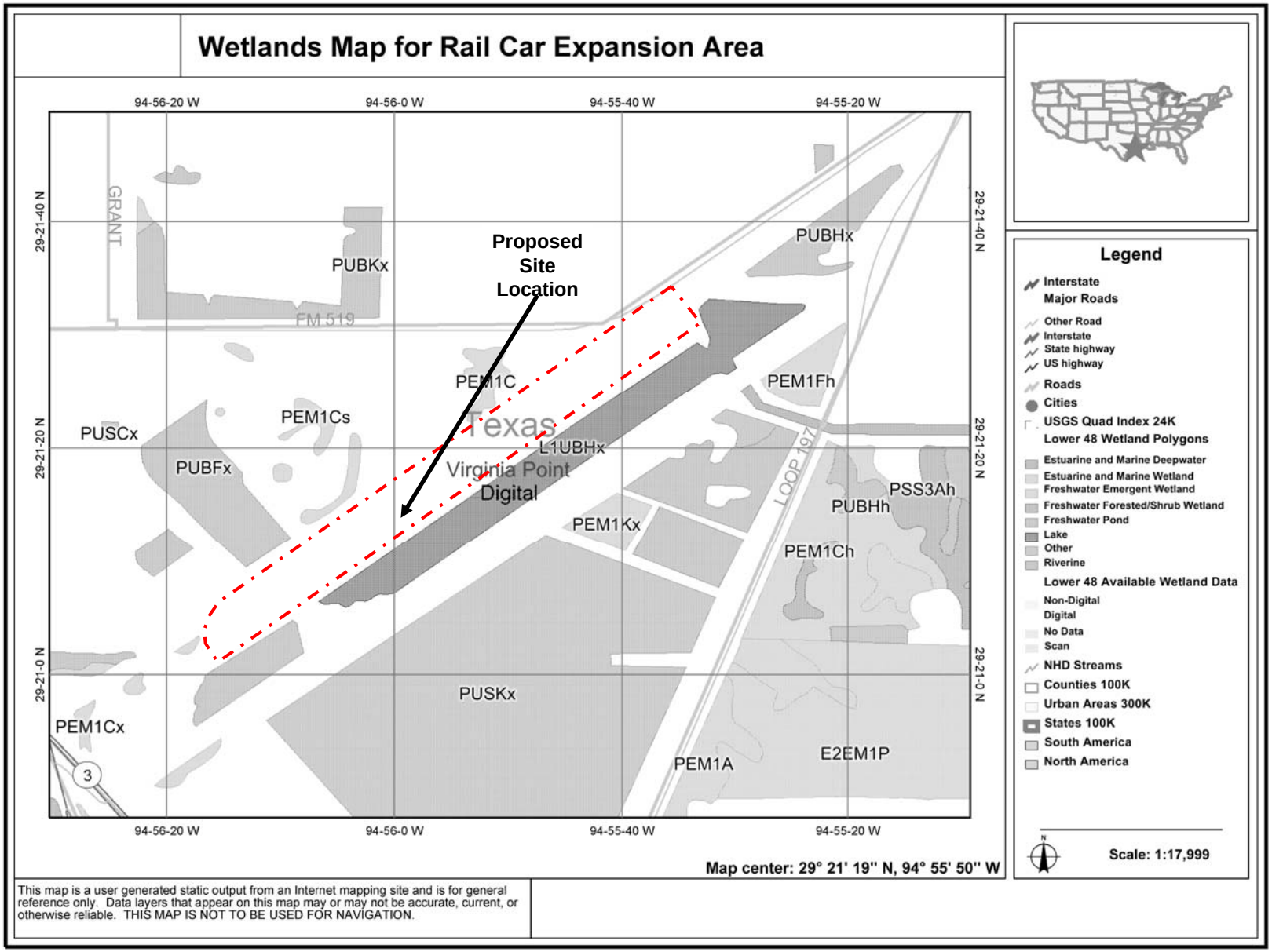
Proposed New Track Construction Area

CLIENT: Port of Texas City			PM: MFM
LOCATION: Proposed Rail Expansion Texas City, Texas			CHECKED:
DETAILED: MFM	DESIGNED:	PROJECT NO:	FIGURE: 4

LEGEND:

Wetlands Map for Rail Car Expansion Area



Legend

- Interstate
- Major Roads
- Other Road
- Interstate
- State highway
- US highway
- Roads
- Cities
- USGS Quad Index 24K
- Lower 48 Wetland Polygons
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Lower 48 Available Wetland Data
- Non-Digital
- Digital
- No Data
- Scan
- NHD Streams
- Counties 100K
- Urban Areas 300K
- States 100K
- South America
- North America

N

Scale: 1:17,999

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

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Wetland Map

CLIENT: Port of Texas City			PM: MFM
LOCATION: Proposed Rail Expansion Texas City, Texas			CHECKED:
DETAILED: MFM	DESIGNED:	PROJECT NO:	FIGURE: 5

Tables

Federally listed T&E species for Galveston County

COMMON NAME	SCIENTIFIC NAME	FEDERAL STATUS
BIRDS		
Attwater's greater prairie-chicken	Tympanuchus cupido attwateri	E
brown pelican	Pelecanus occidentalis	DM, E
Eskimo curlew	Numenius borealis	E
piping Plover	Charadrius melodus	E, T
REPTILES		
green sea turtle	Chelonia mydas	E, T
hawksbill sea turtle	Eretmochelys imbricata	E
Kemp's ridley sea turtle	Lepidochelys kempii	E
leatherback sea turtle	Dermochelys coriacea	E
loggerhead sea turtle	Caretta caretta	T

E -- Endangered

T -- Threatened

DM -- Delisted Taxon, Recovered, Being Monitored First Five Years

Federally listed T&E species for the State of Texas

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	ECO-REGIONS
MAMMALS				
Bats				
GREATER LONG-NOSED BAT	LEPTONYCTERIS NIVALIS	E	LE	11
RAFINESQUE'S BIG-EARED BAT	CORYNORHINUS RAFINESQUII	T		1
SOUTHERN YELLOW BAT	LASIURUS EGA	T		6
SPOTTED BAT	EUDERMA MACULATUM	T		11
Rodents				
COUES' RICE RAT	ORYZOMYS COUESI	T		6
PALO DURO MOUSE	PEROMYSCUS TRUEI COMANCHE	T		10
TEXAS KANGAROO RAT	DIPODOMYS ELATOR	T		9
Carnivores				
BLACK BEAR	URSUS AMERICANUS	T	T/SA;NL	1,(2,4);(6,8),7,11
BLACK-FOOTED FERRET	MUSTELA NIGRIPES	E	LE	(9-11)**
GRAY WOLF	CANIS LUPUS	E	LE	(6-11)
GRIZZLY BEAR	URSUS ARCTOS		LT	(10,11)
JAGUAR	PANTHERA ONCA	E	LE	(6,11)
JAGUARUNDI	HERPAILURUS YAGUARONDI	E	LE	(4),6
LOUISIANA BLACK BEAR	URSUS AMERICANUS LUTEOLUS	T	LT	-1
MARGAY	LEOPARDUS WEIDII	T		-6
OCELOT	LEOPARDUS PARDALIS	E	LE	(4),6
RED WOLF	CANIS RUFUS	E	LE	(1-4,7)**
WHITE-NOSED COATI	NASUA NARICA	T		4,6,7,11
BIRDS				
Waterbirds				
BROWN PELICAN	PELECANUS OCCIDENTALIS	E	LE	4
REDDISH EGRET	EGRETTA RUFESCENS	T		4
WHITE-FACED IBIS	PLEGADIS CHIHI	T		2-11
WHOOPING CRANE	GRUS AMERICANA	E	LE	4
WOOD STORK	MYCTERIA AMERICANA	T		1,2,4,6
Raptors				
AMERICAN PEREGRINE FALCON	FALCO PEREGRINUS ANATUM	E		11-Jul
ARCTIC PEREGRINE	FALCON FALCO PEREGRINUS TUNDRIUS	T		4
BALD EAGLE	HALIAEETUS LEUCOCEPHALUS	T	LT-PDL	1-4,7-11
CACTUS FERRUGINOUS PYGMY-OWL	GLAUCIDIUM BRASILIANUM CACTORUM	T		5,6
COMMON BLACK-HAWK	BUTEOGALLUS ANTHRACINUS	T		6,11
GRAY HAWK	ASTURINA NITIDUS	T		6
MEXICAN SPOTTED OWL	STRIX OCCIDENTALIS LUCIDA	T	LT	11
NORTHERN APLOMADO FALCON	FALCO FEMORALIS SEPTENTRIONALIS	E	LE	6
PEREGRINE FALCON	FALCO PEREGRINUS	E,T		4,7-11
SWALLOW-TAILED KITE	ELANOIDES FORFICATUS	T		1,4
WHITE-TAILED HAWK	BUTEO ALBICAUDATUS	T		4-6
ZONE-TAILED HAWK	BUTEO ALBONOTATUS	T		6,7
Upland Birds				
ATTWATER'S PRAIRIE-CHICKEN	TYMPANUCHUS CUPIDO ATTWATERI	E	LE	4
Shorebirds				
ESKIMO CURLEW	NUMENIUS BOREALIS	E	LE	4
INTERIOR LEAST TERN	STERNA ANTILLARUM ATHALASSOS	E	LE	2,3,6,7,9
MOUNTAIN PLOVER	CHARADRIUS MONTANUS		PT	3-5,7,9-11
PIPING PLOVER	CHARADRIUS MELODUS	T	LT	4
SOOTY TERN	STERNA FUSCATA	T		4

