

From: [Sierra Club Membership Services](#), on behalf of [Sylvia Pannell](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:37 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Thank you for your attention to this matter.

Sincerely,

Ms. Sylvia Pannell
520 W Cloverhurst Ave
Athens, GA 30606-4216
(706) 202-4750

From: [Sierra Club Membership Services](#), on behalf of [Chris Carroll](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:19:02 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Deepening the river may have unforeseeable environmental consequences and is not likely to improve the quality of the air that Georgians in the region breathe.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government that only a few ports be funded, and the environmental study needs to be detailed and scientifically valid. Please take the time to do an extensive study of the impacts.

Sincerely,

Ms. Chris Carroll
815 Pinetree Dr
Decatur, GA 30030-2332

From: [Sierra Club Membership Services](#), on behalf of [Sheena Myers](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Thursday, January 27, 2011 10:10:09 AM

Jan 27, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Sheena Myers
323 River Point Dr
McDonough, GA 30252-4150

From: [Sierra Club Membership Services](#), on behalf of [Theresa Cromeans](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Thursday, January 27, 2011 10:09:10 AM

Jan 27, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Theresa Cromeans
1328 Middlesex Ave NE
Atlanta, GA 30306-3229

From: [Sierra Club Membership Services](#), on behalf of [Terri Haney](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 10:33:04 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Terri Haney
4126 New Liberty Rd
Clarkesville, GA 30523-2200
(706) 499-8703

From: [Sierra Club Membership Services](#), on behalf of [Regina Mowrer](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 9:01:55 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Regina Mowrer
1240 Platinum Dr
Hoschton, GA 30548-1760

From: [Sierra Club Membership Services](#), on behalf of [Jamesa Rhodes](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 7:31:37 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Miss Jamesa Rhodes
1342 Revelstoke Cv
Riverdale, GA 30296-7179

From: [Sierra Club Membership Services](#), on behalf of [Mary Francell-Sharfstein](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 5:32:23 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Mary Francell-Sharfstein
3425 Marquess Moor
Alpharetta, GA 30022-7631

From: [Sierra Club Membership Services](#), on behalf of [Harrison Layer](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 3:55:27 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Harrison Layer
75 John Wesley Dobbs Ave NE Unit 207
Atlanta, GA 30303-2439

From: [Sierra Club Membership Services](#), on behalf of [Gladness Adkins](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 2:56:26 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Miss Gladness Adkins
505 Calibre Springs Way NE
Atlanta, GA 30342-1888
(615) 573-4969

From: [Sierra Club Membership Services](#), on behalf of [Cassie Fitzgibbon](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 1:54:35 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Cassie Fitzgibbon
106 Ridgewood Cir
Rincon, GA 31326-9334

From: [Sierra Club Membership Services](#), on behalf of [Sharon Bubel](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 1:25:10 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Sharon Bubel
3078 Clairmont Rd NE
Apt 622
Atlanta, GA 30329-1668

From: [Sierra Club Membership Services](#), on behalf of [Cynthia Mead](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 1:24:45 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Before the Corps even considers deepening the Savannah River, it should conduct an Environmental Impact Study analyzing how the deepening of the Savannah River and the expansion of the port would impact the environment and health of the surrounding areas. Serious questions exist as to the impact of this proposal on the air quality, water supply, and quality of life in the surrounding regions. These questions are not adequately addressed by the existing Environmental Impact Study.

Sincerely,

Ms. Cynthia Mead
1277 Oakdale Rd NE
Atlanta, GA 30307-1052

From: [Sierra Club Membership Services](#), on behalf of [Z Highsmith](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 12:24:11 PM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Z Highsmith
137 Summer Brooke
Peachtree City, GA 30269-2472
(678) 927-0655

From: [Sierra Club Membership Services](#), on behalf of [William Brillhart](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 11:24:47 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. William Brillhart
2919 Lavista Way
Decatur, GA 30033-1108

From: [Sierra Club Membership Services](#), on behalf of [Linda Eller](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 10:53:19 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Mrs. Linda Eller
3874 Western Way
Macon, GA 31216-5646
(478) 788-6184

From: [Sierra Club Membership Services](#), on behalf of [Eldon Kennedy](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 10:23:58 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Eldon Kennedy
225 E Gordon St
Savannah, GA 31401-5003

From: [Sierra Club Membership Services](#), on behalf of [Phyllis Miller](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 8:22:56 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Phyllis Miller
2394 Leafgate Rd
Decatur, GA 30033-2021

From: [Sierra Club Membership Services](#), on behalf of [Patricia Osborne](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 7:53:03 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Patricia Osborne
404 Dogwood Path
Hiram, GA 30141-4484

From: [Sierra Club Membership Services](#), on behalf of [Tanya Rowden](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 6:22:34 AM

Jan 26, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Tanya Rowden
842 Boss Hardy Rd
Winder, GA 30680-2743

From: [Sierra Club Membership Services](#), on behalf of [Scott Rechtman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Wednesday, January 26, 2011 12:35:31 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Scott Rechtman
4692 Pamler June Ct
Tucker, GA 30084-2937

From: [Sierra Club Membership Services](#), on behalf of [Stephen Langston](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:34:53 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Stephen Langston
6 Lachlan Ln
Savannah, GA 31411-1708
(912) 598-0596

From: [Sierra Club Membership Services](#), on behalf of [Doug Oetter](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:34:48 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Dr. Doug Oetter
701 W Thomas St
Milledgeville, GA 31061-2673

From: [Sierra Club Membership Services](#), on behalf of [Kyle Emblar](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:05:05 PM

Jan 25, 2011

William Bailey

Dear Bailey,

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Thank you for your serious consideration.

Kyle Emblar
662 Mercer Street SE
Atlanta, GA 30312

Sincerely,

Mr. Kyle Emblar
662 Mercer St SE
Atlanta, GA 30312-3520

From: [Sierra Club Membership Services](#), on behalf of [Amelia Fusaro](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:34:49 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Amelia Fusaro
684 Darlington Rd NE
Atlanta, GA 30305-2709

From: [Sierra Club Membership Services](#), on behalf of [steve willis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:34:19 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. steve willis
801 E Victory Dr
Savannah, GA 31405-2421
(912) 341-0718

From: [Sierra Club Membership Services](#), on behalf of [Lynda Sanford](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:05:05 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Lynda Sanford
4443 Wieuca Rd NE
Atlanta, GA 30342-3437
(404) 264-1613

From: [Sierra Club Membership Services](#), on behalf of [William Harper](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:04:34 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. William Harper
1495 Highway 29 N
Athens, GA 30601-1120

From: [Sierra Club Membership Services](#), on behalf of [Amanda Larkin](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:35:53 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Amanda Larkin
1823 Winchester Trl
Atlanta, GA 30341-1447
(404) 313-9454

From: [Sierra Club Membership Services](#), on behalf of [Andrew Kraft](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:34:55 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Andrew Kraft
1470 Crescent Walk
Decatur, GA 30033-2401

From: [Sierra Club Membership Services](#), on behalf of [David Wappler](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:36:15 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

David Wappler
1809 Azalea Dr
West Point, GA 31833-1337

From: [Sierra Club Membership Services](#), on behalf of [jane curry](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 6:04:11 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. jane curry
3441 Hickory View Dr NW
Marietta, GA 30064-1150

From: [Sierra Club Membership Services](#), on behalf of [Marilyn Haight](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 6:03:56 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Marilyn Haight
4016 Donna Dr
Gainesville, GA 30506-4402
(770) 503-9647

From: [Sierra Club Membership Services](#), on behalf of [Lynn Walston](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 5:04:46 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Lynn Walston
1383 Varner Rd
Marietta, GA 30062-4066

From: [Sierra Club Membership Services](#), on behalf of [Patricia Brown](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 5:04:34 PM

Jan 25, 2011

William Bailey

Dear Bailey,

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep. Jobs are crucial but please consider the impact on the environment which we can't replace! Thank you.

Sincerely,

Patricia Brown
2471 Lansdowne Ct
Lawrenceville, GA 30044-3709
(770) 876-5132

From: [Sierra Club Membership Services](#), on behalf of [Jeralyn Musser](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 4:20:42 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Jeralyn Musser
301 N Gross Rd Apt 126
Kingsland, GA 31548-7021

From: [Sierra Club Membership Services](#), on behalf of [Douglas Shumate](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 4:20:41 PM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. Douglas Shumate
213 Wesleyan Ct
Warner Robins, GA 31093-1326

From: [Sierra Club Membership Services](#), on behalf of [Jeralyn Musser](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 4:20:36 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Jeralyn Musser
301 N Gross Rd Apt 126
Kingsland, GA 31548-7021

From: [Sierra Club Membership Services](#), on behalf of [Heather Holloway](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 4:20:26 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Heather Holloway
829 Debbie Ln
Ringgold, GA 30736-5564

From: [Sierra Club Membership Services](#), on behalf of [Samantha Claar](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:52:11 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Samantha Claar
PO Box 2011
112 Andrea Dr
Tybee Island, GA 31328-9100
(912) 786-4351

From: [Sierra Club Membership Services](#), on behalf of [hugh dargan](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:52:09 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. hugh dargan
3121 Maple Dr NE Ste 103
Atlanta, GA 30305-2519

From: [Sierra Club Membership Services](#), on behalf of [janet.collins](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:50:59 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Janet Collins
12 Mountain Chase Rd SW
Rome, GA 30165-8574

From: [Sierra Club Membership Services](#), on behalf of [kristen.mielhe](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:21:27 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. kristen.mielhe
14 Logan Ave
Tybee Island, GA 31328-9409

From: [Sierra Club Membership Services](#), on behalf of [Carol Brizzi](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:20:32 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Carol Brizzi
95 Paces Landing Pl
Newnan, GA 30263-6904

From: [Sierra Club Membership Services](#), on behalf of [Linda Duncan](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:51:53 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Linda Duncan
255 Cedar Creek Dr
Athens, GA 30605-3309

From: [Sierra Club Membership Services](#), on behalf of [Donna Harris](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:51:52 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Donna Harris
260 Austin Dr
Douglasville, GA 30134-5192

From: [Sierra Club Membership Services](#), on behalf of [Michelle Sayne](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:50:44 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Michelle Sayne
115 Auburn Park
Dallas, GA 30132-3449

From: [Sierra Club Membership Services](#), on behalf of [Mary Anne Fichter](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:50:44 PM

Jan 25, 2011

William Bailey

Dear Bailey,

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Mary Anne Fichter
345 Sundew Ln
Mount Airy, GA 30563-4143
(706) 894-2825

From: [Sierra Club Membership Services](#), on behalf of [Theresa Perenich](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:20:33 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Theresa Perenich
215 Riverhill Dr
Athens, GA 30606-4039

From: [Sierra Club Membership Services](#), on behalf of [Jennifer Collazo](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:20:29 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Jennifer Collazo
9155 Nesbit Ferry Rd
Unit 98
Alpharetta, GA 30022-5540

From: [Sierra Club Membership Services](#), on behalf of [Diana Getz](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:20:29 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Please spend the time to research deeply the environmental effects of this action. The health of the eco system is at least as important as job creation. Don't rush such an incredibly big project.

Sincerely,

Diana Getz
779 Clifton Rd NE
Atlanta, GA 30307-1221
(404) 343-3476

From: [Sierra Club Membership Services](#), on behalf of [Floyd Massey](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 2:20:28 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Floyd Massey
806 Monroe St
Lagrange, GA 30240-4234

From: [Sierra Club Membership Services](#), on behalf of [Grant Kruhly](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:50:21 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Dr. Grant Kruhly
6410 Suwanee Dam Rd
Buford, GA 30518-5521

From: [Sierra Club Membership Services](#), on behalf of [Kathy Britt](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:20:56 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Kathy Britt
1160 Glen Wilkie Trl
Ball Ground, GA 30107-5291
(714) 926-5611

From: [Sierra Club Membership Services](#), on behalf of [Arlette Potyondy](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:20:20 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Arlette Potyondy
4509 Greenway Dr
Valdosta, GA 31602-0816
(229) 977-1577

From: [Sierra Club Membership Services](#), on behalf of [Bonnie Buxton](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:20:19 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Dr. Bonnie Buxton
7271 Grand Reunion Dr
Hoschtton, GA 30548-4068

From: [Sierra Club Membership Services](#), on behalf of [Andia Azimi](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:13 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep. Without knowing the potential dangers to the environment, it is not wise to go forth with this action. It is time to put nature and the health of the community before the pockets of corporations.