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	ECO-REGIONS
Woodpeckers				
IVORY-BILLED WOODPECKER	CAMPEPHILUS PRINCIPALIS	E	LE	-1
RED-COCKADED WOODPECKER	PICOIDES BOREALIS	E	LE	1
Songbirds				
BACHMAN'S SPARROW	AIMOPHILA AESTIVALIS		T	1
BACHMAN'S WARBLER	VERMIVORA BACHMANII	E	LE	-1
BLACK-CAPPED VIREO	VIREO ATRICAPILLUS	E	LE	7,11
BOTTERI'S SPARROW	AIMOPHILA BOTTERII	T		4
GOLDEN-CHEEKED WARBLER	DENDROICA CHRYSOPARIA	E	LE	7
NORTHERN BEARDLESS-TYRANNULET	CAMPTOSTOMA IMBERBE	T		6
ROSE-THROATED BECARD	PACHYRAMPHUS AGLAIAE	T		6
SOUTHWESTERN WILLOW FLYCATCHER	EMPIDONAX TRAILLII EXTIMUS	E	LE	11
TROPICAL PARULA	PARULA PITIAYUMI	T		6
REPTILES				
Turtles				
ALLIGATOR SNAPPING TURTLE	MACROCHELYS TEMMINCKII	T		1-4
ATLANTIC HAWKSBILL SEA TURTLE	ERETMOCHELYS IMBRICATA	E	LE	12
CAGLE'S MAP TURTLE	GRAPTEMYS CAGLEI	T	C1	2,3,7
CHIHUAHUAN MUD TURTLE	KINOSTERNON HIRTIPES	T		11
GREEN SEA TURTLE	CHELONIA MYDAS	T	LT	12
KEMP'S RIDLEY SEA TURTLE	LEPIDOCHELYS KEMPII	E	LE	12
LEATHERBACK SEA TURTLE	DERMOCHELYS CORIACEA	E	LE	12
LOGGERHEAD SEA TURTLE	CARETTA CARETTA	T	LT	12
TEXAS TORTOISE	GOPHERUS BERLANDIERI	T		4-6
Lizards				
MOUNTAIN SHORT-HORNED LIZARD	PHRYNOSOMA HERNANDESI	T		11
RETICULATE COLLARED LIZARD	CROTAPHYTUS RETICULATUS	T		6
RETICULATED GECKO	COLEONYX RETICULATUS	T		11
TEXAS HORNED LIZARD	PHRYNOSOMA CORNUTUM	T		2-11
Snakes				
BLACK-STRIPED SNAKE	CONIOPHANES IMPERIALIS	T		6
BRAZOS WATER SNAKE	NERODIA HARTERI	T		2,9
CONCHO WATER SNAKE	NERODIA PAUCIMACULATA		LT	8,9
INDIGO SNAKE	DRYMARCHON CORAIS	T		4-7
LOUISIANA PINE SNAKE	PITUOPHIS RUTHVENI	T	C1	1
NORTHERN CAT-EYED SNAKE	LEPTODEIRA SEPTENTRIONALIS	T		4
SCARLET SNAKE	CEMOPHORA COCCINEA	T		1,4-6
SMOOTH GREEN SNAKE	LIOCHLOROPHIS VERNALIS	T		4
SPECKLED RACER	DRYMOBIUS MARGARITIFERUS	T		6
TEXAS LYRE SNAKE	TRIMORPHODON BISCUTATUS	T		11
TIMBER (CANEBRAKE) RATTLESNAKE	CROTALUS HORRIDUS	T		1-4
TRANS-PECOS BLACK-HEADED SNAKE	TANTILLA CUCULLATA	T		7,11
AMPHIBIANS				
Salamanders				
BARTON SPRINGS SALAMANDER	EURYCEA SOSORUM	E	LE	7
BLACK-SPOTTED NEWT	NOTOPHTHALMUS MERIDIONALIS	T		4-6
BLANCO BLIND SALAMANDER	EURYCEA ROBUSTA	T		7
CASCADE CAVERNS SALAMANDER	EURYCEA LATITANS	T		7
COMAL BLIND SALAMANDER	EURYCEA TRIDENTIFERA	T		7
SAN MARCOS SALAMANDER	EURYCEA NANA	T	LT	7
SOUTH TEXAS SIREN (LARGE FORM)	SIREN SP 1	T		4-6
TEXAS BLIND SALAMANDER	EURYCEA RATHBUNI	E	LE	7
Frogs and Toads				
HOUSTON TOAD	BUFO HOUSTONENSIS	E	LE	2,4
MEXICAN BURROWING TOAD	RHINOPHRYNUS DORSALIS	T		6
MEXICAN TREEFROG	SMILISCA BAUDINII	T	6	
SHEEP FROG	HYPOPACHUS VARIOLOSUS	T		5,6
WHITE-LIPPED FROG	LEPTODACTYLUS LABIALIS	T		6

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	ECO-REGIONS
FISHES				
Large River Fish				
PADDLEFISH	POLYODON SPATHULA	T		1
SHOVELNOSE STURGEON	SCAPHIRHYNCHUS PLATORYNCHUS	T		1
Minnows				
ARKANSAS RIVER SHINER	NOTROPIS GIRARDI	T	LT	9
BLUEHEAD SHINER	PTERONOTROPIS HUBBSI	T		1
BLUNTNOSE SHINER	NOTROPIS SIMUS	T		(11)*
CHIHUAHUA SHINER	NOTROPIS CHIHUAHUA	T		11
DEVILS RIVER MINNOW	DIONDA DIABOLI	T	LT	7
MEXICAN STONEROLLER	CAMPOSTOMA ORNATUM	T		11
PROSERPINE SHINER	CYPRINELLA PROSERPINA	T		7,11
RIO GRANDE CHUB	GILA PANDORA	T		11
RIO GRANDE SILVERY MINNOW	HYBOGNATHUS AMARUS	E	LE	-11
Suckers				
BLUE SUCKER	CYCLEPTUS ELONGATUS	T		1-4,6,7
CREEK CHUBSUCKER	ERIMYZON OBLONGUS	T		1
Catfish				
TOOTHLESS BLINDCAT	TROGLOGLANIS PATTERSONI	T		7
WIDEMOUTH BLINDCAT	SATAN EURYSTOMUS	T		7
Killifishes				
COMANCHE SPRINGS PUPFISH	CYPRINODON ELEGANS	E	LE	11
CONCHOS PUPFISH	CYPRINODON EXIMIUS	T		11
LEON SPRINGS PUPFISH	CYPRINODON BOVINUS	E	LE	11
PECOS PUPFISH	CYPRINODON PECOSENSIS	T		11
Livebearers				
BIG BEND GAMBUSIA	GAMBUSIA GAIGEI	E	LE	11
BLOTCHED GAMBUSIA	GAMBUSIA SENILIS	T		(7,11)**
CLEAR CREEK GAMBUSIA	GAMBUSIA HETEROCHIR	E	LE	8
PECOS GAMBUSIA	GAMBUSIA NOBILIS	E	LE	11
SAN MARCOS GAMBUSIA	GAMBUSIA GEORGEI	E	LE	(7)*
Perches				
BLACKSIDE DARTER	PERCINA MACULATA	T		1
FOUNTAIN DARTER	ETHEOSTOMA FONTICOLA	E	LE	7
RIO GRANDE DARTER	ETHEOSTOMA GRAHAMI	T		7,11
Coastal Fishes				
BLACKFIN GOBY	GOBIONELLUS ATRIPINNIS	T		6,12
OPOSSUM PIPEFISH	MICROPHIS BRACHYURUS	T		12
RIVER GOBY	AWAOUS BANANA	T		4,6,12
INVERTEBRATES				
Crustaceans				
PECK'S CAVE AMPHIPOD	STYGOBROMUS PECKI	E	LE	7
Insects				
A GROUND BEETLE	RHADINE EXILIS		LE	7
A GROUND BEETLE	RHADINE INFERNALIS		LE	7
AMERICAN BURYING BEETLE	NICROPHORUS AMERICANUS		LE	1
COFFIN CAVE MOLD BEETLE	BATRISODES TEXANUS		LE	7
COMAL SPRINGS DRYOPID BEETLE	STYGOPARNUS COMALENSIS		LE	7
COMAL SPRINGS RIFFLE BEETLE	HETERELMIS COMALENSIS		LE	7
HELOTES MOLD BEETLE	BATRISODES VENYIVI		LE	7
KRETSCHMARR CAVE MOLD BEETLE	TEXAMAUROPS REDDELLI		LE	7
TOOTH CAVE GROUND BEETLE	RHADINE PERSEPHONE		LE	7

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	ECO-REGIONS
Spiders and Relatives				
BEE CREEK CAVE HARVESTMAN	TEXELLA REDDELLI		LE	7
BONE CAVE HARVESTMAN	TEXELLA REYESI LE			7
GOVERNMENT CANYON CAVE SPIDER	NEOLEPTONETA MICROPS		LE	7
MADLA'S CAVE SPIDER	CICURINA MADLA		LE	7
ROBBER BARON CAVE HARVESTMAN	TEXELLA COKENDOLPHERI		LE	7
ROBBER BARON CAVE SPIDER	CICURINA BARONIA		LE	7
TOOTH CAVE PSEUDOSCORPION	TARTAROCREAGRIS TEXANA		LE	7
TOOTH CAVE SPIDER	NEOLEPTONETA MYOPICA		LE	7
VENI'S CAVE SPIDER	CICURINA VENII		LE	7
VESPER CAVE SPIDER	CICURINA VESPERA		LE	7
Mollusks				
OUACHITA ROCK-POCKETBOOK MUSSEL	ARKANSIA WHEELERI	E	LE	2
PECOS ASSIMINEA SNAIL	ASSIMINEA PECOS		PE	11
PLANTS				
Cacti				
BLACK LACE CACTUS	ECHINOCEREUS REICHENBACHII V. A.	E	LE	4,6
BUNCHED CORY CACTUS	CORYPHANTHA RAMILLOSA	T	LT	11
CHISOS MOUNTAINS HEDGEHOG CACTUS	ECHINOCEREUS CHISOENSIS V. C.	T	LT	11
DAVIS' GREEN PITAYA	ECHINOCEREUS VIRIDIFLORUS V. D.	E	LE	11
LLOYD'S MARIPOSA CACTUS	SCLEROCACTUS MARIPOSENSIS	T	LT	11
NELLIE CORY CACTUS	ESCOBARIA MINIMA	E	LE	11
PIMA PINEAPPLE CACTUS	CORYPHANTHA SCHEERI V. R.		LE	11
SNEED PINCUSHION CACTUS	ESCOBARIA SNEEDII VAR SNEEDII	E	LE	11
STAR CACTUS	ASTROPHYTUM ASTERIAS	E	LE	6
TOBUSCH FISHHOOK CACTUS	SCLEROCACTUS BREVIHAMATUS V.T.	E	LE	7
Trees, Shrubs, and Sub-shrubs				
HINCKLEY'S OAK	QUERCUS HINCKLEYI	T	LT	11
JOHNSTON'S FRANKENIA	FRANKENIA JOHNSTONII	E	LE	6
TEXAS AYENIA	AYENIA LIMITARIS	E	LE	6
TEXAS SNOWBELLS	STYRAX PLATANIFOLIUS SSP TEXANUS	E	LE	7
WALKER'S MANIOC	MANIHOT WALKERAE	E	LE	6
Wildflowers				
AMERICAN CHAFFSEED	SCHWALBEA AMERICANA		LE	?
ASHY DOGWEED	THYMOPHYLLA TEPHROLEUCA	E	LE	6
LARGE-FRUITED SAND-VERBENA	ABRONIA MACROCARPA	E	LE	2
PECOS SUNFLOWER	HELIANTHUS PARADOXUS	T	LT	11
SLENDER RUSH-PEA	HOFFMANNSEGGIA TENELLA	E	LE	4,6
SOUTH TEXAS AMBROSIA	AMBROSIA CHEIRANTHIFOLIA	E	LE	4,6
TERLINGUA CREEK CAT'S-EYE	CRYPTANTHA CRASSIPES	E	LE	11
TEXAS POPPY-MALLOW	CALLIRHOE SCABRIUSCULA	E	LE	9
TEXAS PRAIRIE DAWN	HYMENOXYS TEXANA	E	LE	4
TEXAS TRAILING PHLOX	PHLOX NIVALIS SSP TEXENSIS	E	LE	1
WHITE BLADDERPOD	LESQUERELLA PALLIDA	E	LE	1
ZAPATA BLADDERPOD	LESQUERELLA THAMNOPHILA	E	LE	6
Orchids				
NAVASOTA LADIES'-TRESSES	SPIRANTHES PARKSII	E	LE	1,2
Grasses and Grass-like Plants				
LITTLE AGUJA PONDWEED	POTAMOGETON CLYSTOCARPUS	E	LE	11
TEXAS WILD-RICE	ZIZANIA TEXANA	E	LE	7

KEY: State Status - E=Endangered, T=Threatened Ecoregion - ( )=Species extirpated from ecoregion within Texas
Federal Status - LE=Listed Endangered, LT=Listed Threatened, *=Species extinct
PE=Proposed Endangered, PT=Proposed Threatened, NL=Not Listed **=Species extinct in the wild (except some experimental populations)
PDL=Proposed for Delisting; current listing status still applies If a species is listed, all its subspecies have same listing status, by default.
E/SA,T/SA=Endangered/Threatened by Similarity of Appearance PWD-LF-W7000-017 (1/03) (previous revisions obsolete)
C1=Candidate for listing; appears on list ONLY if species state listed

Federally listed T&E species for Galveston County

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	ECO-REGIONS
MAMMALS				
Carnivores				
BLACK BEAR	*URSUS AMERICANUS*	T	T/SA;NL	1,(2,4);(6,8),7,11
JAGUARUNDI	*HERPAILURUS YAGUARONDI*	E	LE	(4),6
OCELOT	*LEOPARDUS PARDALIS*	E	LE	(4),6
RED WOLF	*CANIS RUFUS*	E	LE	(1-4,7)**
WHITE-NOSED COATI	*NASUA NARICA*	T		4,6,7,11
BIRDS				
Waterbirds				
BROWN PELICAN	*PELECANUS OCCIDENTALIS*	E	LE	4
REDDISH EGRET	*EGRETTA RUFESCENS*	T		4
WHOOPING CRANE	*GRUS AMERICANA*	E	LE	4
WOOD STORK	*MYCTERIA AMERICANA*	T		1,2,4,6
Raptors				
PEREGRINE FALCON	*FALCO PEREGRINUS*	E,T		4,7-11
SWALLOW-TAILED KITE	*ELANOIDES FORFICATUS*	T		1,4
WHITE-TAILED HAWK	*BUTEO ALBICAUDATUS*	T		4-6
Upland Birds				
ATTWATER'S GREATER PRAIRIE-CHICKEN	*TYMPANUCHUS CUPIDO ATTWATERI*	E	LE	4
Shorebirds				
ESKIMO CURLEW	*NUMENIUS BOREALIS*	E	LE	4
PIPING PLOVER	*CHARADRIUS MELODUS*	T	LT	4
SOOTY TERN	*STERNA FUSCATA*	T		4
Songbirds				
BOTTERI'S SPARROW	*AIMOPHILA BOTTERII*	T		4
REPTILES				
Turtles				
ALLIGATOR SNAPPING TURTLE	*MACROCHELYS TEMMINCKII*	T		1-4
TEXAS TORTOISE	*GOPHERUS BERLANDIERI*	T		4-6
Snakes				
INDIGO SNAKE	*DRYMARCHON CORAIS*	T		4-7
NORTHERN CAT-EYED SNAKE	*LEPTODEIRA SEPTENTRIONALIS*	T		4
SCARLET SNAKE	*CEMOPHORA COCCINEA*	T		1,4-6
SMOOTH GREEN SNAKE	*LIOCHLOROPHIS VERNALIS*	T		4
TIMBER (CANEBRAKE) RATTLESNAKE	*CROTALUS HORRIDUS*	T		1-4
AMPHIBIANS				
Salamanders				
BLACK-SPOTTED NEWT	*NOTOPHTHALMUS MERIDIONALIS*	T		4-6
SOUTH TEXAS SIREN (LARGE FORM)	*SIREN SP 1*	T		4-6
Frogs and Toads				
HOUSTON TOAD	*BUFO HOUSTONENSIS*	E	LE	2,4
FISHES				
Minnows				
BLUE SUCKER	*CYCLEPTUS ELONGATUS*	T		1-4,6,7
Perches				
RIVER GOBY	*AWAOUS BANANA*	T		4,6,12
PLANTS				
Cacti				
BLACK LACE CACTUS	*ECHINOCEREUS REICHENBACHII VAR A*	E	LE	4,6
SLENDER RUSH-PEA	*HOFFMANNSEGGIA TENELLA*	E	LE	4,6
SOUTH TEXAS AMBROSIA	*AMBROSIA CHEIRANTHIFOLIA*	E	LE	4,6
TEXAS PRAIRIE DAWN	*HYMENOXYS TEXANA*	E	LE	4

KEY: State Status - E=Endangered, T=Threatened Ecoregion - ( )=Species extirpated from ecoregion within Texas
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E/SA,T/SA=Endangered/Threatened by Similarity of Appearance PWD-LF-W7000-017 (1/03) (previous revisions obsolete)
C1=Candidate for listing; appears on list ONLY if species state listed

Appendix A

Site Photographs

InControl Technologies, Inc.
Photographic Record

Client: Port of Texas City **Project Number:** 127

Site Name: Hazardous Materials Railcar Project **Site Location:** F.M. 519, Texas City, TX

Photographer:
Andrew Gwynne

Photo Number 1

Date:
July 20, 2006

Comments:
North side of property looking Southwest

Photographer:
Andrew Gwynne

Photo Number 2

Date:
July 20, 2006

Comments:
North side of property looking East

InControl Technologies, Inc.
Photographic Record

Client: Port of Texas City **Project Number:** 127

Site Name: Hazardous Materials Railcar Project **Site Location:** F.M. 519, Texas City, TX

Photographer:
Andrew Gwynne

Photo Number 3

Date:

July 20, 2006

Comments:

North side of property looking South

Photographer:
Andrew Gwynne

Photo Number 4

Date:

July 20, 2006

Comments:

Adjacent property to Northeast, across F.M. 519

InControl Technologies, Inc.
Photographic Record

Client: Port of Texas City **Project Number:** 127

Site Name: Hazardous Materials Railcar Project **Site Location:** F.M. 519, Texas City, TX

Photographer:
Andrew Gwynne

Photo Number 5

Date:
July 20, 2006

Comments:
North side of property looking South

Photographer:
Andrew Gwynne

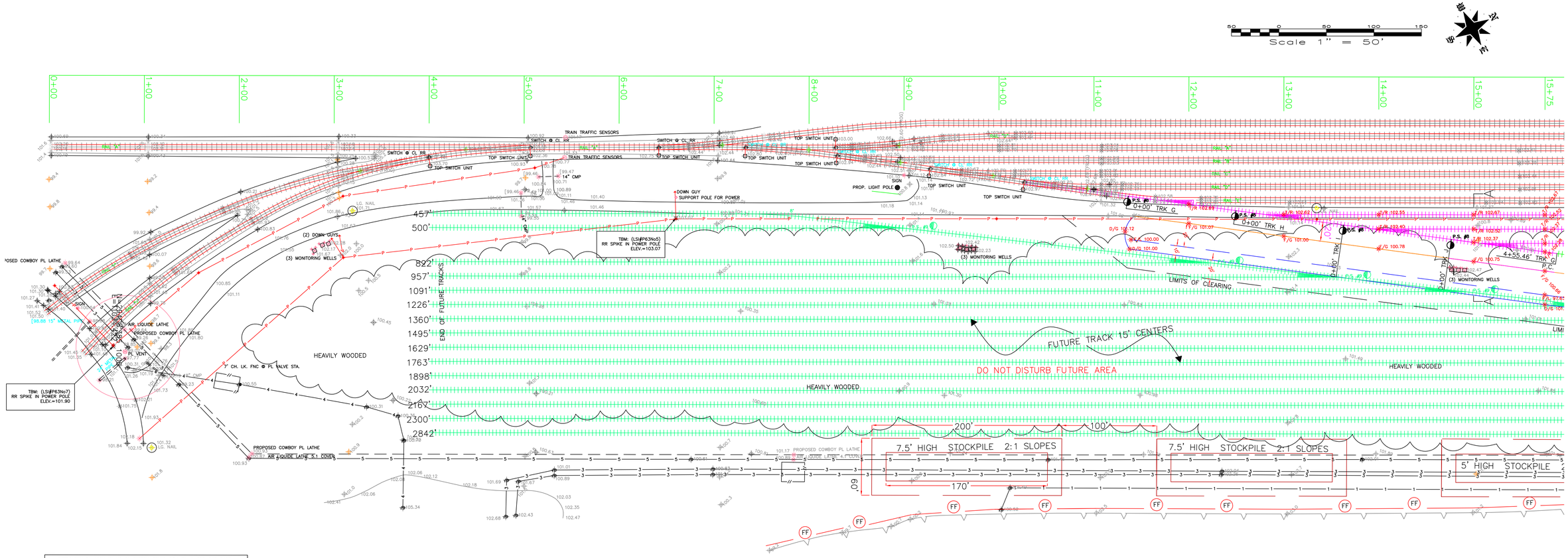
Photo Number 6

Date:
July 20, 2006

Comments:
South side of property looking North along pipeline ROW.