Sincerely,

Ms. Andia Azimi
3675 Aubusson Trce
Alpharetta, GA 30022-5227

From: [Sierra Club Membership Services](#), on behalf of [jerry smith](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:03 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. jerry smith
117 Meadow Ln
Calhoun, GA 30701-2041
(770) 547-3108

From: [Sierra Club Membership Services](#), on behalf of [Belinda Brantley](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:02 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Belinda Brantley
8193 Chapel Lake Dr
Midland, GA 31820-3532

From: [Sierra Club Membership Services](#), on behalf of [Mark Alexander](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:01 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

As a concerned Georgia citizen who loves Savannah, I thank you for considering my opinion on this.

Sincerely,

Mr. Mark Alexander
511 Tuxworth Cir
Decatur, GA 30033-5618

From: [Sierra Club Membership Services](#), on behalf of [Lawrell Studstill](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:00 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Lawrell Studstill
2678 Cove Cir NE
Atlanta, GA 30319-3708

From: [Sierra Club Membership Services](#), on behalf of [Karen Neel](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:50:12 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Karen Neel
1656 Delia Dr
Decatur, GA 30033-3318

From: [Sierra Club Membership Services](#), on behalf of [Sara Blocker](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:50:11 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Sara Blocker
1471 W Black Island Rd SE
Darien, GA 31305-4429

From: [Sierra Club Membership Services](#), on behalf of [Kea Fifer](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:50:10 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Kea Fifer
625 Freeman Brock Rd
Auburn, GA 30011-2634
(770) 363-4043

From: [Sierra Club Membership Services](#), on behalf of [Ruth Carter](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:20:03 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Ruth Carter
3336 Foxford Ct
Atlanta, GA 30340-4442

From: [Sierra Club Membership Services](#), on behalf of [Brent Tozzer](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:20:03 PM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina. We must balance dredging with its effects on coastal ecosystems.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Brent Tozzer
641 Longwood Dr NW
Dept S
Atlanta, GA 30305-3903
(404) 697-2312

From: [Sierra Club Membership Services](#), on behalf of [Allisom Katanich](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:51:22 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Please consider the implications on the wildlife habitats and ecosystem as you contemplate this action.

Sincerely,

Ms. Allisom Katanich
1050 Techwood Dr NW
Atlanta, GA 30318-5604
(404) 575-5949

From: [Sierra Club Membership Services](#), on behalf of [Vish Narendra](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:50:43 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Vish Narendra
1005 Oakpointe Pl
Dunwoody, GA 30338-2621

From: [Sierra Club Membership Services](#), on behalf of [Karen Wheeler](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:50:41 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Karen Wheeler
211 East Robert Toombs Ave.
Washington, GA 30673

From: [Sierra Club Membership Services](#), on behalf of [Mac Schmitz](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:50:39 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Mac Schmitz
15295 Highgrove Rd
Milton, GA 30004-3192

From: [Sierra Club Membership Services](#), on behalf of [Carla Manning](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:50:39 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Carla Manning
1070 Baggett Mill Rd
Cairo, GA 39827-5649

From: [Sierra Club Membership Services](#), on behalf of [Joan Lardin](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:50:39 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Joan Lardin
984 Ormewood Ter SE
Atlanta, GA 30316-2585
(404) 627-6253

From: [Sierra Club Membership Services](#), on behalf of [Anna-Marie Soper-O'Rourke](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:21 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Anna-Marie Soper-O'Rourke
1331 N Crossing Dr NE
Atlanta, GA 30329-3570

From: [Sierra Club Membership Services](#), on behalf of [Phyllis Colmar](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:20 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Phyllis Colmar
34 Rockyford Rd NE
Atlanta, GA 30317-1321

From: [Sierra Club Membership Services](#), on behalf of [Eric Ware](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:13 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

I am a citizen that expects all organizations involved with a project such as this, to investigate and show why it is appropriate project at this time.

While I don't want tons of money spent on another useless study of what anyone could guess, It is not good enough just to wave your hand in the name of progress and say that if we don't start now we'll be doomed. To use this thought, there would no end to the funds that could be spent, but is a limit to the funds. There been too many needs around the state that are ignored when BIG projects are set into motion. The public deserves better accounting from unbiased experts can state clearly the pros and cons of projects like this. A report should also investigate alternatives, so that a compromise might be found to preserve our environment as it is now. If it is indeed a viable project, it should be made clear, so the public doesn't feel railroad again and again.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Eric Ware
2915 Thornbriar Rd
Atlanta, GA 30340-5103

From: [Sierra Club Membership Services](#), on behalf of [Gail Kilpatrick](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:12 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Big business - the coal industry, oil, pig farming, etc - degrade our environment on a daily basis in their efforts to increase profit without taking measure to control pollution and destruction. The government's job should be to protect the environment, historic landmarks and lifestyles and not further degrade. Please read the following message and believe.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Gail Kilpatrick
238 Elvan Ave NE
Atlanta, GA 30317-1353
(404) 371-4120

From: [Sierra Club Membership Services](#), on behalf of [Genie Strickland](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:10 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Genie Strickland
743 E College Ave Ste B
Decatur, GA 30030-4199
404-6-7-1262

From: [Sierra Club Membership Services](#), on behalf of [Joanne Stone](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:10 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Where am I going to take my grandchildren and great grandchildren to see the lovely Savannah in a few years? Everything will look, smell and be so crowded like Los Angeles. Please, please re think your unwise decision to modernize Savannah. Leave it like it is and preserve it for many generations. Remember this is our legacy from our ancestors and they trusted us to keep it intact. I want to see it this way on my subsequent visits. There is nothing wrong in keeping the good in our lives. Something is telling me very many are going to profit comfortably on this ill advised decision and I can tell you right now it isn't the everyday folks that have kept Savannah alive and well for a long, long time. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Mrs. Joanne Stone
2351 Henderson Mill Rd NE Apt 2
Atlanta, GA 30345-2719

From: [Sierra Club Membership Services](#), on behalf of [Patty Cook](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 11:20:10 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Patty Cook
2427 Hurndon Rd
Snellville, GA 30078-5001
Do not send anything by mail

From: [Sierra Club Membership Services](#), on behalf of [Lori Ugolik](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:50:24 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Dr. Lori Ugolik
618 Shurling Dr
Macon, GA 31211-1950
(478) 757-9615

From: [Sierra Club Membership Services](#), on behalf of [Christopher Straub](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:49:51 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Christopher Straub
706 Emerald Rdg
Woodstock, GA 30189-5180

From: [Sierra Club Membership Services](#), on behalf of [Cornelia Brillhart](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:23 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Cornelia Brillhart
2919 Lavista Way
Decatur, GA 30033-1108
(404) 633-0660

From: [Sierra Club Membership Services](#), on behalf of [Jessica Warren](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:22 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mrs. Jessica Warren
633 Culpepper Rd
Carnesville, GA 30521-3062
(706) 677-4609

From: [Sierra Club Membership Services](#), on behalf of [Billy Gosa](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:22 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Billy Gosa
2858 Ash St SW
Marietta, GA 30008-6004
(678) 360-4658

From: [Sierra Club Membership Services](#), on behalf of [Kim Ricciardi](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:21 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Kim Ricciardi
899 Powers Ferry Rd SE
Marietta, GA 30067-5727

From: [Sierra Club Membership Services](#), on behalf of [mark carson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:06 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. mark carson
1358 Iverson St NE
Atlanta, GA 30307-2075

From: [Sierra Club Membership Services](#), on behalf of [Oliver Smith](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:05 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Oliver Smith
1432 Cobb Branch Dr
Decatur, GA 30032-3003

From: [Sierra Club Membership Services](#), on behalf of [Tami Freedman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:20:00 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Ms. Tami Freedman
160 Edsel Dr
Rossville, GA 30741-7609
(423) 236-4262

From: [Sierra Club Membership Services](#), on behalf of [Anne Harper](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:19:59 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Anne Harper
104 Marietta St NW
Ste 430
Atlanta, GA 30303-2743
(404) 659-3122

From: [Sierra Club Membership Services](#), on behalf of [Stephanie Coffin](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:19:59 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

I have read articles in the paper about the Mayor Kasim Reed urging the deepening because of the transportation link from Savannah to Atlanta. However, even this might benefit to Atlanta, we still need to go slow and do the proper environmental analysis as well as look at alternatives that do not damage the environment.

Sincerely,

Ms. Stephanie Coffin
1021 Highland Vw NE
Atlanta, GA 30306-3816
(404) 874-0523

From: [Sierra Club Membership Services](#), on behalf of [sally sinden](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:19:48 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. sally sinden
315 Brassy Ct
Johns Creek, GA 30022-6885
(678) 404-8439

From: [Sierra Club Membership Services](#), on behalf of [Timothy Taylor](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 10:19:48 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Dr. Timothy Taylor
1178 Old Kincaid Rd
Colbert, GA 30628-2536

From: [Sierra Club Membership Services](#), on behalf of [Sarah Sjoberg](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:50:09 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Sarah Sjoberg
741 Frederica St NE
Apt 16
Atlanta, GA 30306-4224

From: [Sierra Club Membership Services](#), on behalf of [Doug Wright](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Doug Wright
19 East Dr NW
Rome, GA 30165-1818

From: [Sierra Club Membership Services](#), on behalf of [Diane Miller](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Dr. Diane Miller
380 Deertriger Lndg
Athens, GA 30605-5701

From: [Sierra Club Membership Services](#), on behalf of [Laura Scigliano](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Laura Scigliano
916 Regency Path Dr
Decatur, GA 30030-4168

From: [Sierra Club Membership Services](#), on behalf of [Katherine Williamson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Katherine Williamson
264 Early Parkway Dr SE
Smyrna, GA 30082-3123

From: [Sierra Club Membership Services](#), on behalf of [Martin Kraft](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:49:56 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government cannot afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend taxpayers' money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Martin Kraft
PO Box 72784
Marietta, GA 30007-2784

From: [Sierra Club Membership Services](#), on behalf of [Leslie Inman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:49:56 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Leslie Inman
1709 N Pelham Rd NE
Atlanta, GA 30324-5260
(404) 876-1467

From: [Sierra Club Membership Services](#), on behalf of [jeannine.collins](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:49:55 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

jeannine collins
491 Staghorn Trl
Nicholson, GA 30565-1665

From: [Sierra Club Membership Services](#), on behalf of [Bernard Cleveland](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:49:55 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Bernard Cleveland
11199 Big Canoe
Big Canoe, GA 30143-5102

From: [Sierra Club Membership Services](#), on behalf of [Kate King](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:49:54 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Kate King
Woodlands Drive
Smyrna, GA 30080

From: [Sierra Club Membership Services](#), on behalf of [Matthew Wagner](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:52 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Matthew Wagner
871 Wylie St SE
Atlanta, GA 30316-1243
(404) 584-8554

From: [Sierra Club Membership Services](#), on behalf of [David Burgess](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:51 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

It never ceases to amaze me how stubborn the Corps of Engineers can be when it come to making decisions. However, there seems to be an inconsistency on the decisions. Savannah Port expansion is an example of not looking elsewhere for a port expansion that would make sense, i.e. the Port of Brunswick, and yet in my own backyard the State can not get a permit to widen a dangerous two lane bridge over Allatoona Lake (which is grossly mismanaged by the Corps) which would have minuscule impact of the health of the lake.

So one the one hand the Corps wants to plow ahead and wreck havoc on the environment in Savannah by continual dredging and expansion while on the other hand blocks a bridge improvement that has very little or no impact on a lake that the Corps does annual damage to by its lake draining practice.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund, such as the Port of Brunswick (which as actually closer to the Atlantic Ocean than Savannah's Port. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. David Burgess
208 Emerald Cove Ln
Woodstock, GA 30189-5156

From: [Sierra Club Membership Services](#), on behalf of [Elizabeth Pape](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:50 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Savannah should be preserved, not pillaged. I've loved Savannah since I first went there as a child and eventually married my husband who's from Savannah. We visit as often as we can. Don't destroy more of what charm and history of such a jewel that still exists!

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Elizabeth Pape
290 Crestwood Dr
Athens, GA 30605-3912
(706) 543-4550

From: [Sierra Club Membership Services](#), on behalf of [Carla Baird](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:49 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Carla Baird
14525 Morning Mountain Way
Milton, GA 30004-4522

From: [Sierra Club Membership Services](#), on behalf of [Stanley Stockman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:49 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Stanley Stockman
6160 Hedgestone Way
Douglasville, GA 30135-6007

From: [Sierra Club Membership Services](#), on behalf of [Cathryn Lee](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:48 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Cathryn Lee
35 Paces Lndg
Covington, GA 30016-4167

From: [Sierra Club Membership Services](#), on behalf of [Renee Beidler](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 9:19:48 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Renee Beidler
6738 Brandon Mill Rd NW
Atlanta, GA 30328-2029
(404) 252-9190

From: [Sierra Club Membership Services](#), on behalf of [Kim Kroeger](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:11 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Kim Kroeger
2575 Hopewell Plantation Dr
Alpharetta, GA 30004-4235

From: [Sierra Club Membership Services](#), on behalf of [Mike and Joy Cook](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:10 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Mike and Joy Cook
148 Ivy Ridge Dr
Jasper, GA 30143-8375

From: [Sierra Club Membership Services](#), on behalf of [Margaret Eastham](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:10 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Margaret Eastham
5378 Redfield Rd
Dunwoody, GA 30338-3724

From: [Sierra Club Membership Services](#), on behalf of [Gary Baker](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:09 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Dr. Gary Baker
470 McDuffie Dr
Athens, GA 30605-3947

From: [Sierra Club Membership Services](#) on behalf of [Madeline Reamy](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:09 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Please consider the extreme environmental impact of the proposed industrial corridor, not only to the beauty of Savannah, but to the health and future of the entire population. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Madeline Reamy
2394 Harrington Dr
Decatur, GA 30033-4902

From: [Sierra Club Membership Services](#), on behalf of [Deborah Lewis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:09 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support thousands of jobs throughout Georgia and South Carolina. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs.