Appendix B

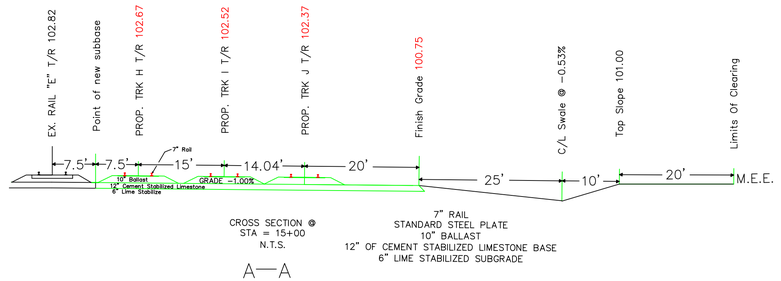
Detailed Layout Diagrams of Proposed Construction



1) PETROLEUM PL; HIGH ISLAND PL SYSTEM; TEXAS CITY, TX. 1-409-948-6407
2) PETROCHEMICAL PRODUCTS; DOW, UCC; TEXAS CITY OPERATIONS; 1-409-945-7411
3) PETROLEUM PL; SEAWAY PL CO.; HOUSTON, TX.; 1-800-331-3381
4) PETROLEUM PL; EXXON MOBILE PL CO.; 1-800-537-5200
5) HYDROGEN GAS PL; AIR LIQUIDE; 713-864-7764; 1-800-364-7378
6) UNION CARBIDE; 1-409-945-7411 (BETWEEN SIGNS)
7) FORCED SEWER LINE; UNION CARBIDE
8) LPG PL; BP PIPELINES; CLUTE, TX; 1-866-285-4796
9) WCP SILT PL; AMOCO OIL CO.; 1-409-945-1290; REFER TO 524-4"
10) BIO-SLUDGE PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 532-6"
11) STORM WATER PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 540-6"

LEGEND

EXISTING TRK	
PROPOSED TRK	
FUTURE TRK	
MEET EXISITNG ELEVATION	M.E.E.
EXISITNG ELEVATIONS	102.82
PROPOSED TOP OF RAIL ELEVATIONS	T/R 102.52
PROPOSED TOP OF GRATE ELEVATION	T/G 102.55
PROPOSED FINISHED SUBBASE ELEVATION	T/G 102.52
PROPOSED DIRT GRADE ELAVATION	D/G 102.52
PROPOSED TOP OF PAVEMENT ELEVATION	T/P 102.52



CROSS SECTION @
STA = 15+00
N.T.S.

A—A

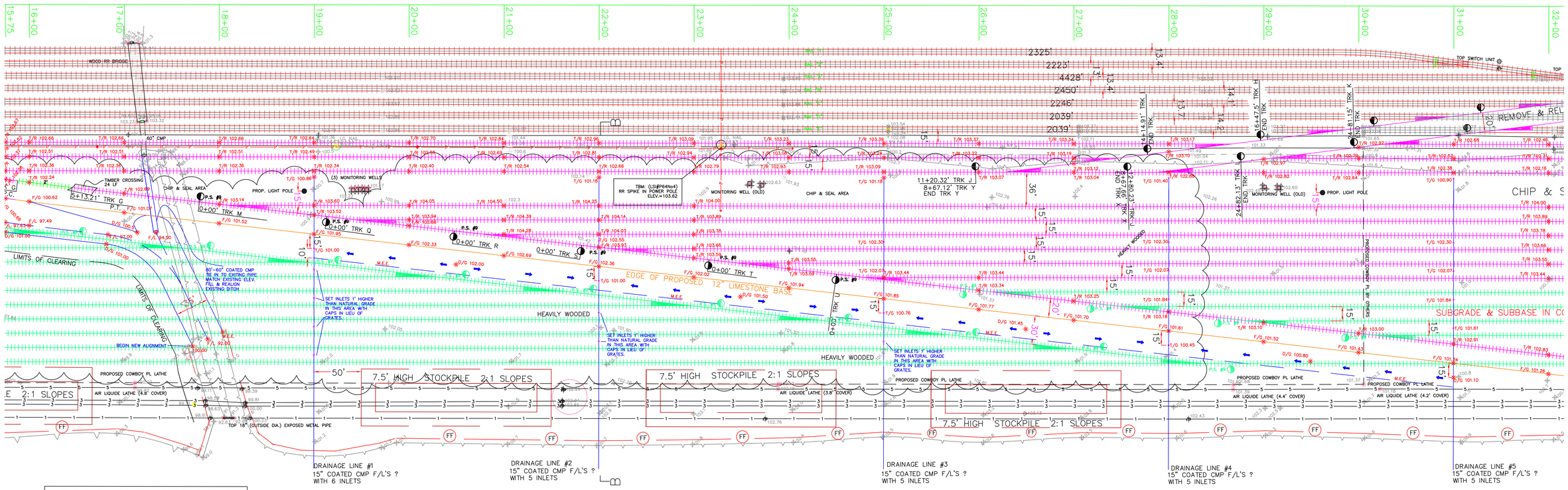
7" RAIL
STANDARD STEEL PLATE
10" BALLAST
12" OF CEMENT STABILIZED LIMESTONE BASE
6" LIME STABILIZED SUBGRADE

DRAWN BY:	APPROVED BY:
DATE: 01/02/07	PROJ. NO. 063010
FIELD BK #:	DWG. 1
sht 1 of 4	

PORT OF TEXAS CITY

TEXAS CITY TERMINAL RAILWAY COMPANY

FOR CONSTRUCTION



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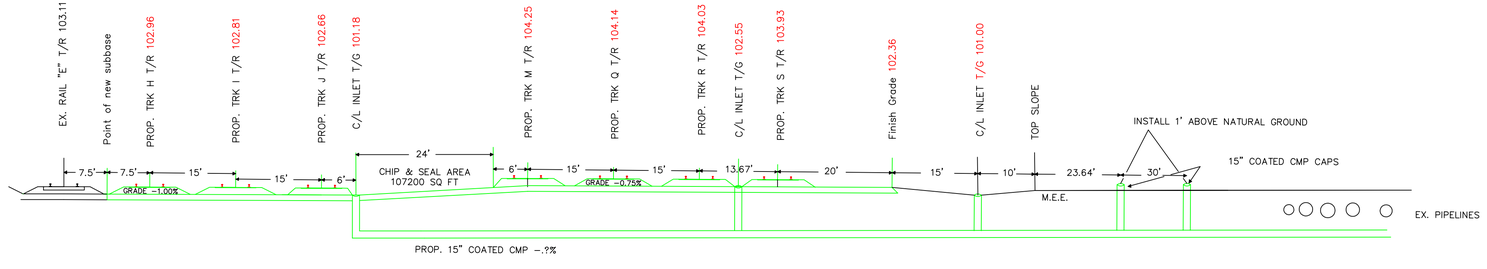
7) FORCED SEWER LINE; UNION CARBIDE
8) LPG PL; BP PIPELINES; CLUTE, TX; 1-866-285-4796
9) IWCP SLT PL; AMOCO OIL CO.; 1-409-945-1290; REFER TO 524-4"
10) BIO-SLUDGE PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 532-6"
11) STORM WATER PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 540-6"

LEGEND

- EXISTING TRK
- PROPOSED TRK
- FUTURE TRK
- MEET EXISITNG ELEVATION — M.E.E.
- EXISITNG ELEVATIONS — 102.82
- PROPOSED TOP OF RAIL ELEVATIONS — T/R 102.52
- PROPOSED TOP OF GRATE ELEVATION — T/G 102.55
- PROPOSED FINISHED SUBBASE ELEVATION — F/G 102.52
- PROPOSED DIRT GRADE ELAVATION — D/G 102.52
- PROPOSED TOP OF PAVEMENT ELEVATION — T/P 102.52



DRAINAGE LINE #2
CROSS SECTION @
STA = 22+00
N.T.S.

B—B

7" RAIL
STANDARD STEEL PLATE
10" BALLAST
12" OF CEMENT STABILIZED LIMESTONE BASE
6" LIME STABILIZED SUBGRADE

DRAWN BY:	APPROVED BY:
DATE: 01/02/07	PROJ. NO. 063010
FIELD BK #: sht 2 of 4	DWG. 1

PORT OF TEXAS CITY

TEXAS CITY TERMINAL RAILWAY COMPANY

FOR CONSTRUCTION

Scale 1" = 50'

REMOVE & RELOCATE EXISTING CROSS OVER TRACK

ALL #8 P.S.

0+00' TRK Y

0+00' TRK X

TOP SWITCH UNIT

OVE & RELOCATE TRACK IN THIS AREA

CHIP & SEAL AREA 107200 Sq.ft.

BASE IN CONTRACT FOR THIS AREA

FUTURE TRACK

1990'
1722'
1453'
1184'
2578'
2381'
2415'
2418'

102.06 T/R 500TF EACH DIRECTION
100'
SCALE

21+23.86' TRK G
P.C.

22+03.59' TRK G
P.T.