The quality of life in Savannah is critically dependent on the port as well as the quality of the environment. Deepening the Savannah River and expanding the quantity of ships entering the area will have a critically negative impact on the environment.

With the economy of the state of Georgia suffering the funds to deepen and dredge the Savannah River yearly this spending is not in the best interests of the people of Georgia.

Sincerely,

Dr. Deborah Lewis
5069 Fairington Dr
Evans, GA 30809-7011
(706) 650-0576

From: [Sierra Club Membership Services](#), on behalf of [Teresa Watson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Just the thought of more dredging every year will have too great an environmental impact alone, much less adding more polluting facilities. We do not want Savannah to be smog covered like LA. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port. Brunswick is much more easily accessed than Savannah already.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Teresa Watson
619 S Hill St
Griffin, GA 30224-4229

From: [Sierra Club Membership Services](#), on behalf of [Ronelle Moehrke](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:50:08 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Ronelle Moehrke
404 Power Plant Rd
Hogansville, GA 30230-2222

From: [Sierra Club Membership Services](#), on behalf of [Laura Bimson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:49:54 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Savannah's most valuable resource is its history and wildlife. Destroying it or even impacting it would be a huge mistake. Please don't destroy this beautiful part of the state. We want to be able to enjoy it for years to come.

Sincerely,

Laura Bimson
110 International Dr
Athens, GA 30605-3692

From: [Sierra Club Membership Services](#), on behalf of [Danna Williams](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:49:53 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Danna Williams
131 Helican Springs Rd
Athens, GA 30601-1087

From: [Sierra Club Membership Services](#), on behalf of [Edward McDowell](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:49:52 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Edward McDowell
206 Cartwright Dr
Bonaire, GA 31005-3902
(478) 929-1267

From: [Sierra Club Membership Services](#), on behalf of [Sharon Box](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:53 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Sharon Box
3404 N Cook Rd
Powder Springs, GA 30127-5433

From: [Sierra Club Membership Services](#), on behalf of [Kevin Reed](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:53 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Kevin Reed
398 Westchester Way
Canton, GA 30115-4178

From: [Sierra Club Membership Services](#), on behalf of [Peg Wickham](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:53 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Peg Wickham
3240 Running Cedar Dr
Marietta, GA 30062-1363

From: [Sierra Club Membership Services](#), on behalf of [Sylvia Gayle](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:52 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mrs. Sylvia Gayle
5045 Powers Ferry Rd NW
Atlanta, GA 30327-4631

From: [Sierra Club Membership Services](#), on behalf of [Connie Hargreaves](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:52 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Ms. Connie Hargreaves
128 Bevington Ln
Woodstock, GA 30188-5422
(404) 898-9003

From: [Sierra Club Membership Services](#), on behalf of [Susan Gaddis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:46 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Ms. Susan Gaddis
2444 Silver Moss Way
Lawrenceville, GA 30044-2230

From: [Sierra Club Membership Services](#), on behalf of [Aaron Stearns](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 8:19:46 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. Aaron Stearns
980 Walther Blvd Apt 838
Lawrenceville, GA 30043-8438

From: [Sierra Club Membership Services](#), on behalf of [Audrey Ruccio](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 7:49:44 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep. The impact will be HUGE - and not good.

Sincerely,

Audrey Ruccio
403 Land O Goshen
Clarksville, GA 30523-0804
(706) 947-0221

From: [Sierra Club Membership Services](#), on behalf of [Margaret TYson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 7:19:43 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Ms. Margaret TYson
805 N Broad St
Cairo, GA 39828-1610

From: [Sierra Club Membership Services](#), on behalf of [Pamela Stogner](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 7:19:40 AM

Jan 25, 2011

William Bailey

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Sincerely,

Mrs. Pamela Stogner
760 Kennesaw Due West Rd NW
Kennesaw, GA 30152-6939

From: [Sierra Club Membership Services](#), on behalf of [Connie Abbott](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 7:19:39 AM

Jan 25, 2011

William Bailey

Dear Bailey,

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Sincerely,

Ms. Connie Abbott
3872 Avensong Village Cir
Milton, GA 30004-4903
7

From: [Sierra Club Membership Services](#), on behalf of [Robert Fredrick](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 6:19:37 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. Robert Fredrick
2801 Buford Hwy NE
Ste 508
Atlanta, GA 30329-2137
(404) 636-1108

From: [Sierra Club Membership Services](#), on behalf of [Janis Hastings](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 5:49:32 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The previous disaster brought on by the Corps of Engineers at Lake Lanier has taken years to correct and is still not resolved. They need to stay out and leave our water and resources alone. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Ms. Janis Hastings
2156 Delowe Dr
East Point, GA 30344-1135
(404) 762-7845

From: [Sierra Club Membership Services](#), on behalf of [Robert John White, Esq](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:19:23 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Robert John White, Esq
PO Box 25
Georgetown, GA 39854-0025

From: [Sierra Club Membership Services](#), on behalf of [Jennifer Goedken](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 3:19:23 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Savannah and the nearby Golden Isles especially Tybee Island are important to Georgia's history and habitat. Do not take a chance on destroying our state's coastal environment!

Sincerely,

Dr. Jennifer Goedken
1097 Amsterdam Ave NE
Atlanta, GA 30306-3576

From: [Sierra Club Membership Services](#), on behalf of [Bonnie Poland](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:19:09 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Bonnie Poland
295 Wills Ln
Canton, GA 30115-6377
(770) 479-1773

From: [Sierra Club Membership Services](#), on behalf of [Teri Rogers](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:19:07 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Teri Rogers
1167 Druid Walk
Decatur, GA 30033-3736
(404) 321-5764

From: [Sierra Club Membership Services](#), on behalf of [Elizabeth McKeon](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 1:19:07 AM

Jan 25, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Elizabeth McKeon
4902B Valley Dale Ct SW
Lilburn, GA 30047-5652
(770) 736-9408

From: [Sierra Club Membership Services](#), on behalf of [Catherine Chambers](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:41 AM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Catherine Chambers
46 Bowen St Moonsee Ponds
Melbourne, GA 30390
(039) 326-1641

From: [Sierra Club Membership Services](#), on behalf of [Carolyn Durant](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:51:40 AM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Carolyn Durant
PO Box 98
Mountain City, GA 30562-0098
(706) 212-0044

From: [Sierra Club Membership Services](#), on behalf of [Gerald Gatling](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Tuesday, January 25, 2011 12:50:53 AM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Gerald Gatling
6
Mableton, GA 30126

From: [Sierra Club Membership Services](#), on behalf of [Steven Nelson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:49:12 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Steven Nelson
1484 Willow Lake Dr NE
Atlanta, GA 30329-2821

From: [Sierra Club Membership Services](#), on behalf of [Andrea Garcia](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:49:11 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Andrea Garcia
122 Redford Dr
Grovetown, GA 30813-2213

From: [Sierra Club Membership Services](#), on behalf of [janet dennis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:19:02 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Janet Dennis
2515 Bradford Sq NE
Atlanta, GA 30345-1338

From: [Sierra Club Membership Services](#), on behalf of [Mary Alpern](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:19:02 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mary Alpern
206 E 39th St
Savannah, GA 31401-9020

From: [Sierra Club Membership Services](#), on behalf of [Chris Carroll](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 11:19:02 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Deepening the river may have unforeseeable environmental consequences and is not likely to improve the quality of the air that Georgians in the region breathe.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government that only a few ports be funded, and the environmental study needs to be detailed and scientifically valid. Please take the time to do an extensive study of the impacts.

Sincerely,

Ms. Chris Carroll
815 Pinetree Dr
Decatur, GA 30030-2332

From: [Sierra Club Membership Services](#), on behalf of [Takosha Lewis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:23 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Takosha Lewis
1788 Broad River Rd
Atlanta, GA 30349-9159
(706) 593-3244

From: [Sierra Club Membership Services](#), on behalf of [Ralph Emerson](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:23 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers' money to deepen every state port, even in the name of job creation.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would probably save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Ralph Emerson
150 Gibbons Way
Athens, GA 30605-4417
(706) 546-7490

From: [Sierra Club Membership Services](#), on behalf of [Habib Torab](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:20 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Habib Torab
806 E Morningside Dr NE
Atlanta, GA 30324-5223

From: [Sierra Club Membership Services](#), on behalf of [Susan Bearden](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:15 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Susan Bearden
3438 Sunderland Cir NE
Atlanta, GA 30319-1950
(770) 986-0289

From: [Sierra Club Membership Services](#), on behalf of [Jennifer Kornder](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:14 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Miss Jennifer Kornder
3420 Harding Ave
Atlanta, GA 30354-1908

From: [Sierra Club Membership Services](#), on behalf of [Soney Wadford](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:09 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Soney Wadford
435 Millwater Ct
Grovetown, GA 30813-2011

From: [Sierra Club Membership Services](#), on behalf of [Jenifer Alexander](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:09 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Jenifer Alexander
310 Rainbow Row Ct
Alpharetta, GA 30022-7665

From: [Sierra Club Membership Services](#), on behalf of [Robert Elder](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:05 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Robert Elder
3702 Cambridge Dr
Valdosta, GA 31605-7913

From: [Sierra Club Membership Services](#), on behalf of [Timothy Dodd](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:49:03 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Timothy Dodd
1502 Park Lake Ln
Norcross, GA 30092-5234

From: [Sierra Club Membership Services](#), on behalf of [Joan Harper](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:48:59 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Joan Harper
1032 Riverbend Club Dr SE
Atlanta, GA 30339-2803
(770) 956-9009

From: [Sierra Club Membership Services](#), on behalf of [Donjenna Yokley](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:10 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Donjenna Yokley
148 Waverly Way NE
Apt 8
Atlanta, GA 30307-2562
(404) 247-6625

From: [Sierra Club Membership Services](#), on behalf of [Robby Strozier](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:10 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Robby Strozier
925 Ridge Crest Ct
Macon, GA 31204-1078

From: [Sierra Club Membership Services](#), on behalf of [Pat Bushong Whitehead](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:09 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Pat Bushong Whitehead
6 Buckboard Trl
Jesup, GA 31546-5204
(912) 427-0788

From: [Sierra Club Membership Services](#), on behalf of [Robert Miller](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:09 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River have supported hundreds of thousands of jobs throughout Georgia and South Carolina for years and will continue to do so for generations to come. There is no reason to doubt that the Savannah Port will continue to grow and provide even more jobs.

Please choose wisely, if not for the aesthetic and environmental quality of the area, then for fiscal reasons. The Federal Government can not afford to assist deepening every port along the Atlantic Coast. The Corps of Engineers needs to recommend to the Federal Government which port development to choose. Passing over Savannah will save funds currently planned for deepening the Savannah River and funds for annual dredging to maintain the depth.

Sincerely,

Mr. Robert Miller
13300 Morris Rd
Alpharetta, GA 30004-6120

From: [Sierra Club Membership Services](#), on behalf of [Janet Drake](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:01 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,
Janet Drake
10215 Old Woodland Entry
Alpharetta, GA 30022

Sincerely,

Janet Drake
10215 Old Woodland Entry
Alpharetta, GA 30022-5846

From: [Sierra Club Membership Services](#), on behalf of [Teresa Tucker](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:01 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Teresa Tucker
147 Superior Ave
Decatur, GA 30030-1814
(404) 378-5008

From: [Sierra Club Membership Services](#), on behalf of [Cheryl Adams](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:01 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Miss Cheryl Adams
5070 Ga Highway 196 W
Hinesville, GA 31313-7821

From: [Sierra Club Membership Services](#), on behalf of [Meredith Baxter](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:01 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Meredith Baxter
1000 Northside Dr NW
Apt 1326
Atlanta, GA 30318-5487
(828) 238-9038

From: [Sierra Club Membership Services](#), on behalf of [David Quinn](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

David Quinn
3031 Gables Way NE
Atlanta, GA 30329-3235
(404) 790-6645

From: [Sierra Club Membership Services](#), on behalf of [WALTER DENLEY](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. WALTER DENLEY
2546 Oakwood Trce SE
Smyrna, GA 30080-8291

From: [Sierra Club Membership Services](#), on behalf of [Heather Herlocher](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Further "transparent" analysis of the ecological impact is needed. It is apparent that this aspect of the recommendation has been glossed over. Please take the time to look at what your proposal will mean, not only in terms of jobs, but of the environment, the quality of life and the long-term viability of Savannah as a historic city.