EDGE OF PROPOSED 12" LIMESTONE BASE

PL VALVE STATION W/PIPE FNC

3:1 SLOPE FROM EDGE OF LIMESTONE BASE

PL VENTS (4)

MONITORING WELL (OLD)

PROP. LIGHT POLE

TBM: (LSI#P44No3)
"X" ON CMP
ELEV.=97.97

19+18.55 TRK V
END TRK V

0+00' TRK O

0+00 TRK N

23+19.22' TRK U
END TRK

0+00' TRK P

P.C.1+25.53" TRK N

P.T.2+05.1

PL LEAD

12" METAL PIPE (DRAINS NOTHING)

EXPOSED 8" METAL PIPE

DRAINAGE LINE #6
15" COATED CMP F/L'S ?
WITH 6 INLETS

DRAINAGE LINE #7
15" COATED CMP F/L'S ?
WITH 6 INLETS

DRAINAGE LINE #8
15" COATED CMP F/L'S ?
WITH 5 INLETS

2-24" LF? COATED CMP
F/L = 94.00
@ 0.52%

DRAINAGE LINE #9
15" COATED CMP F/L'S ?
WITH 5 INLETS

DRAINAGE LINE #10
15" COATED CMP F/L'S ?
WITH 4 INLETS

1) PETROLEUM PL; HIGH ISLAND PL SYSTEM; TEXAS CITY, TX. 1-409-948-6407
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7) FORCED SEWER LINE; UNION CARBIDE
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9) IMCP SILT PL; AMOCO OIL CO.; 1-409-945-1290 REFER TO 524-4"
10) BIO-SLUDGE PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 532-6"
11) STORM WATER PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 540-6"

LEGEND

EXISTING TRK	
PROPOSED TRK	
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MEET EXISITNG ELEVATION	M.E.E.
EXISITNG ELEVATIONS	102.82
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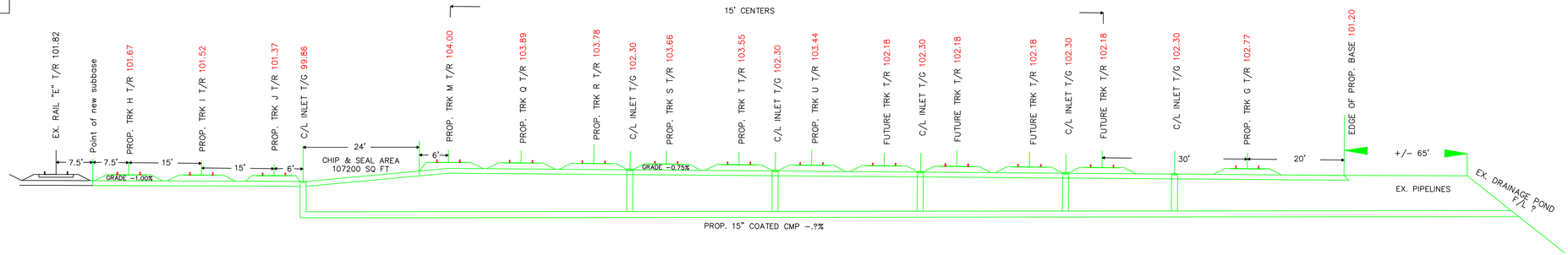
PROPOSED TOP OF PAVEMENT ELEVATION	T/P 102.52



7" RAIL
STANDARD STEEL PLATE
10" BALLAST
12" OF CEMENT STABILIZED LIMESTONE BASE
6" LIME STABILIZED SUBGRADE

DRAINAGE LINE #7
CROSS SECTION @
STA = 37+00
N.T.S.

C—C

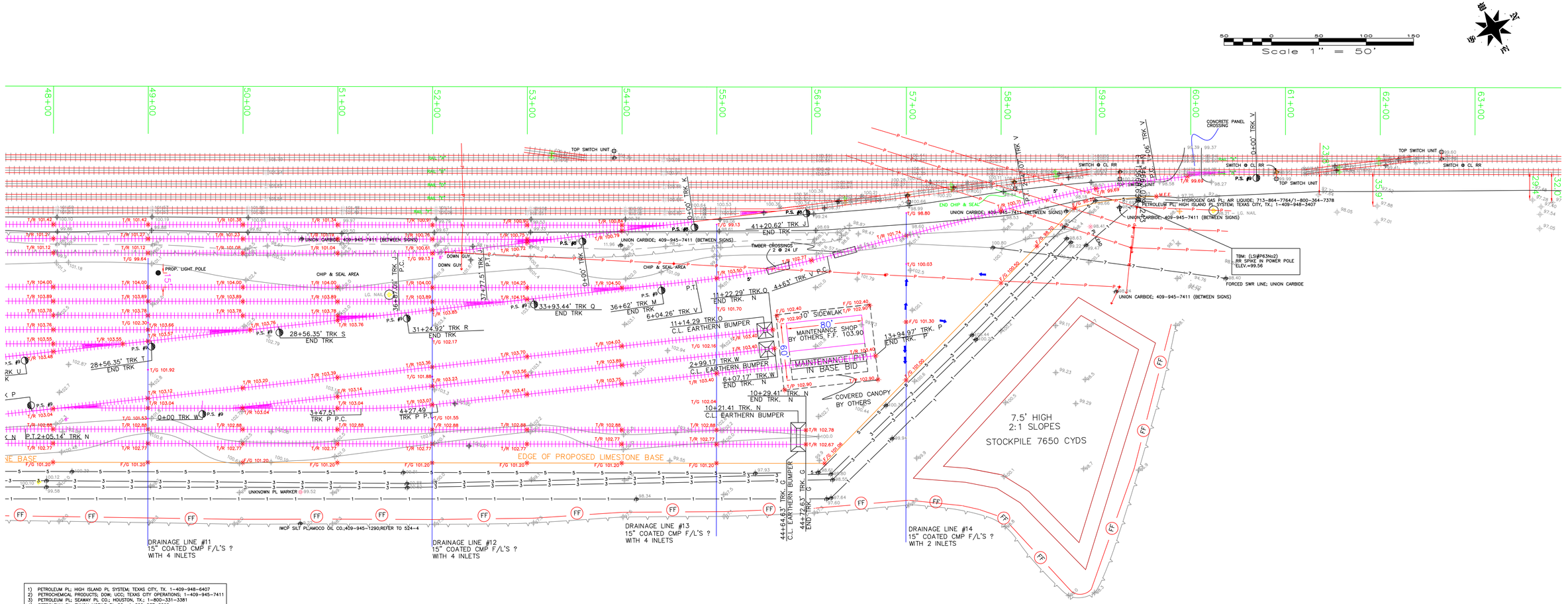
DRAWN BY:	APPROVED BY:
DATE: 01/02/07	PROJ. NO. 063010
FIELD BK #:	DWG. 1

sht 3 of 4

PORT OF TEXAS CITY

TEXAS CITY TERMINAL RAILWAY COMPANY

FOR CONSTRUCTION



1) PETROLEUM PL; HIGH ISLAND PL SYSTEM; TEXAS CITY, TX. 1-409-948-6407
2) PETROCHEMICAL PRODUCTS; DOW; UCC; TEXAS CITY OPERATIONS; 1-409-945-7411
3) PETROLEUM PL; SEAWAY PL CO.; HOUSTON, TX.; 1-800-331-3381
4) PETROLEUM PL; EXXON MOBILE PL CO.; 1-800-537-5200
5) HYDROGEN GAS PL; AIR LIQUIDE; 713-864-7764; 1-800-364-7378
6) UNION CARBIDE; 1-409-945-7411 (BETWEEN SIGNS)
7) FORCED SEWER LINE; UNION CARBIDE
8) LPG PL; BP PIPELINES; CLUTE, TX; 1-866-285-4796
9) IWCP SILT PL; AMOCO OIL CO.; 1-409-945-1290; REFER TO 524-4"
10) BIO-SLUDGE PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 532-6"
11) STORM WATER PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 540-6"

LEGEND

EXISTING TRK

PROPOSED TRK

FUTURE TRK

MEET EXISITNG ELEVATION M.E.E.

EXISITNG ELEVATIONS 102.82

PROPOSED TOP OF RAIL ELEVATIONS T/R 102.52

PROPOSED TOP OF GRATE ELEVATION T/G 102.55

PROPOSED FINISHED SUBBASE ELEVATION F/G 102.52

PROPOSED DIRT GRADE ELAVATION D/G 102.52

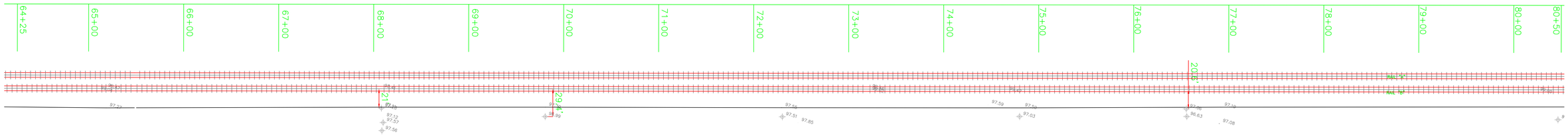
PROPOSED TOP OF PAVEMENT ELEVATION T/P 102.52

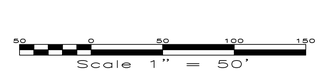
DRAWN BY:	APPROVED BY:
DATE: 01/02/07	PROJ. NO. 063010
FIELD BK #: sht 4 of 4	DWG. 1

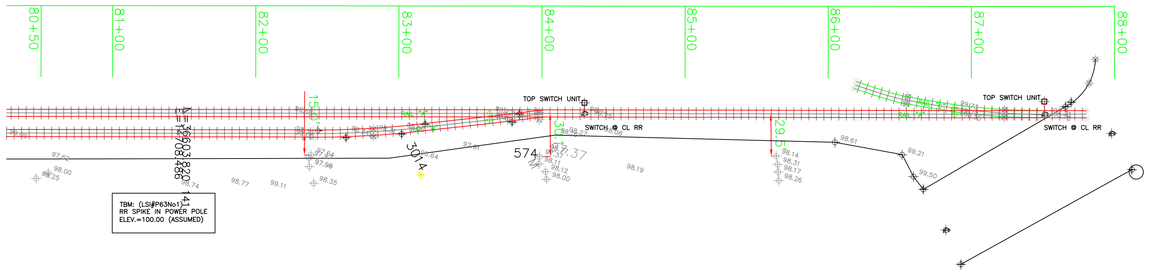
PORT OF TEXAS CITY

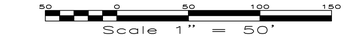
TEXAS CITY TERMINAL RAILWAY COMPANY

FOR CONSTRUCTION









1) PETROLEUM PL; HIGH ISLAND PL SYSTEM; TEXAS CITY, TX. 1-409-948-6407
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11) STORM WATER PL; AMOCO OIL CO.; 1-409-945-1824; REFER TO 540-6"

DRAWN BY:	APPROVED BY:
DATE: 10/30/31	PROJ. NO. 063010
FIELD BK #:	DWG. 1
sht 5 of 5	

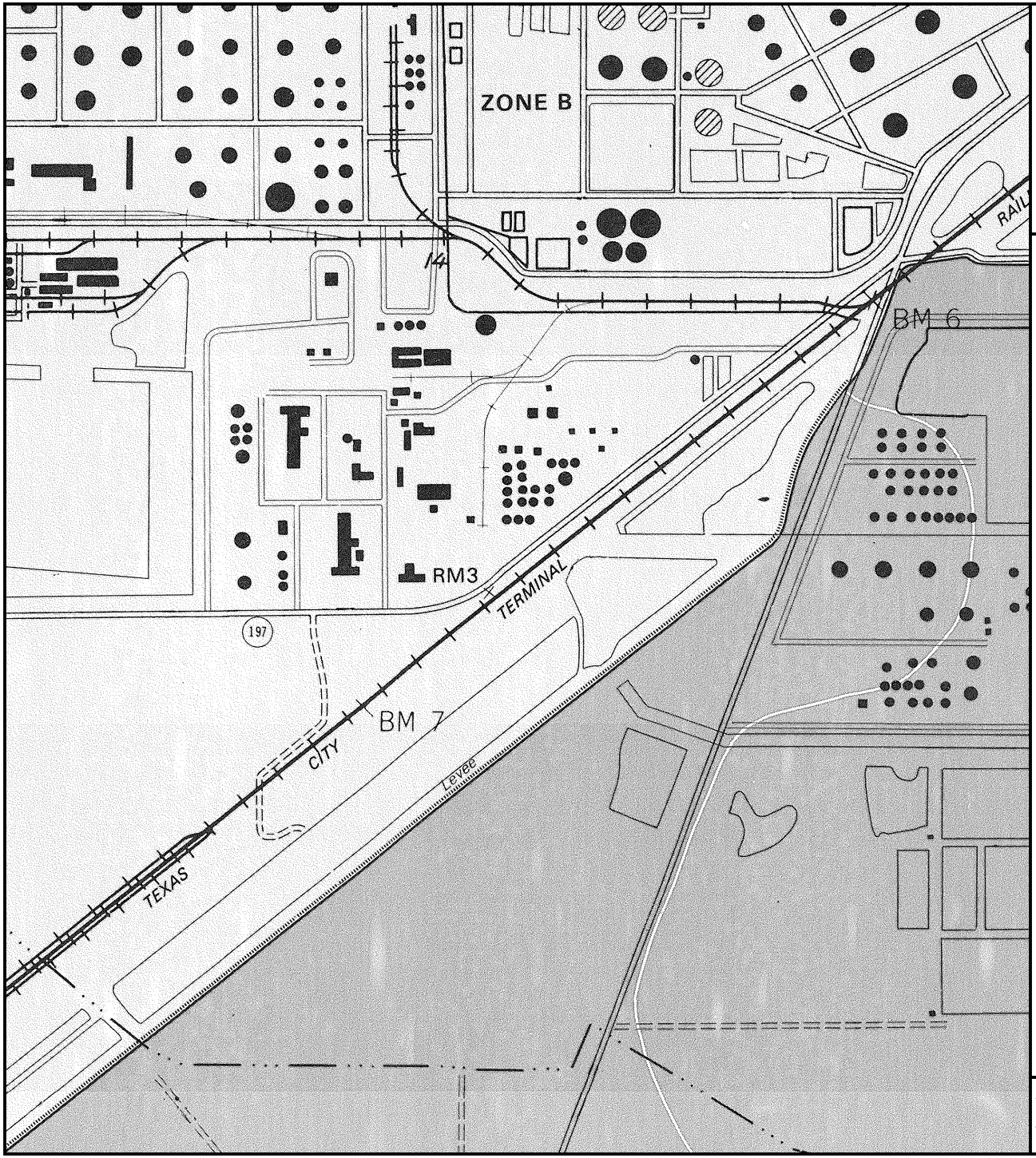
PORT OF TEXAS CITY

TEXAS CITY TERMINAL RAILWAY COMPANY

FOR REVIEW ONLY

Appendix C

Flood Insurance Rate Maps



N

APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
TEXAS CITY,
TEXAS
GALVESTON COUNTY

PANEL 50 OF 50

(SEE MAP INDEX FOR PANELS NOT PRINTED)

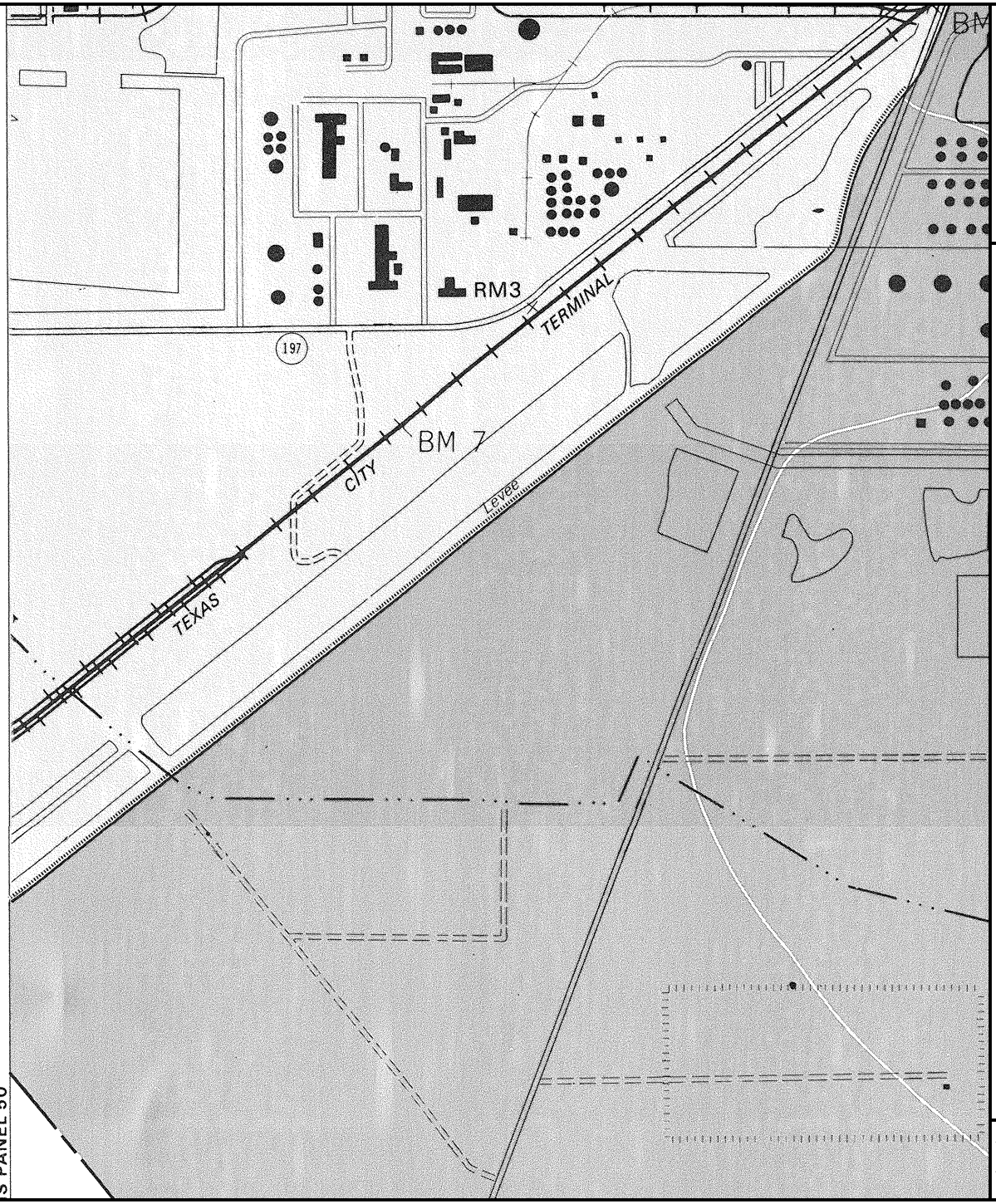
-NOTE-

THIS MAP INCORPORATES APPROXIMATE BOUNDARIES OF COASTAL BARRIER RESOURCES SYSTEM UNITS AND/OR OTHERWISE PROTECTED AREAS ESTABLISHED UNDER THE COASTAL BARRIER IMPROVEMENT ACT OF 1990 (PL 101-591).