Sincerely,

Mrs. Heather Herlocher
6091 Rachel Rdg
Norcross, GA 30092-1312

From: [Sierra Club Membership Services](#), on behalf of [Laura Breyfogle](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Laura Breyfogle
208 Springdale Dr
Lagrange, GA 30240-2648

From: [Sierra Club Membership Services](#), on behalf of [Robin Kemp](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:35:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

As a native New Orleanian, Katrina first responder, and avid diver, I am concerned that dredging will further upset the relatively stable Atlantic coastline. Given the present devastation along the Gulf Coast, we must protect the fragile wetlands and sediments in this corner of the Southeast.

Tybee Island is one of the few relatively non-commercial barrier islands within half a day's drive from metro Atlanta. Its success as a quiet vacation getaway will be compromised by dredges and the piles of seafloor material. Greater industrialization will further endanger stressed marine life, lower property values, and harm small businesses and captains who depend on Tybee for survival.

I have seen what MR. GO did firsthand, as I used to work for a small boatyard across from the Lower Ninth Ward. Can this country afford another manmade disaster like the post-Katrina levee failures or the Deepwater Horizon blowout? Can the Corps guarantee 100% failsafe engineering in this ecosystem?

I strongly believe that talented engineers such as those in the Corps consider the problem from another angle: perhaps advances in naval architecture could pose practical 21st-century alternatives to major channel dredging. The present approach is akin to blowing up mountaintops so planes might fly lower.

If deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Robin Kemp

5253 Lyndale Cir
Forest Park, GA 30297-2737

From: [Sierra Club Membership Services](#), on behalf of [Janet Blackmon](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:34:59 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Janet Blackmon
PO Box 756
Lilburn, GA 30048-0756

From: [Sierra Club Membership Services](#), on behalf of [Jim Norris](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:34:58 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. Jim Norris
239 Broadway St
St Simons Island, GA 31522-2738

From: [Sierra Club Membership Services](#), on behalf of [Peter Followill](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:34:57 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. Peter Followill
2345 Peachwood Cir NE
Apt 1107
Atlanta, GA 30345-8034

From: [Sierra Club Membership Services](#), on behalf of [Franklin Naves](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:53 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. Franklin Naves
PO Box 117
Trion, GA 30753-0117

From: [Sierra Club Membership Services](#), on behalf of [frances.eubanks](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:52 PM

Jan 24, 2011

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Dear Bailey,

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Sincerely,

Ms. frances eubanks
106 Franklin Ct
Decatur, GA 30030-2920
(404) 474-7913

From: [Sierra Club Membership Services](#), on behalf of [Selma Kuurstra](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:52 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Selma Kuurstra
47 Sloan St
Roswell, GA 30075-4919

From: [Sierra Club Membership Services](#), on behalf of [Deborah Huntley](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:52 PM

Jan 24, 2011

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Sincerely,

Deborah Huntley
11675 Northgate Trl
Roswell, GA 30075-2335

From: [Sierra Club Membership Services](#), on behalf of [Anna Tiwoni](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:52 PM

Jan 24, 2011

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Sincerely,

Mrs. Anna Tiwoni
4303 Ascot Rd
Hephzibah, GA 30815-4459
n/a

From: [Sierra Club Membership Services](#), on behalf of [Gladys T. Lee](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:52 PM

Jan 24, 2011

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Dear Bailey,

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Sincerely,

Mrs. Gladys T. Lee
511 N Laurel St
Quitman, GA 31643-1219

From: [Sierra Club Membership Services](#), on behalf of [Katharine Heika](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:50 PM

Jan 24, 2011

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Sincerely,

Mrs. Katharine Heika
2397 Cardinal Way
Tucker, GA 30084-3337

From: [Sierra Club Membership Services](#), on behalf of [Kristen Karnes](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:50 PM

Jan 24, 2011

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Sincerely,

Ms. Kristen Karnes
1035 Presidents Ln
Lawrenceville, GA 30043-4176

From: [Sierra Club Membership Services](#), on behalf of [L. Camear Baxter III](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:49 PM

Jan 24, 2011

William Bailey

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Sincerely,

Mr. L. Camear Baxter III
7721 Lyle Dr
Riverdale, GA 30296-7187
(404) 219-3013

From: [Sierra Club Membership Services](#), on behalf of [Sonia Swartz](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:32 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mrs. Sonia Swartz
1030 W Wesley Rd NW
Atlanta, GA 30327-1312
(404) 355-7032

From: [Sierra Club Membership Services](#), on behalf of [Shari Barr](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:31 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Thank you for considering long term consequences to people and other animals who live in the affected area, rather than just short term economic interests.

Sincerely,

Shari Barr
212 E Mockingbird Ln
Statesboro, GA 30461-6970

From: [Sierra Club Membership Services](#), on behalf of [holiday lammon](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:31 PM

Jan 24, 2011

William Bailey

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Sincerely,

Ms. holiday lammon
3012 Whispering Hills Ct
Chamblee, GA 30341-5136

From: [Sierra Club Membership Services](#), on behalf of [Jackie Parker](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:31 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Jackie Parker
933 Verdi Way
Clarkston, GA 30021-1057

From: [Sierra Club Membership Services](#), on behalf of [James R Stockley Sr](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:31 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Mr. James R Stockley Sr
458 Staten St
Jonesboro, GA 30238-5767
(770) 473-4356

From: [Sierra Club Membership Services](#), on behalf of [Jack Jones](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:31 PM

Jan 24, 2011

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Dear Bailey,

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Sincerely,

Mr. Jack Jones
901 Pritchard Pl
Marietta, GA 30068-2656

From: [Sierra Club Membership Services](#), on behalf of [Sarah Horgan](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:29 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Please do not turn Savannah into the Port of Los Angeles!!!!
The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mrs. Sarah Horgan
130 Farm Valley Dr
Canton, GA 30115-6484
(678) 880-8382

From: [Sierra Club Membership Services](#), on behalf of [Clayton Holloway](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:02:29 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Clayton Holloway
114 High Pointe Dr
Rincon, GA 31326-5243
(912) 826-3339

From: [Sierra Club Membership Services](#), on behalf of [Robyn Smith](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:19 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Robyn Smith
1358 Diamond Head Cir
Decatur, GA 30033-2302

From: [Sierra Club Membership Services](#), on behalf of [John Kominoski](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:12 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Dr. John Kominoski
Odum School of Ecology
University of Georgia
Athens, GA 30602-0001

From: [Sierra Club Membership Services](#), on behalf of [Scott Lee](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:12 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Scott Lee
581 Greenwood Ave NE
Atlanta, GA 30308-1839

From: [Sierra Club Membership Services](#), on behalf of [Mary Anna Bone](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:12 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Mary Anna Bone
3319 Lawrence Dr
Columbus, GA 31907-2525
(706) 568-0879

From: [Sierra Club Membership Services](#), on behalf of [Lucy Hines](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:11 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Ms. Lucy Hines
343 Club Dr
LAWRENCEVILLE, GA 30045

From: [Sierra Club Membership Services](#), on behalf of [Sukoshi Rice](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:11 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Mrs. Sukoshi Rice
PO Box 574
Blairsville, GA 30514-0574

From: [Sierra Club Membership Services](#), on behalf of [L. D. Holland](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:10 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. L. D. Holland
14125 Freemanville Rd
Alpharetta, GA 30004-3514
(770) 343-8428

From: [Sierra Club Membership Services](#), on behalf of [Patricia Wallis](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:03 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Patricia Wallis
2485 Conley Dr
Cumming, GA 30040-7152
(678) 357-7439

From: [Sierra Club Membership Services](#), on behalf of [Timothy Leech](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:02 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Timothy Leech
310 Great Oak Dr
Athens, GA 30605-4507

From: [Sierra Club Membership Services](#), on behalf of [Mathieu Erramuzpe](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:01:00 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. Mathieu Erramuzpe
814 Aumond Pl E
Augusta, GA 30909-3220
(706) 267-1439

From: [Sierra Club Membership Services](#), on behalf of [David Cook](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:59 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current proposal amounts to another bailout, this time to the shipping industry. It is a risky gamble with taxpayer dollars, delicate ecosystems, public water supply, and Georgia's heritage at stake. What citizen of Georgia or the United States truly has the right to toss these invaluable resources under the bow of shipping progress? No one. Anyone, or group, who does will be seen as a criminal and a greedy scoundrel in our history books.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Mr. David Cook
5157 W Chapel Hill Rd
Douglasville, GA 30135-4937

From: [Sierra Club Membership Services](#), on behalf of [Jannine Roads](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:59 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Jannine Roads
6234 Castlewood Dr
Morrow, GA 30260-2010
(770) 960-1363

From: [Sierra Club Membership Services](#), on behalf of [Janet Leavell](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:57 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Janet Leavell
3293 Westmart Ln
Atlanta, GA 30340-4513

From: [Sierra Club Membership Services](#), on behalf of [Laurie Wilder](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:56 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

My concern is the environmental havoc this kind of project will wreak on the area. Whales come to the area and although I don't know much about what kind or when they come I can only imagine what this would do to their already threatened lives. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

Sincerely,

Ms. Laurie Wilder
1305 Cherokee Rd
Winterville, GA 30683-2904

From: [Sierra Club Membership Services](#), on behalf of [MELBA SCOTT](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:52 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,
Melba Scott
722 Calibre Springs Way
Atlanta, GA 30342

Sincerely,

Ms. MELBA SCOTT
722 Calibre Springs Way NE
Atlanta, GA 30342-1877
(646) 358-7283

From: [Sierra Club Membership Services](#), on behalf of [Sandi Tax](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:52 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Mrs. Sandi Tax
2230 Kitfox Cir
Cumming, GA 30041-7871
(770) 781-6593

From: [Sierra Club Membership Services](#), on behalf of [Sharon Coogle](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:52 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Ms. Sharon Coogle
115 Old Hickory Trl
Blue Ridge, GA 30513-5586
(706) 633-4520

From: [Sierra Club Membership Services](#), on behalf of [Janet Wright](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:51 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Janet Wright
125 Meadowview Rd
Athens, GA 30606-4265

From: [Sierra Club Membership Services](#), on behalf of [julie Ransom](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:51 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

julie Ransom
948 Vistavia Cir
Decatur, GA 30033-3426
(404) 633-9165

From: [Sierra Club Membership Services](#), on behalf of [John Temples](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:51 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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Sincerely,

Mr. John Temples
9448 Coleman Rd
Roswell, GA 30075-4761

From: [Sierra Club Membership Services](#), on behalf of [Matteo Moore](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

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Sincerely,

Mr. Matteo Moore
20 10th St NW
Atlanta, GA 30309-3866

From: [Sierra Club Membership Services](#), on behalf of [Steve Boudreaux](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

Developing the Savannah River, from Garden City to Tybee Island, as a regional megaport and heavy industrial corridor? Seriously? Surely, there are other options that have far fewer environmental and historic ramifications. The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.

The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.

The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.

As a former New Orleanian, I wept when I saw the devastation wrought by Katrina, and yes, by poor planning and execution on the part of the Army Corps of Engineers. One of the lessons that should have been learned from that disaster is that we have a responsibility to consider the ramifications of such "improvement" projects, to both natural ecosystems, and to communities in the area. Yes, jobs are important- but the people who might fill those jobs are at least as important, as are their homes and quality of life. It is high time our governmental agencies gave due considerations to that view of the picture, even if it is at a modest expense to the industrial and business interest. Alternatives that have less environmental and historic impact MUST be explored, and, where ever possible, adopted.

Sincerely,

Mr. Steve Boudreaux
1525 Rubes Lndg
Marietta, GA 30066-1232

From: [Sierra Club Membership Services](#), on behalf of [Adriaan Roggeveen](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

William Bailey

Dear Bailey,

I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.

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All of us in Georgia are concerned about what you have done in Louisiana, along the Mississippi, and all the marshlands that no longer support life or protection from the elements.

My Daddy would roll over in his grave if he knew that the Army Corps of Engineers was attacking another "Friendly Port."