COMMUNITY-PANEL NUMBER
485514 0050 D

MAP REVISED:
MAY 4, 1992

Federal Emergency Management Agency



APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
TEXAS CITY,
TEXAS
GALVESTON COUNTY

PANEL 50 OF 50

(SEE MAP INDEX FOR PANELS NOT PRINTED)

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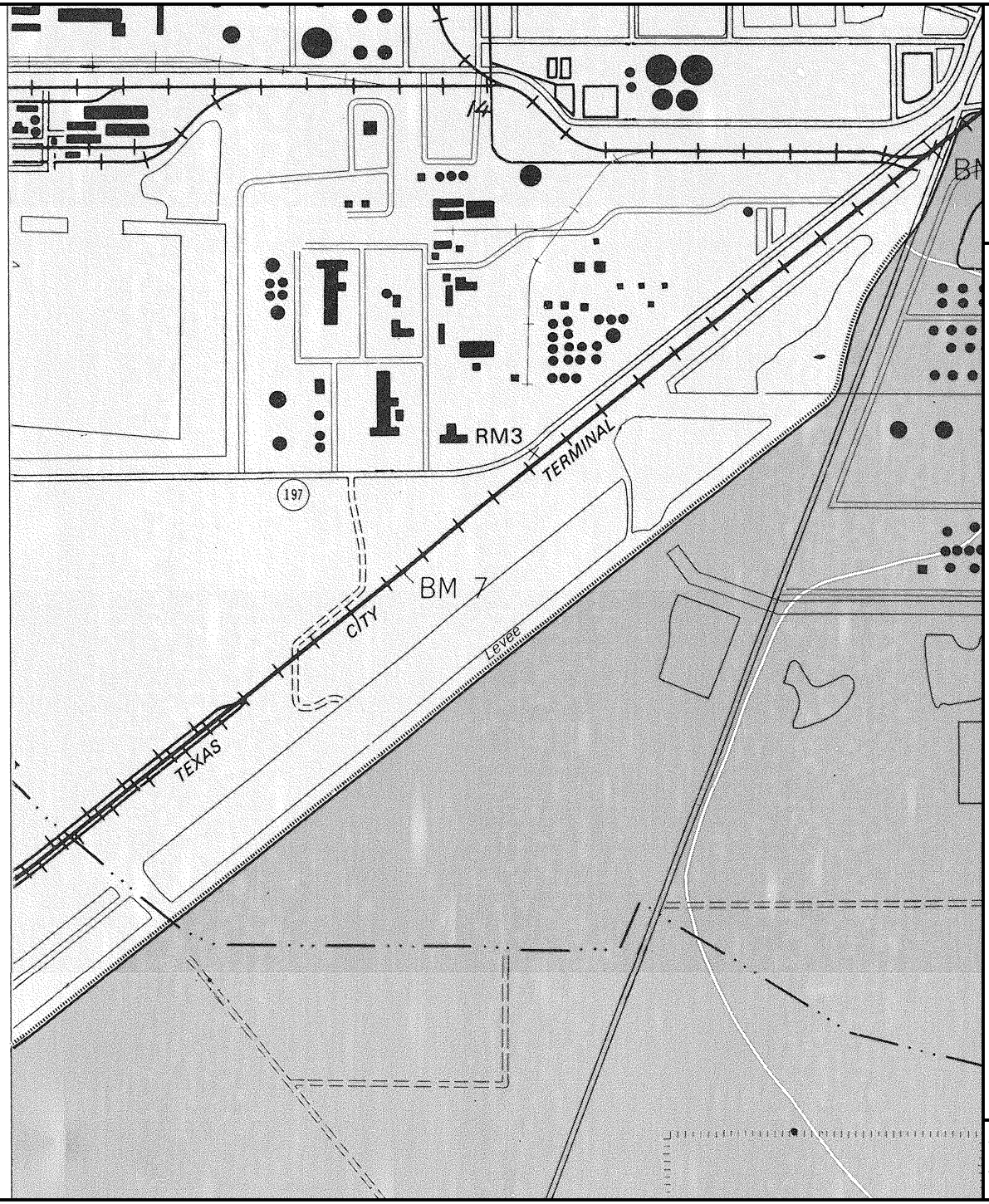
MAP REVISED:
MAY 4, 1992

Federal Emergency Management Agency



APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
TEXAS CITY,
TEXAS
GALVESTON COUNTY

PANEL 50 OF 50

(SEE MAP INDEX FOR PANELS NOT PRINTED)

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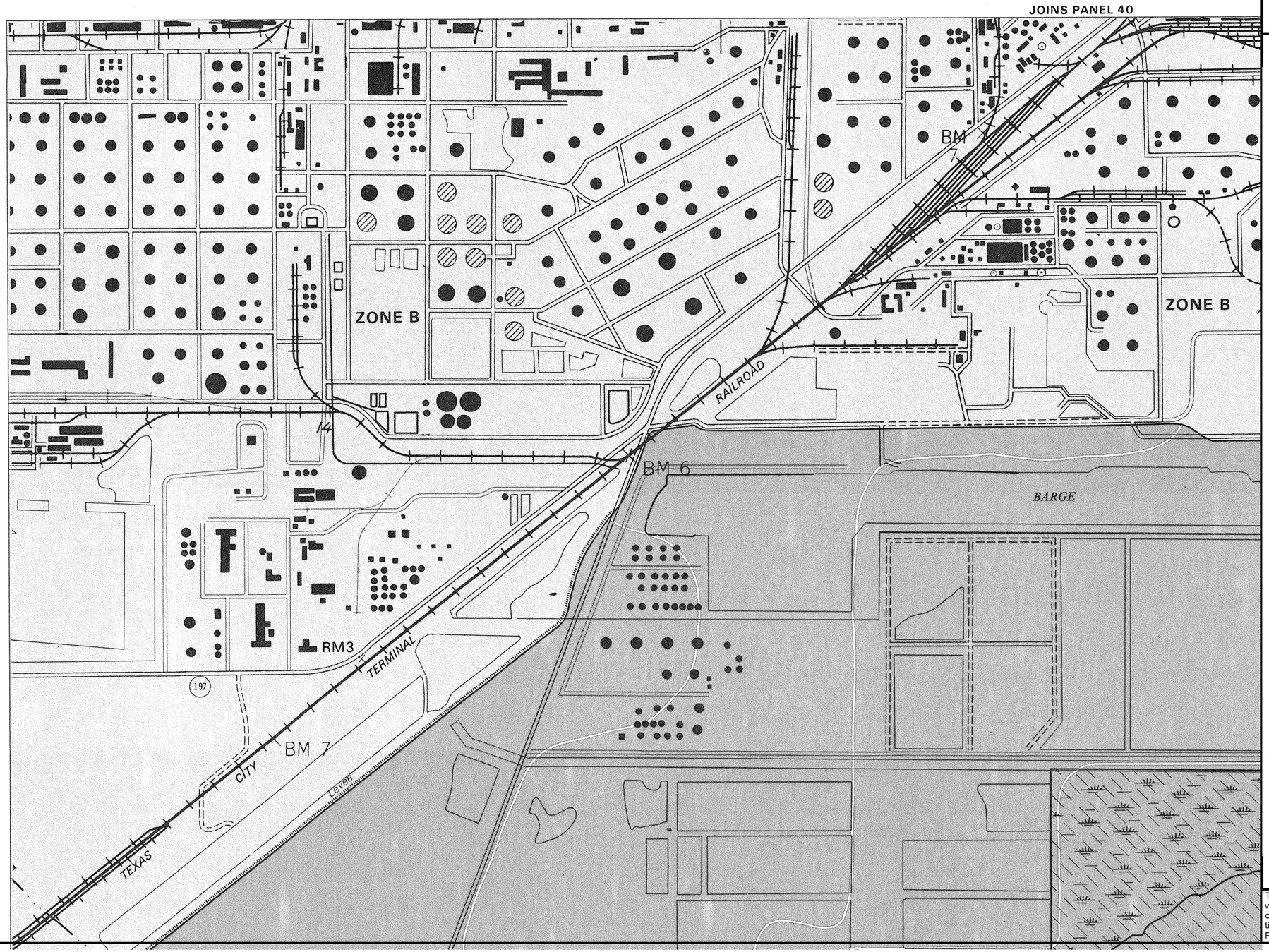

APPROXIMATE SCALE

1000 0 1000 FEE

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
TEXAS CITY,
TEXAS
GALVESTON COUNTY

PANEL 50 OF 50

(SEE MAP INDEX FOR PANELS NOT PRINTED)

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COMMUNITY-PANEL NUMBER
485514 0050 D

MAP REVISED:
MAY 4, 1992

Federal Emergency Management Agency

Appendix D

Regulatory Correspondence

U.S. Department of Homeland Security
FEMA Region 6
800 North loop 288
Denton, TX 76209-3698

FEMA

September 6, 2007

Stephen D. Parris, Field Supervisor
United States Fish and Wildlife Service
17629 El Camino Real, Suite 211
Houston, Texas 77058-3051

RE: Request for concurrence of FEMA's determination of no effect under Section 7 of the Endangered Species Act for proposed Hazardous Material Railcar in Port of Texas City, TX.

Dear Mr. Parris,

The Port of Texas City, Texas has applied for funding from the Federal Emergency Management Agency (FEMA) for National Preparedness through the Department of Homeland Security to upgrade their security system and relocate a portion of railroad tracks used to store hazardous materials associated with the port.

The privately owned and operated by the Port of Texas City is located in the Houston-Galveston Captain of the Port Zone and includes all the waters located in the Coast Guard's Texas City Security Zone. As the Port Authority, the Port of Texas City provides security and looks after the interests of its facilities in the footprint of the port area. A major portion of the product handled by the Port of Texas City and the Texas City Terminal Railway is hazardous materials associated with the local refining and petrochemical industry with 95% of it being liquid bulk. With increased security requirements and the national threat to the security of places such as the Port of Texas City and the surrounding petrochemical infrastructure, higher security restricted access rail staging areas are needed to not only protect the valuable commodities transported via rail, but also to protect the refining and chemical plants which depend on these chemicals for operations.

The purpose of the planned project is to construct a high-security restricted access rail yard to relocate these potentially vulnerable railcars loaded with hazardous materials. Railcars loaded with hazardous materials are currently stored near petrochemical infrastructure along Texas State Highway Loop 197 and within the port facilities. Installing new tracks and rail operation facilities will allow the Port of Texas City to

stage these cars loaded with hazardous materials in a secure manner before they are delivered to the individual refining or petrochemical facilities.

The proposed site for the planned railcar staging area is an approximately 63-acre tract of land that is currently undeveloped except for the adjacent pre-existing rail. The proposed facility is located on the northwest side of the Seawall Road on the Hurricane Protection Levee of the Texas City Barge Canal. This site was selected based on a review of the surrounding area combined with available access to the neighboring port facilities.

The new project will include the construction of approximately 40,800 linear feet of new track and the removal of approximately 40,400 linear feet track for a net gain of only 400-feet of track. Also necessary to accomplish the operational routines are a small office and change room for train crews and a small shelter for servicing locomotives. Some additional security fencing (2 or 3 miles), lighting, CCTV cameras and intrusion detection equipment will need to be installed to secure the new site. The new track will be located adjacent to and take advantage of an existing siding. (See maps enclosed)

The new track area will need be cleared of vegetation to provide an area to construct the new tracks. Based on the current topographic profile of the site, several areas of the site will be cut. Excess soil will be stockpiled along the southern side of tracks along the existing borrow pits. Six stockpiles 200-feet long by 60 feet wide by 7.5 feet tall will be constructed. In addition, one large stockpile will be constructed at the northern end of the facility. This stockpile will be irregularly shaped and hold approximately 7,650 cubic yards of soil. Once cut, the top 6-inches of soil will be lime stabilized. There will be 12-inches of cement stabilized limestone base placed on top of that followed by 10-inches of ballast for the tracks. The dirt work will be preformed using standard road construction equipment such as dozers, graders, loaders and dump trucks. Silt fencing will be placed around the construction area to control run-off from the facility.

In addition, a 60-foot by 80-foot maintenance shop will also be constructed. The maintenance shop will used to provide a covered area to work on the locomotives and store lubricants and oils for the engines. The building will provide a secure area to perform these maintenance activities and reduce the potential for releases to the environment. All locomotive engine maintenance will be conducted inside this building. All lubricants and oils will also be stored inside this building providing an area so that this material does not come in contact with storm water or storm water runoff. In addition to the maintenance building, a small office (approximately 20-feet by 30-feet) will be constructed. Both buildings will be constructed as slab on grade within the proposed project area. These buildings will be metal buildings. A security fence will be constructed around the entire perimeter of the site. The fencing will be combined with high-tech security cameras with remote feed to the security building.

A portion of the new tracks will cross over the Wah Chang ditch. An existing 60-inch concrete pipe will be extended an additional 80-feet to accommodate the track. The 80-

foot section will be pipe will be buried below grade and covered using similar construction process as the remainder of the site.

The area surrounding the planned site is heavily industrialized and contains a Corps of Engineers flood retention dike and existing rail tracks, along with numerous refineries and petrochemical plants. A large industrial complex is located north of the site along with a planned future expansion of the BP Refinery. The Tex Tin Superfund Site is located north of the western portion of the site. The planned development site already has rail operations. There are limited mapped wetlands located in the area but none that appear to be located within the planned construction area of the subject property.

The Endangered Species Act of 1973 requires federal agencies to determine the effects of their actions on threatened and endangered (T&E) species and their critical habitats, and to take steps to conserve and protect these species. After reviewing the listed threatened and endangered species for Galveston County and their suitable habitat, it is unlikely that the proposed construction activities in this industrial setting would have any impact on these species and there is little probability a significant impact on the natural environment. In accordance with Section 7 of the Endangered Species Act and based on a review of the proposed project, the listed threatened and endangered species and their suitable habitat, FEMA has determined that the proposed project is not likely to adversely affect any listed species.

Please consider this letter to be a request for USFWS concurrence of FEMA's determination that the proposed project will not likely to affect the threatened and endangered species listed for Galveston County. Thank you for your consideration in this matter. If you have any questions, please contact me at 940-898-5469 or Sabrina Kirkpatrick at 940-898-5594.

Sincerely,

Donald R. Fairley, REM
Environmental Officer
FEMA Region VI

cc: Sabrina Kirkpatrick, FEMA

Enclosures: Maps of proposed project

FEMA

RECEIVED
AUG 24 2007
Texas Historical Commission

U.S. Department of Homeland Security
Federal Emergency Management Agency
FEMA-DR-1709-TX
Joint Field Office
300 North Valley Mills Drive
Waco, TX 76710

August 15, 2007

F. Lawerence Oaks
State Historic Preservation Officer
Texas Historic Commission
P.O. Box 12276
Austin, TX 78711-2276

NO HISTORIC PROPERTIES AFFECTED
PROJECT MAY PROCEED
By _____ EB
for F. Lawerence Oaks
State Historic Preservation Officer
Date 24 August 07

Attn: Linda Henderson, Section 106 Reviews
Ed Baker, State Archeologist

RE: Section 106 Consultation for Construction of Three Telephone Poles, and Installation of Emergency Sirens
Applicant: Medina County, Texas

Dear Mr. Oaks:

The Federal Emergency Management Agency (FEMA) will be providing funds authorized under the Department of Homeland Security Preparedness Grants. These include Port Security Grant Program, Urban Areas Security Initiative, State Homeland Security Program, and funds that fall under other grant programs.

Medina County, Texas, is constructing a county outdoor warning siren system. Eleven outdoor warning sirens will be installed in various incorporated and non-incorporated area of the county. All sirens can be activated by a master control at the county Sheriff's dispatch office or by handheld encoders. The purpose of this project is to provide a warning system for an imminent tornado threat and other hazardous weather conditions.

The project will involve the installation of equipment on eleven poles, eight of which exist in place. Three new poles will be installed and their locations are noted on the enclosed map. These locations are within the City of Hondo utility easements.

Pt. 1, Site at Spantz and Ave. Y:	UTM 14 484907E 3247922N
Pt. 2, Site at 1300 block of Ave. B:	UTM 14 484907E 3247922N
Pt. 3, Site at 27th Street and Ave. G:	UTM 14 487298E 3246977N

There are two maps included. One has been provided by the applicant; the second is the lat/long to UTM conversion on a Topozone map. Should you need additional information, please contact me at (703) 244-4699.

It is our opinion that this project will have no effect on historic properties.

Sincerely yours,

Cathy Ambler
Environmental Liaison Officer
(at FEMA- DR-1709-TX)

Enclosures

TEXAS HISTORICAL COMMISSION
The State Agency for Historic Preservation

RICK PERRY, GOVERNOR
JOHN L. NAU, III, CHAIRMAN
F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

24 August 2007

Cathy Ambler
Historic Preservation/ Environmental Specialist
FEMA Disaster Field Office
300 North Valley Mills Drive
Waco, Texas 76710

Re: Project review under Section 106 of the National Historic Preservation Act of 1966
Proposed construction of secure railcar staging area, Port of Texas City, Texas City, Galveston County, Texas (FEMA)

Dear Ms. Ambler,

Thank you for submitting information on the Port of Texas City project mentioned above. This letter serves as official comment from the State Historic Preservation Office (SHPO). Staff from both History Programs and Archeology divisions reviewed the project and determined "No Historic Properties Affected: Project May Proceed." No further SHPO consultation is needed.

Please let me know if you have any questions.

Thank you,

Linda Henderson, Historian
National Register Program
History Programs Division

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
17629 El Camino Real #211
Houston, Texas 77058-3051

February 2007

This responds to your request for threatened and endangered species information in the Clear Lake Ecological Services Field Office's area of responsibility. According to Section 7(a)(2) of the Endangered Species Act and the implementing regulations, it is the responsibility of each federal agency to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of any federally listed species. Therefore, we are providing information to assist you in meeting your obligations under the Endangered Species Act.

A county by county listing of federally listed threatened and endangered species that occur within this office's work area can be found at http://www.fws.gov/southwest/es/EndangeredSpecies/lists/ListSpecies.cfm. You should use the county by county listing and other current species information to determine whether suitable habitat for a listed species is present at your project site. If suitable habitat is present, a qualified individual should conduct surveys to determine whether a listed species is present.

After completing a habitat evaluation and/or any necessary surveys, you should evaluate the project for potential effects to listed species and make one of the following determinations:

No effect – the proposed action will not affect federally listed species or critical habitat (i.e., suitable habitat for the species occurring in the project county is not present in or adjacent to the action area). No coordination or contact with the Service is necessary. However, if the project changes or additional information on the distribution of listed or proposed species becomes available, the project should be reanalyzed for effects not previously considered.

Is not likely to adversely affect – the project may affect listed species and/or critical habitat; however, the effects are expected to be discountable, insignificant, or completely beneficial. Certain avoidance and minimization measures may need to be implemented in order to reach this level of effects. You should seek written concurrence from the Service that adverse effects have been eliminated. Be sure to include all of the information and documentation you used to reach your decision with your request for concurrence. The Service must have this documentation before issuing a concurrence.

Is likely to adversely affect – adverse effects to listed species may occur as a direct or indirect result of the proposed action or its interrelated or interdependent actions, and the effect is not discountable, insignificant, or beneficial. If the overall effect of the proposed action is beneficial to the listed species but also is likely to cause some adverse effects to individuals of that species, then the proposed action "is likely to adversely affect" the listed species. An "is likely to adversely affect" determination requires formal Section 7 consultation with this office.

Regardless of your determination, the Service recommends that you maintain a complete record of the evaluation, including steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related articles.

The Service's Consultation Handbook is available online to assist you with further information on definitions, process, and fulfilling Endangered Species Act requirements for your projects at http://endangered.fws.gov/consultations/s7hndbk/s7hndbk.htm.

If we can further assist you in understanding your obligations under the Endangered Species Act, please contact Kathy Nemec, Edith Erfling, or Catherine Yeargan at 281/286-8282.

Sincerely,

Stephen D. Parris

Stephen D. Parris
Field Supervisor, Clear Lake Field Office

Appendix E

References

Appendix E References

Federal Emergency Management Agency (FEMA). 1992. *Flood Insurance Rate Map City of Texas City, Galveston County, Texas*. Community Panel Number 485514 0050 D, May 4, 1992.

Texas Parks and Wildlife Department (TPWD). 2002. Annotated County Lists of Threatened and Endangered Species. January, 2003. http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd_lf_w7000_0017.pdf

U.S. Department of Agriculture (USDA). 1988. *Soil survey of Galveston County, Texas*. USDA Soil Conservation Service, in cooperation with the Texas Agricultural Experiment Station and Texas State Soil and Water Conservation Board.

USGS Topographic Map, Texas City, Texas 1994.

Appendix F
List of Preparers

Appendix F List of Preparers

Name	Degree	Professional Discipline	Years of Experience
Michael Marcon, PG	B.S., Computer Science B.S., Statistics M.S., Statistics	Environmental Science Professional Geoscientist	20
Julie Smythe	B.S. Geology M.S., Environmental Engineering	Environmental Scientist	20
Andrew Gwynne	B.S., Environmental Science	Environmental Science	17