Sincerely,

Mr. Adriaan Roggeveen
220 Stadium Dr
Camilla, GA 31730-2316

From: [Sierra Club Membership Services](#), on behalf of [Alice Ramirez-Hanselman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

William Bailey

Dear Bailey,

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Sincerely,

Alice Ramirez-Hanselman
2031 Spring End Ct
Lawrenceville, GA 30044-5395

From: [Sierra Club Membership Services](#), on behalf of [Oreon Mann](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

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Dear Bailey,

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Sincerely,

Mr. Oreon Mann
877 Edgewood Ave NE
Atlanta, GA 30307-2547
(404) 522-3469

From: [Sierra Club Membership Services](#), on behalf of [Meg Sniderman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:50 PM

Jan 24, 2011

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Sincerely,

Ms. Meg Sniderman
1384 McLendon Ave NE
Atlanta, GA 30307-2030
(615) 785-2823

From: [Sierra Club Membership Services](#), on behalf of [Angie Ostertag](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:40 PM

Jan 24, 2011

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Sincerely,

Mrs. Angie Ostertag
2065 Hembree Grove Dr
Roswell, GA 30076-1273

From: [Sierra Club Membership Services](#), on behalf of [Valerie Robbins](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:40 PM

Jan 24, 2011

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Sincerely,

Valerie Robbins
1511 N Amanda Cir NE
Atlanta, GA 30329-3319
(404) 633-7997

From: [Sierra Club Membership Services](#), on behalf of [Sandra Workman](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:40 PM

Jan 24, 2011

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Sincerely,

Sandra Workman
245 Waverly Hall Dr
Roswell, GA 30075-2143

From: [Sierra Club Membership Services](#), on behalf of [Julia Blissard](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:40 PM

Jan 24, 2011

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Sincerely,

Mrs. Julia Blissard
1120 Olivine Dr
Alpharetta, GA 30022-7924

From: [Sierra Club Membership Services](#), on behalf of [Tanja Mletzko Crowe](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:39 PM

Jan 24, 2011

William Bailey

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Sincerely,

Mrs. Tanja Mletzko Crowe
55 Montgomery St SE
Atlanta, GA 30317-1907

From: [Sierra Club Membership Services](#), on behalf of [Nancy Mills](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:39 PM

Jan 24, 2011

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Sincerely,

Ms. Nancy Mills
1538 Dresden Dr NE Apt H
Atlanta, GA 30319-3500

From: [Sierra Club Membership Services](#), on behalf of [Stephanie Lincecum](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:38 PM

Jan 24, 2011

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Sincerely,

Ms. Stephanie Lincecum
115 Tom Chapman Blvd
Apt 1604
Warner Robins, GA 31088-7870

From: [Sierra Club Membership Services](#), on behalf of [Larry Winslett](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:38 PM

Jan 24, 2011

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Sincerely,

Mr. Larry Winslett
PO Box 1962
Dahlonega, GA 30533-0033
(404) 375-8405

From: [Sierra Club Membership Services](#), on behalf of [Amy Budow](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:38 PM

Jan 24, 2011

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Sincerely,

Ms. Amy Budow
800 Peachtree St
Atlanta, GA 30308-1216

From: [Sierra Club Membership Services](#), on behalf of [Randy Brooks](#)
To: [CFSAS-PD_SAS](#)
Subject: Protect the Savannah National Wildlife Refuge
Date: Monday, January 24, 2011 10:00:38 PM

Jan 24, 2011

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I have visited Savannah and have fallen in love with it's character and charm each time. Please don't let the magic disappear.

Sincerely,

Dr. Randy Brooks
292 Brooks Rackley Rd
Dallas, GA 30157-9515
(678) 410-8677

Sierra Club- Form Letter

1107-JK-06-EC01, 1107-JK-06-EV01, 1107-JK-06-EN01, 692-MR-04-EV01

Comment: *I am concerned about the proposal to deepen the Savannah River by 48 feet. Studies have not demonstrated that the project is needed to keep the Port viable, nor have they considered alternatives. The threats to the freshwater aquifer, the wildlife habitat and to Georgia's most historic city are not worth the risks.*

Response: The District evaluates its water resource projects from a National Economic Development (NED) perspective, which in essence is the alternative [meeting project objectives] having the greatest net economic benefits [benefits minus costs]. Generally, this option will become the preferred alternative for implementation; however, there are situations in which compelling circumstances [long-term economics] dictate another choice. In this instance, the NED benefits are comprised primarily of the reduced transportation costs resulting from removing the current constraints of draft. It is important to note that these economic benefits accrue from the use of larger, more cost-effective container ships, not an increase in the number of containers expected to move through then Port. In performing the NED, analysts are mindful not to claim benefits that result from a redistribution of commerce from one port to another.

As discussed in EIS-Section 5, the impacts to habitat were assessed through extensive studies, modeling efforts, and federal/state resource agency coordination. That section also addresses potential impacts to cultural and historic resources, including investigations made in coordination with the South Carolina and Georgia State Historic Preservation Offices. Appendix C discusses the District's step-by-step approach to mitigation planning, i.e., avoidance, minimization, and mitigation for unavoidable impacts. Appendix D discusses monitoring and adaptive management measures undertaken to assure the success of the mitigation efforts.

The purpose of the SHEP is to identify and evaluate feasible, environmentally-acceptable alternatives that will: reduce congestion in the river channel; accommodate recent and anticipated future growth in containerized cargo and container ship traffic; improve the efficiency of operations for container ships within the Savannah Harbor Navigation Project; and allow larger and more efficient container ships to use the Port.

The Corps considered the reasonable and practicable alternatives, as required by NEPA and the Clean Water Act. The SHEP NEPA alternatives analysis ranged from considering other potential options or sites for the project, including other South Atlantic ports, to evaluating potential specific locations for disposal of dredged or fill material along Savannah Harbor and in the Atlantic Ocean along the entrance channel. The NEPA alternatives analysis is found in various places in the EIS and GRR including EIS Section 2.0, Purpose and Need for Action; EIS Section 3.0, Alternatives; EIS Appendix H, Section 404(b)(1) Evaluation (Practicable Alternatives); EIS Appendix O, Formulation of Alternatives; GRR Section 6, Formulation of Alternatives; various other sections in the GRR; GRR Appendix A, Economics; GRR Appendix A, Attachment 3 (Regional Port Analysis); GRR Appendix A, Attachment 5 (Multi-Port Analysis); and GRR Appendix D, Plan Formulation Appendix. The Corps initial evaluation of measures that could address the existing navigation problems can be found in the Appendix O of the EIS. The DEIS documents the Corps' consideration of numerous potential methods [structural/nonstructural] of solving its navigation problems. Management measures which showed potential for addressing the noted constraints of draft were evaluated based on technical, economic, and environmental considerations. The evaluations were conducted in accordance with NEPA, the Clean Water Act, criteria

established in the Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies (US Water Resources Council, 1983) and the policies and procedures established by ER 1105-2-100, Planning Guidance Notebook, April 22, 2000.

Extensive analysis has been conducted on all potential impacts attendant to SHEP's implementation. Project impacts to freshwater wetlands' wildlife habitat functions [due to marsh conversion] would be completely mitigated during project construction. Any unanticipated impacts would be addressed through a very robust monitoring and adaptive management process. Impacts to groundwater of the Upper Floridan aquifer as a result of proposed harbor deepening are expected to be minimal [GRR-Appendix C: Engineering, Supplemental Studies, Potential Ground-Water Impacts to the Upper Floridan Aquifer, 2007]. The post-construction monitoring includes monitoring of chloride levels in groundwater wells along the river.

1107-JK-06-EC02, 692-MR-04-EV02

Comment: *The current terminals along the Savannah River support hundreds of thousands of jobs throughout Georgia and South Carolina and there is no reason to believe they won't in the future. Even without deepening the Savannah River, Savannah Port will continue to grow and provide even more jobs as current container ships visiting Jacksonville, if deepened, will now use Savannah Port.*

Response: The Corps expects the number of cargo containers moved through GCT to increase over time; however, the subject harbor deepening will have no material effect on the rate of that increase. Under both the without and with project conditions, the Garden City Terminal will reach its build-out capacity [annual] in about 2030 at 6.5 million TEUs per year. This is the maximum number of containers that the facility could reasonably process, based on factors such as the size of the terminal, the number of gates that provide access to the property, the number and size of the berths, the number and size of the container cranes, the number of jockey trucks that move the containers within the terminal, how the containers are stacked within the terminal, and the number of railroads that service the terminal and the frequency of their trains. It is predicted that without deepening, more vessels will be required to transport the cargo that transits the port. With deepening, the total number of vessels would decrease (when compared to the without project condition) as they will be able to load/unload without the current constraints of draft.

1107-JK-06-EC03, 692-MR-04-EV03

Comment: *The Federal Government can not afford to assist deepening every port along the Atlantic Coast -- nor are state budgets deep enough to allow every state along the Atlantic Coast to spend tax payers money to deepen every state port.*

Response: The Corps considers every proposed port improvement on its individual merits and the deepening of one port in no way means that all competing ports would likewise be improved. All studies must follow the same rigorous process detailed in Engineering Regulation (ER) 1105-2-100 as well as other guidance and regulations. All analyses and documents are subject to iterative review, including an assessment by independent parties.

1107-JK-06-EC04, 692-MR-04-EV04

Comment: *The Corps of Engineers needs to recommend to the Federal Government which port to help fund. This would save funds currently planned for deepening the Savannah River and yearly dredging funds needed to keep it deep.*

Response: See previous response. Congress has not authorized or funded the Corps of Engineers to conduct a comprehensive evaluation of all ports to identify where port improvements would be most cost-effective. Through the procedures Congress has established that the Corps uniformly applies (including the benefit: cost ratio), it is able to compare the cost-effectiveness of various improvements as they are presented to it for funding consideration.

#810

Citizens for Environmental Justice

1115 Habershan St., Savannah, GA 31401
912-233-0907

First African Baptist Church

23 Montgomery Street, Savannah, GA 31401
912-233-2244

Gethsemane Baptist Church

301 West 41st Street , Savannah, GA 31401
912-660-3708

Cross Over Ministries

1019 Old Louisville Road, Garden City, GA 31408
912-966-1606

Key Street Neighborhood Association

6947 Key Street, Savannah, GA 31406
912-355-1076

AL Massey Community Association

1906 Toomer Street, Savannah, GA 31405
912-631-7843

EPREO Financial, Inc.

12469 Northwood Road, Savannah, GA 31419
912-376-0185

Coalition For A Safe Environment

1601 N. Wilmington Blvd., Wilmington, California 90744
wilmingtoncoalition @ prodigy.net 310-704-1265

January 25, 2011

Colonel Jeffrey M. Hall
District Commander & Chief Engineer
Department of the Navy
Savannah District, Corps of Engineers

Mr. William G. Bailey
ATTN: PD
US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

Re: USACOE, Savannah District- Savannah Harbor Expansion Project
Su: Submission of Public Comments

USACOE:

The Coalition For A Safe Environment (CFASE) requests the U.S. Army Corp of Engineers (USACOE) the cancel the proposed Savannah Harbor Expansion Project and rescind the Draft Tier II Environmental Impact Statement (DEIS) for its non-compliance and violations of the requirements of the National Environmental Protection Act (NEPA), the Federal Clean Air Act, Clean Water Act, Executive Order 12898 Federal Actions To Address Environmental Justice In Minority Populations And Low Income Populations, Council on Environmental Quality (CEQ) Guidance for Environmental Justice Under NEPA (CEQ, 1997), Executive Order 13045 Protection of Children from Environmental Health Risks and Safety Risks and the U.S. Civil Rights Act.

We find the Savannah Harbor Expansion Project Proposal and Draft Tier II Environmental Impact Statement (DEIS) to be in non-compliance because it fails to meet evaluation factors approval criteria, fails to justify its purpose, fails to perform all legally required assessments, fails to eliminate where feasible all negative impacts, fails to mitigate negative impacts where feasible to less than significant and fails to include all reasonable and available feasible mitigation measures, fails to protect environmental justice community interests and fails to protect children's health & safety interests..

The following information, identified DEIS deficiencies, outlined points, concerns, references, examples, issues, recommendations and requests describe the inadequacies of the DEIS:

1. The USACOE Savannah District is unqualified to make a decision that "the proposed action would not impact minority communities or low income populations." The Savannah District office does not have an Environmental Justice Office, deputy, chief, director, manager or scientist, therefore no professional expert to determine the need for an assessment or conduct a comprehensive environmental justice impact assessment and assure compliance with federal laws and executive orders. Furthermore the Savannah District has no EJ Community outreach program, conducts no training on NEPA for the EJ Communities, other applicable federal laws and executive orders, conducts no training on how to prepare public comments, conducts no ongoing community meetings or dialogue.

As a result the DEIS failed to include an Environmental Justice Community Impact Assessment which would have required them to identify EJ Communities, minority and low income populations, sensitive receptors, number of elderly, pregnant women, preexisting conditions, number of children, available health and public services in the community, use Census and other available data.

2. The USACOE Savannah District has no environmental justice public advocate or representative, therefore, no one to represent environmental justice community interests, communicate with EJ Communities, advise and research appropriate mitigation and provide public information needs.
3. The USACOE Savannah District failed to hire and consult with an Environmental Justice: consultant firm, professional expert, community organization, legal firm or academic institution professor. It does however hire numerous other categories of consultants.
4. The USACOE Savannah District is unqualified to make a decision that “there would be no short or long term impacts on the health and safety of children.” The Savannah District office does not have a Children Office of Health & Safety, deputy, chief, director, manager or scientist, therefore no professional expert to determine the need for an assessment or conduct a comprehensive children’s health and safety impact assessment and assure compliance with federal laws and executive orders. Furthermore the Savannah District has no EJ Community outreach program, conducts no training on NEPA, other applicable federal laws and executive orders, conducts no training on how to prepare public comments, conducts no ongoing community meetings or dialogue.
5. The USACOE Savannah District has no children’s health & safety advocate or representative, therefore, no one to represent children’s health & safety interests, communicate with communities with children, advise and research appropriate mitigation and provide public information needs. I have attached Appendices A1 – A9 which lists over 160 health studies that validate public health impacts that can be caused Ports business operations and the Goods Movement Industry.
6. The USACOE Savannah District failed to hire and consult with a children’s health & safety: consultant firm, professional expert, community organization, legal firm or academic institution professor. It does however hire numerous other categories of consultants.
7. USACOE Savannah District refused to hold a public hearing regarding the Draft Tier II Environmental Impact Statement (DEIS) and Draft General Reevaluation Report (DGRR) that was requested by City of Savannah and neighboring Environmental Justice Communities, organizations and individuals. Public hearings provide an opportunity for the USACOE to give comprehensive presentations on the detailed elements of the GRR and DEIES so that Environmental Justice Organizations and individuals can learn and ask relevant questions. The USACOE is also required to have a legal court reporter at public hearings to record all questions, discussions and public comments. The USACOE intentionally refused to have a public hearing so as to have no legal record of EJ

community participation and concerns violating NEPA, Executive Orders and Civil Rights Laws.

8. The USACOE states in the Tier II EIS 5-145 that the, "Environmental justice population have not expressed substantial concerns about the project,' and "No one identified impacts to environmental justice communities or children as issues of concern," which is not entirely accurate. Environmental Justice Communities and organizations have been concerned however; the General Re-evaluation Report and Tier II Environmental Impact Statement have been prepared omitting information that discloses impacts to EJ Communities. Over 100 EJ Community members attended the December 15, 2010 workshop and were told that only the media could ask questions.
9. The USACOE Savannah District sponsored workshop held on December 15, 2010 was unresponsive towards Environmental Justice Communities, organizations and individuals who attended when they wanted to engage in in-depth discussions and asked detailed questions. Over 100 EJ Community members attended the workshop and were told that only the media could ask questions.
10. The USACOE Savannah District prepared Draft Tier II Environmental Impact Statement (DEIS) contains numerous emissions of data, emission data is based on models and no actual on-site port air emissions studies, EJ Community air quality studies, some stated decisions are based on unsubstantiated facts and based on numerous assumptions. As an example of additional research, the California Air Resources Board sponsored a Port of Los Angeles – Wilmington EJ Community Wind Dispersion Study to show how air pollution from the Port is dispersed into a community. The study validated that air pollution does not stay on port property and does disperse through long distances into a community.
11. The USACOE Savannah District prepared Draft Tier II Environmental Impact Statement failed to include a comprehensive Cumulative Impact Assessment in its failure to research, identify and assess all sources of emissions. The California Office of Environmental Health Hazards Assessment (OEHHA) recently released an excellent Cumulative Impact Assessment Guidance Document and Toolkit.
12. DEIS has significantly underestimated ship emissions and future emissions. The DEIS failed to disclose that a larger Post Panamex Ship that carries 8,400 TEU's vs the current smaller 4,000 TEU Ship will cause a significant spike in air pollution emissions actually doubling the air emission in the same amount time as a smaller ship. The Port will need twice as many diesel trucks and cargo handling equipment for a large ship. This spike will also cause significantly public health problems and increase emergency hospital visits. In addition, what happens when the number of large ships exceeds the original number of smaller ships, even with the low sulfur fuel they will emit more emissions? Also what is the mitigation contingency plan when the number of large ships visiting the port increases? Will the public have to listen to the excuses of the Port of Savannah and the USACOE 5, 10 years from now that did not know this would happen? The Port of Los Angeles under-estimated the China Shipping Terminal container volume by over

20% in less than five years. Good examples of Port Emissions Inventories are the Port of Los Angeles and Port of Long Beach which can viewed on their websites.

Emission estimates did not include emissions from ship engine aging which causes more pollution as ships get older, ship boilers, ship cue time emissions while waiting to enter port river entrance and destination terminal, multiple ship staging idling, emissions from delays due to ship breakdowns, equipment breakdowns, accidents and adverse weather conditions. Estimates are also grossly in error due to the fact that larger cleaner ships will not arrive at the Port of Savannah in the near future and will in fact be phased in over a significant long period of time, therefore providing no near term benefits to the public.

13. The DEIS has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel from their home location to the port to pick up containers and freight, the truck emissions when returning home, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, fugitive HFC's from A/C units, inefficient engine fuel combustion VOC's, pulverized tire rubber and brake dust. It did not contain estimates for fugitive green house gas HFC's emissions from reefer containers.
14. The DEIS failed to include an Environmental Justice Community Health Impact Assessment (HIA) to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck. The USACOE failed to research, consider and conduct a Environmental Justice Community Health Impact Assessment to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck.

HIA's identify, ascertain and mitigate all the public health, environmental, land use and socio-economic impacts. This would include public health care costs, health care facility availability, loss of income from loss school days due to illness, loss of income from temporary and long term disabilities, increased health insurance, deductibles & prescriptions, increased car insurance due to increased truck accidents, loss of police and fire department response time and repair maintenance and replacement of traffic infrastructure. The uninsured rate of Savannah is 17% - 24% and higher in EJ Communities. The Savannah EJ Communities of Woodville and Hudson Hill living below poverty rate is as high as 75.5%

As an example both the Los Angeles County Health Department and the US Environmental Protection Agency Region 9 support the inclusion of Health Impact Assessments. USEPA Region 9 released a Health Impact Assessment Scoping Plan for the Ports of Los Angeles and Long Beach.

We request that the study include all residents within 15 miles and along the length of Port of Savannah and Savannah River Corridor. I have attached Appendices A1 – A9 which lists over 160 health studies that validate public health impacts that can be caused Ports business operations and the Goods Movement Industry. USEPA Region 9

released a Health Impact Assessment Scoping Plan for the Ports of Los Angeles and Long Beach. The DEIS failed to include any public health studies or data of the City of Savannah and the Environmental Justice Communities that border the Port of Savannah and the Port Freight Transportation Corridors.

15. The DEIS failed to include an Environmental Justice Community Impact Nexus Study to determine the off-port property community impacts from its business operations, tenant operations and freight transportation. The USACOE failed to research, consider and conduct a Environmental Justice Community Impact Nexus Study to determine the extent of the Port of Savannah and its Goods Movement Transportation Corridors.
16. The DEIS failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public and diverting other state and local revenues when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.
17. The DEIS failed to disclose that the project will have a significant and negative socio-economic impact on the tourism industry. Savannah will become the # 1 most polluted city in Georgia, will have a permanent brown smog cloud and odor from diesel fuel emissions. This will become more exasperated on hot summer days during peak tourist visits. Tourist will choose some other cleaner and healthier travel destination. Tourism is also one of the major employers of Environmental Justice Communities who will lose their jobs, financial security, peace of mind and quality of life.
18. The DEIS failed to include mitigation for job re-training for EJ Communities residents who will be displaced, lose employment and need to be trained in other job skills.
19. The DEIS failed to disclose that building the Jasper County Terminal would eliminate the need for dredging the Savannah River. Jasper County Terminal would be a higher priority Alternative that would eliminate the increase in environmental, public health, land, water and socio-economic impacts to Savannah.
20. The DEIS fails to identify and mitigate the noise impacts to residents, schools and sensitive receptors. Noise not only includes loud noise over 65db, but also non-stop and constant low level noise 40db-60db during the day, rest hours and sleep time hours. This includes honking, braking, acceleration, gunning of engines and stopped traffic congestion. When does the public have an 8hr respite from noise? We request sound proofing glass windows and doors with an STS rating of 90% or better and sound proof curtains during construction. We request that a Noise Mitigation Fund be established and funds provided from the mitigation fund.

We request the following:

1. The USACOE cancel the Savannah Harbor Expansion Project because the Draft General Reevaluation Report fails to validate all claims of need.
2. The DEIS be rescinded for non-compliance to NEPA, the Clean Air Act and Executive Orders 12898 and 13045 and or revised and re-circulated.
3. The DEIS and Final EIS include an on-site real time Port of Savannah and EJ Community Air Quality Study and inventory of all categories of emissions: criteria pollutants, toxic pollutants, HAP's, VOC's and all green house gases. To include all off-port property secondary and indirect emissions. Inventories must also include all truck routes, train routes, ship routes, container storage locations, inspection facilities, chassis locations, detours, operating time, idling time and storage fugitive emissions. We request that three air quality monitoring stations be established in EJ Communities.
4. The DEIS and Final EIS include an Environmental Justice Community Health Impact Assessment and allocate a \$250,000 budget to hire an EJ Consultant. We want the HIA to be based on a comprehensive Public Health Survey (PHS) and establishment of a Public Health Baseline (PHB) of the impacted EJ Communities that border the Port, are near the port and along the ports freight transportation corridors, warehouses and distribution centers.
5. The DEIS and Final DEIS include an Environmental Justice Community Impact Nexus Study and allocate a \$250,000 budget to hire an EJ Consultant.
6. The USACOE Savannah District establish an Office of Environmental Justice Compliance with staff and an annual budget of \$ 500,000.
7. The USACOE contract with an Environmental Justice Community Organization to establish an Environmental Justice Outreach Program with an annual budget of \$100,000 and \$50,000 for a Environmental Justice Community Regional Conference.
8. The USACOE contract with the City of Savannah, Savannah Technical College and the Moses Jackson Advancement Center for the provision of Job Training Certification Programs in Port of Savannah and Goods Movement Transportation Technologies such as Drayage Truck Driver Class 7 & 8 License, Diesel Truck Mechanic, Truck A/C Mechanic, Logistics and Computer skills. We recommend an annual budget of \$500,000.
9. The USACOE and Port of Savannah charge a \$ 25 per TEU tariff to go into a fund for purchasing and replacing old diesel fuel polluting trucks with 2011 similar to the Port of Los Angeles and establish a Clean Truck Program, replacing all diesel fuel cargo moving equipment and cranes.

10. The USACOE and Port of Savannah establish an Off-Port Community Impact Nexus Mitigation Fund of \$1 million and charge a \$ 3.50 per TEU tariff and a \$1.00 per barrel or ton of bulk cargo to go into a fund for the Off-Port Community Impact Nexus Mitigation Fund. Funds can be used to pay for the installation of Air Purification Systems for public schools and child care centers, like the recently approved Port of Los Angeles TraPac Settlement.
11. The USACOE and Port of Savannah establish an annual \$10 million Technology Advancement Program to support R&D and demonstration projects of new emerging zero emissions freight transportation systems and maximum achievable emissions control technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions, Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks and Miracle Mile Solutions VATT Systems Diesel Truck Fuel combustion Efficiency Retrofit Technology.
12. The USACOE and Port of Savannah establish an annual \$10 million Public Health Care Mitigation Fund with priority going to fund local community based clinics, hospitals, convalescent care and health counseling.
13. The USACOE and Port of Savannah establish a Clean Air Action Plan like the Ports of Los Angeles and Long Beach.
14. The USACOE and Port of Savannah establish a Port Community Advisory Committee like the Port of Los Angeles.
15. The USACOE and Port of Savannah conduct a new Port Hazards Risk & Liability Assessment to determine homeland security adequacy, explosions, fires and accident risks of Port expansion and water dredging. The Risk Assessment must also include multiple and cascading incidents and their impacts on the public for a 10 mile radius. EJ Communities are concerned of potential terrorist attacks, disgruntled employees, mentally ill public members incidents and ship, train and truck accidents. The Port of Savannah a few years ago had a ship crash into a dock near the Port LNG facility, there have been train derailments and numerous drayage truck accidents. We want all port tenants to provide an insurance policy that would equal the amount of catastrophic damage a tenant could cause to the public and community.
16. The USACOE and Port of Savannah conduct an expanded assessment and mitigation plan for the short and long term impacts to the commercial fishing and shellfish industry and public fishing for home food consumption. The USACOE and Port of Savannah are responsible for assuring that public members and Environmental Justice Communities dependent upon fishing and shell fish for their daily sustenance be identified and equal food quality support be provided when they are unable to obtain food for their families. The USACOE has made many assumptions and proposed mitigation measures based on technologies and engineering theories which are unproven and may not succeed as proposed. EJ Communities want a Contingency Plan in place with reserved funds set aside. This is another EJ Community negative socio-economic impact that was not identified and addressed.

On behalf of the Environmental Justice Organizations who have signed onto these public comments we respectfully submit them to you.

Environmental Justice For All,

Coalition For A Safe Environment



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President

AL Massey Community Organization
Al Massey,
President

EPREO Financial, Inc.
John Bush Jr.
CEO

Coalition For A Safe Environment

Public Health Impact Studies Index

(1.15.2011)

APPENDIX A:

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Appendix A-2:	Traffic Proximity
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- Note:
1. Primary Public Health Studies Research Conducted By: USC Southern California Environmental Health Sciences Center - Children's Environmental Health Center
 2. Petroleum Industry & light Pollution Public Health Studies Research Conducted By: Coalition For A Safe Environment
 3. List is periodically updated by the Coalition For A Safe Environment

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Appendix A-9: Light Pollution

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Citizens for Environmental Justice

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Comment: *“As a result the DEIS failed to include an Environmental Justice Community Impact Assessment which would have required them to identify EJ Communities, minority and low income populations, sensitive receptors, number of elderly, pregnant women, preexisting conditions, number of children, available health and public services in the community, use Census and other available data.”*

Response: There is no requirement for federal agencies to appoint an *“Environmental Justice Office, deputy, chief, director, manager or scientist therefore no professional expert to determine the need for an assessment or conduct a comprehensive environmental justice impact assessment”* in Executive Order 12898. However, Section 1-101[responsibilities] of EO 12898 does state that each agency shall *“to the greatest extent practicable”* make environmental justice a part of its mission by identifying adverse human health or environmental effects of its programs on minority populations and/or low income populations.

The *Environmental Justice Assessment* for this proposal is found in EIS-Section 5.19. It includes a description and evaluation of the proposed action’s impacts on both Environmental Justice (Executive Order 12898) and the Protection of Children (Executive Order 13045). Section 5.19 states the following: *Throughout the extensive public involvement process that began in 1999, representatives of the environmental justice population have not expressed substantial concerns about the project. The project has held **nearly 70 public meetings, i.e.,** approximately 65 full meetings were held for the Stakeholders Evaluation Group (SEG), plus numerous committee meetings. **Three of those full meetings were held in Garden City within the area of concern noted for environmental justice issues – two meetings at the Masters Inn and one at the GPA Annex 1 located on Highway 25. Two public workshops were held at the beginning of the project (NEPA scoping) to identify issues that the public believed would be important during the course of the study. No one identified impacts to environmental justice communities and/or children as issues of concern.***

The meetings were announced on the web site of the Georgia Ports Authority, the local sponsor for the project; extensive reports and findings were posted to the site as well. The *Savannah Morning News*, the local newspaper, regularly published information about upcoming SEG meetings, and later wrote about the discussions that took place at same.

The project received a comment of support from Mr. Lawrence Reynolds with the Brownsville Cuyler Association, an organization which represents residents of the neighborhood at the junction of I-16 and Montgomery Street [during GPA’s public scoping meeting in 2000].

Nevertheless, all environmental justice-related comments received on the Draft EIS have been addressed in the revised evaluation of environmental justice issues in Final EIS Section 5.19.

810-MM-28-EV02

Comment: *“The USACOE Savannah District is unqualified to make a decision that “there would be no short or long term impacts on the health and safety of children.” The Savannah District office does not have a Children Office of Health & Safety, deputy, chief, director, manager or scientist, therefore no professional expert to determine the need for an assessment or conduct a comprehensive children’s health and safety impact assessment and assure compliance with federal laws and executive orders.*

Furthermore the Savannah District has no EJ Community outreach program, conducts no training on NEPA, other applicable federal laws and executive orders, conducts no training on how to prepare public comments, conducts no ongoing community meetings or dialogue.”

Response: There is no statutory requirement in EO 12898 to appoint “*Children Office of Health & Safety, deputy, chief, director, manager or scientist* “. Moreover, there is no provision in EO 12898 for the Corps to conduct an EJ Community outreach program, training on NEPA/other applicable federal laws/ executive orders, or training on how to prepare public comments.

Nevertheless, the District addressed and fully evaluated environmental justice issues, including potential impacts to health and safety of children, in Final EIS Section 5.19.

810-MM-28-EV03

Comment: *“USACOE Savannah District refused to hold a public hearing regarding the Draft Tier II Environmental Impact Statement (DEIS) and Draft General Reevaluation Report (DGRR) that was requested by City of Savannah and neighboring Environmental Justice Communities, organizations and individuals. Public hearings provide an opportunity for the USACOE to give comprehensive presentations on the detailed elements of the GRR and DEIES so that Environmental Justice Organizations and individuals can learn and ask relevant questions. The USACOE is also required to have a legal court reporter at public hearings to record all questions, discussions and public comments. The USACOE intentionally refused to have a public hearing so as to have no legal record of EJ community participation and concerns violating NEPA, Executive Orders and Civil Rights Laws.”*

Response: Factually these allegations are incorrect. Since 1999, the project has held nearly 70 public meetings. Approximately 65 of these meetings were held with the Stakeholders Evaluation Group in addition to numerous committee meetings. Three meetings were held in Garden City within an area of concern for environmental justice issues – two at the Masters Inn and one at the GPA Annex 1 located on Highway 25. Two public workshops were held at the beginning of the project (NEPA scoping) to identify issues the public believed should be examined by the forth coming environmental impact study. At one of those scoping meetings in 2000, the project received a comment of support from Mr. Lawrence Reynolds with the Brownsville Culyer Association, an organization which represents residents of a neighborhood at the junction of I-16 and Montgomery Street.

The 70 public meeting [held since 1999] included the services of a court reporter who transcribed the statements made at each meeting. Once the meeting transcriptions were completed, they were posted on the SAS web site.

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810-MM-28-EV04

Comment: *The USACOE states in the Tier II EIS 5-145 that the, "Environmental justice population have not expressed substantial concerns about the project," and "No one identified impacts to environmental justice communities or children as issues of concern," which is not entirely accurate. Environmental Justice Communities and organizations have been concerned however; the General Re-evaluation Report and Tier II Environmental Impact Statement have been prepared omitting information that discloses impacts to EJ Communities. Over 100 EJ Community members attended the December 15, 2010 workshop and were told that only the media could ask questions.*

Response: The District stands by the statement in EIS-Section 5.19, i.e., since 1999, in all of the public meetings and scoping meetings *“No one identified impacts to environmental justice communities and/or children as issues of concern.”*

It is true that an introductory news conference was held during the first ten minutes of a [previously mentioned] four-hour event. During that period the District Commander accepted questions from the media. However, the District Commander was also present during the portion of the workshop specifically designed for members of the public to interact with him as well as the District’s technical staff who had conducted the SHEP investigations.

The District designed and staffed several exhibits for this workshop, one of which was specifically tailored to environmental issues. Using this workshop, the District engaged in exactly the type of in-depth discussions the comment mentions as being desirable. In fact, the District selected the workshop format to maximize its interaction with attendees and answer their questions directly. Over 600 members of the public attended the workshop and the District staff remained at the ready to respond to all the questions brought forward by those in attendance. The District received 332 comments that evening from a combination of hand-written comment cards, material submitted via an on-site computer, and concerns/observations provided verbally to a court recorder.

Again, all environmental justice-related comments received on the Draft EIS have been addressed in the revised evaluation of environmental justice issues in Final EIS Section 5.19.

810-MM-28-EV05

Comment: *The USACOE Savannah District prepared Draft Tier II Environmental Impact Statement failed to include a comprehensive Cumulative Impact Assessment in its failure to research, identify and assess all sources of emissions. The California Office of Environmental Health Hazards Assessment (OEHHA) recently released an excellent Cumulative Impact Assessment Guidance Document and Toolkit.*

Response: The air emission inventory conducted by the District [described in EIS-Appendix K] was a comprehensive analysis of port-dependent emissions. All air emissions including criteria pollutants, air toxics, and greenhouse gas emissions were calculated for the no-action alternative [-42 foot depth], all depth alternatives [42, 44, 45, 46, 47, and 48 feet], and all years [2015, 2020, 2025, 2030, 2032, and 2065]. It included emissions from the following sources:

- Dredges used during the new work dredging
- Dredges used during maintenance dredging
- Ocean-Going Vessels
- LNG Vessels
- Tug Boats
- Intra-Harbor Shifts
- Tour Boats
- Landside equipment at GPA terminals
- Landside equipment at non-GPA terminals
- Trucks calling at the Garden City Terminal
- Locomotives serving the Garden City Terminal
- GPA fleet vehicles
- Air Toxics
- Greenhouse gases

The District followed the procedures outlined in EPA's 2009 Final Report titled "Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories". The District's analysis disclosed that harbor deepening would result in lesser air emissions than the no-action alternative [when compared against the baseline existing depth of -42 foot].

Currently, the Georgia Ports Authority is conducting dispersion modeling of the air emissions at the Garden City Terminal [with/without project]. This analysis will provide insight into how air emissions originating from its facility disperse under without-project conditions. Unfortunately, these analyses will not be available for inspection until after circulation of the FEIS for review. However, since overall emissions have already been determined to remain [at most] unchanged by the proposed harbor deepening, the results of the dispersion analysis were not considered critical to evaluate the proposed action. However, upon completion, GPA will share the results with EPA and the general public.

Background: The GPA will expand the Garden City Terminal [GCT] to accommodate 6.5 million TEUs regardless of whether or not the Savannah Harbor navigation channel is deepened. Under both without- and with- project conditions, the District expects the GCT to reach its build-out capacity in 2032 [at 6.5 million TEUs]. This is the maximum number of containers that can reasonably be processed through the GCT. This determination is based on factors such as the size of the terminal, the number of gates that provide access to the property, the number and size of the berths, the number and size of the container cranes, the number of jockey trucks that move the containers within the terminal, how the containers are stacked within the terminal, and the number of railroads that service the terminal and the return frequency of their trains. It is anticipated that without deepening, more vessels will be required to transport the cargo expected to move through the port. With deepening, the total number of vessels decreases as vessels will be able to load/unload closer to capacity without the present constraints of draft.

No incremental increases in cargo are expected to occur as a result of the proposed harbor deepening. As a result, the project will not affect the number of containers that move through the areas surrounding the port. The project's economic benefits result from the use of larger, more cost-effective container ships, not an increase in the number of containers. Noise, air emissions (including air toxics) from landside handling equipment, and traffic would not be increased [versus the no-action alternative] as a result of the proposed deepening.

810-MM-28-EV06

Comment: *DEIS has significantly underestimated ship emissions and future emissions. The DEIS failed to disclose that a larger Post Panamex Ship that carries 8,400 TEU's vs the current smaller 4,000 TEU Ship will cause a significant spike in air pollution emissions actually doubling the air emission in the same amount time as a smaller ship. The Port will need twice as many diesel trucks and cargo handling equipment for a large ship. This spike will also cause significantly public health problems and increase emergency hospital visits. In addition, what happens when the number of large ships exceeds the original number of smaller ships, even with the low sulfur fuel they will emit more emissions? Also what is the mitigation contingency plan when the number of large ships visiting the port increases? Will the public have to listen to the excuses of the Port of Savannah and the USACOE 5, 10 years from now that did not know this would happen? The Port of Los Angeles under-estimated the China Shipping Terminal container volume by over 20% in less than five years. Good examples of Port Emissions Inventories are the Port of Los Angeles and Port of Long Beach which can viewed on their websites.*

Response: The EIS reasonably estimates present and future air emissions from ocean-going vessels and cargo handling equipment. Appendix K describes the procedures the District used to estimate the amount of emissions that occur in Savannah from these sources. [see EV05 response]

Section 5.20 in the EIS states: *GPA continues to work closely with the State of Georgia to develop more improvements to the highway system outside the terminal. GPA has developed a plan that would provide expressway connection of Interstate highways directly to the Terminal. In 2010, the State of Georgia approved \$120 million in bond revenue for use toward completing the Jimmy DeLoach Highway from Interstate 95 to the Garden City Terminal. That work is scheduled to begin in 2011 and be complete by the base year of the project. Additionally, the Georgia Department of Transportation's long-term highway plan includes construction of the Brampton Road Connector which will provide direct access from the Garden City Terminal to Interstate 516 and connections to Interstate 16. No other terminal in the US has such an expressway of highways directly to the terminal. Those road improvements are shown in the following figure. The completion of those roads will remove terminal traffic from neighborhoods and lessen congestion and the accompanying air quality impacts.* Also see Figure 5-57, which graphically shows these proposed road improvements.

GPA also plans to increase the percentage of containers that are handled by rail in the future. Since rail moves cargo with more fuel efficiency than trucks, use of rail will reduce future diesel emissions from port operations.

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810-MM-28-EV07

Comment: *The DEIS has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel from their home location to the port to pick up containers and freight, the truck emissions when returning home, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, fugitive HFC's from NC units, inefficient engine fuel combustion VOC's, pulverized tire rubber and brake dust. It did not contain estimates for fugitive green house gas HFC's emissions from reefer containers.*

Response: The District's emission inventory for the port [EIS-Appendix K] was developed using the procedures established and recommended by U.S. Environmental Protection Agency (EPA) to identify air emissions from port facilities. EPA's guidance document is titled "**Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories, Final Report, dated April 2009**". That document provides the framework used throughout the U.S. to determine air emission estimates at ports from a combination of ocean going vessels and land-based port equipment. The District used the EPA protocols together with site-specific data provided by GPA and the Harbor Pilots Association. The District also consulted with EPA while conducting its analysis to ensure its guidance had been interpreted correctly and included the most up-to-date emission relationships.

810-MM-28-EV08

Comment: *The DEIS failed to include an Environmental Justice Community Health Impact Assessment (HIA) to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck. The USACOE failed to research, consider and conduct a Environmental Justice Community Health Impact Assessment to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck.*

Response: Concerns about environmental justice were addressed in EIS-Section 5.20. Specifically discussed was compliance of the proposed action with Executive Order 13045 (Protection of Children) and Executive Order 12898 (Environmental Justice) together with an overview of the project's effects on communities surrounding GCT, demographics of Chatham/Jasper counties and Garden City, landside transportation of cargo, dredging activities, terminal operations, noise and lighting, employment, considerations of other terminals, and a summary of project effects specifically on EJ populations and children. Figures in Section 5-20 show the following: poverty levels within the vicinity of the upper end of Savannah Harbor, locations of schools, hospitals and child care facilities along the navigation channel; and proposed road improvements within the vicinity of Garden City Terminal.

Comparisons between the Ports of Los Angeles/Long Beach (LA/LB) and Savannah may not yield a great deal of useful information. According to the USEPA website, the Ports of LA/LB are currently designated as "nonattainment" for ozone (severe-17) and PM2.5. As indicated in Section 4.03: *The Georgia Department of Natural Resources, Environmental Protection Division, Air Protection Branch (GADNR, EPD, APB) and the South Carolina Department of Health and Environmental Control, Bureau of Air Quality (SCDHEC, BAQ), have air quality jurisdiction for the project area for Chatham County, Georgia and Jasper County, South Carolina, respectively. They have determined the ambient air quality for Chatham County, Georgia and Jasper County, South Carolina is in compliance with the National Ambient Air Quality Standards, and both counties have been designated as Attainment Areas (Personal Communication, 20 February 2007, Jim Kelly, GADNR, EPD, APB and Fatina Washburn, SCDHEC, BAQ).* Bottom line: the Port of Savannah generally has good air quality; hence, there is no requirement to complete a Health Impact Assessment as was the case for the Ports of LA/LB. Further, a detailed Health Impact Assessment for the proposed action is not warranted because harbor deepening would result in fewer adverse impacts [air quality and otherwise] to the surrounding communities than would the case for the no-action alternative.

810-MM-28-EV09

Comment: *We request that the study include all residents within 15 miles and along the length of Port of Savannah and Savannah River Corridor. I have attached Appendices A 1 - A9 which lists over 160 health studies that validate public health impacts that can be caused Ports business operations and the Goods Movement Industry. USEPA Region 9 released a Health Impact Assessment Scoping Plan for the Ports of Los Angeles and Long Beach. The DEIS failed to include any public health studies or data of the City of Savannah and the Environmental Justice Communities that border the Port of Savannah and the Port Freight Transportation Corridors.*

Response: EIS-Section 5.19 characterizes the demographic area adjacent to the Garden City Terminal. Figures 5-57 and 5-58 show the location[s] of different income levels [census tract data] in the vicinity of the Garden City Terminal [GCT] where most of the project effects are/will be experienced. Figure 5-57 shows that the area with the lowest income level (40-100 percent) is roughly a mile distant from the terminal. Similarly, Figure 5-58 shows the same area as having the highest percentage of minority residents (40-100 percent). Figure 5-59 depicts the locations of schools, hospitals, and child care facilities, in relation to the navigation channel/terminal facilities where the majority of the construction would occur. As can be seen, these facilities are dispersed throughout the community and will not be disproportionately affected by SHEP. Lastly, Figure 5-63 shows the proposed road improvements which are designed to route traffic directly from area interstate highways to the Garden City Terminal thereby lessening existing traffic congestion in adjacent residential neighborhoods.

The District expects the number of cargo containers moved through GCT to increase over time; however, the subject harbor deepening will have no material effect on the rate of that increase. Hence, by extension, SHEP will have no significant effect on air emissions in the vicinity of GCT. A deeper channel would allow fewer, larger vessels to carry the cargo transiting the port, resulting in a decrease in the number of vessel calls [compared to the status quo]. The reduction in vessel numbers is predicted to result in a minor decrease in the amount of pollutants emitted.

Notably, the existing air quality at Savannah is very different from that in the Ports of LA/LB. The Port of Savannah is **not** in a “nonattainment” area for Ozone and PM2.5. Given Chatham County’s designation as an “attainment” area for ozone and PM2.5 and that the project would not cause increased emissions, there is no requirement for the Port of Savannah to complete the noted detailed public health studies.

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810-MM-28-EV10

Comment: *The DEIS failed to include an Environmental Justice Community Impact Nexus Study to determine the off-port property community impacts from its business operations, tenant operations and freight transportation. The USACOE failed to research, consider and conduct a Environmental Justice Community Impact Nexus Study to determine the extent of the Port of Savannah and its Goods Movement Transportation Corridors.*

Response: There is no requirement in EO 12898 or in NEPA to conduct an Environmental Justice Community Impact Nexus Study for a major federal action. The District has already evaluated potential project impacts to Environmental Justice communities. See previous response for details.

810-MM-28-EV11

Comment: *The DEIS failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public and diverting other state and local revenues when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.*

Response: The District thoroughly evaluated potential negative socio-economic impacts to environmental justice communities. DEIS-Section 5 included information on income levels, school locations, hospitals, and child care facilities, proposed road improvement as well as GPA programs which seek to avoid, minimize and mitigate air quality, traffic, noise, and lighting impacts on the surrounding communities. However, the District has expanded the demographic information about the communities adjacent to the port [to include transportation corridors]. Minority and low-income residents within this tract were considered to assess the project’s impacts on environmental justice and children’s health (EO 12898 and EO 13045) issues. Compliance with EO 12898 and EO 13045 is based on review/analysis of all the information mentioned above, as well as data obtained during the public meetings described in EIS-Section 5. FEIS-Section 5.19 [Overview] was revised to include a list of the types of information collected/analyzed in addressing EO 12898 and EO 13045.

810-MM-28-EV12

Comment: *The DIES failed to disclose that the project will have a significant and negative socioeconomic impact on the tourism industry. Savannah will become the # 1 most polluted city in Georgia, will have a permanent brown smog cloud and odor from diesel fuel emissions. This will become more exasperated on hot summer days during peak tourist visits. Tourist will choose some other cleaner and healthier travel destination. Tourism is also one of the major employers of Environmental Justice Communities who will lose their jobs, financial security, peace of mind and quality of life.*

Response: The proposed deepening of the harbor will result in lesser air emissions than the status quo [no-action alternative]. For perspective, the Port of Savannah is just a small subset of the overall air quality emissions in Chatham County [2002 and 2005 EPA NEI data]. Therefore, the proposed action will not have a significant impact on the County's air shed. The Chamber of Commerce, an organization which represents community interests – including the tourist industry, stated in its January 19, 2011 letter that “On behalf of our 2,100 business members representing over 77,000 employees in our area, we strongly encourage the U.S. Army Corps of Engineers to proceed with the Savannah Harbor Expansion Project.” The Chamber of Commerce does not agree with the commenter on his expectations about significant and negative socioeconomic impact on the tourism industry.

810-MM-28-EV13

Comment: *The DEIS failed to include mitigation for job re-training for EJ Communities residents who will be displaced, lose employment and need to be trained in other job skills.*

Response: Based on prior experience with similar port upgrades, there is little reason to believe that SHEP would result in a loss in overall employment and/or create a need for extensive job re-training [especially in comparison to the status quo].

810-MM-28-EV14

Comment: *The DEIS failed to disclose that building the Jasper County Terminal would eliminate the need for dredging the Savannah River. Jasper County Terminal would be a higher priority Alternative that would eliminate the increase in environmental, public health, land, water and socio-economic impacts to Savannah.*

Response: The EIS/GRR fully considered a proposed Jasper County terminal. See other responses to this issue.

810-MM-28-EV15

Comment: *The DEIS fails to identify and mitigate the noise impacts to residents, schools and sensitive receptors. Noise not only includes loud noise over 65db, but also non-stop and constant low level noise 40db-60db during the day, rest hours and sleep time hours. This includes honking, braking, acceleration, gunning of engines and stopped traffic congestion. When does the public have an 8hr respite from noise? We request sound proofing glass windows and doors with an STS rating of 90% or better and sound proof curtains during construction. We request that a Noise Mitigation Fund be established and funds provided from the mitigation fund.*

Response: The EIS discusses the noted noise issues in the following locations: Section 5.07.1-Dredging Impacts, Section 5.19-Terminal Operations, Noise and Lighting; Section 5.20.1-Noise, and in Appendix B-Biological Assessment.

The GPA will expand the Garden City Terminal [GCT] to accommodate 6.5 million TEUs regardless of whether or not the Savannah Harbor navigation channel is deepened. Under both without- and with-project conditions, the District expects the GCT to reach this build-out capacity in 2032. This is the maximum number of containers that can reasonably be processed through the GCT. This determination is based on factors such as the size of the terminal, the number of gates that provide access to the property, the number and size of the berths, the number and size of the container cranes, the number of jockey trucks that move the containers within the terminal, how the containers are stacked within the terminal, and the number of railroads that service the terminal and the return frequency of their trains. It is anticipated that without deepening, more vessels will be required to transport the cargo expected to move through the port. With deepening, the total number of vessels decreases as vessels will be able to load/unload closer to capacity without the present constraints of draft.

No incremental increases in cargo are expected to occur as a result of the proposed harbor deepening. As a result, the project will not affect the number of containers that move through the areas surrounding the port. The project's economic benefits result from the use of larger, more cost-effective container ships, not an increase in the number of containers. Noise, air emissions (including air toxics), and traffic would not be increased [versus the no-action alternative] as a result of the proposed deepening.

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810-MM-28-EV16

Comment: *The USACOE cancel the Savannah Harbor Expansion Project because the Draft General Reevaluation Report fails to validate all claims of need.*

Response: Section 3.1-Problems and Section 3.2-Opportunities in the GRR provide complete and detailed information on the need for the proposed harbor deepening. For example, Section 3.1 in the GRR states:

“The primary problems identified in this analysis relate to the inefficient operation of containerhips in the Federal channel at Savannah Harbor, which affect the Nation’s international trade transportation costs. The following problem statements describe these inefficiencies:

- 1. Existing shippers are experiencing increased/ inflated operations costs due to light loading and tidal delays;*
- 2. Light loading and tidal delays will increase as present harbor users increase their annual tonnage and as larger, more efficient ships replace older, smaller ones;*
- 3. Existing ships are experiencing problems associated with turning capabilities and overall maneuverability in certain reaches of the inner harbor;*
- 4. The severity of problems associated with turning capabilities and overall maneuverability in certain reaches of the inner harbor will increase as vessel size increases.”*

GRR-Appendix A contains detailed information on the economic analyses, including data on existing light loading and tidal delays, and expected changes in the container fleet that calls at Savannah.

810-MM-28-EV17

Comment: *The DEIS be rescinded for non-compliance to NEPA, the Clean Air Act and Executive Orders 12898 and 13045 and or revised and re-circulated.*

Response: The multi-step NEPA process provides a framework for compliance with other environmental statutory requirements, such as the Clean Air and Water Acts, Executive Orders 12898 and 13045, etc. NEPA requires federal agencies to prepare environmental impact statements (EISs) for major federal actions that significantly affect the quality of the human environment [which covers both natural and cultural factors]. An EIS is a disclosure document that details the process by which a project is developed and includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, along with demonstrating compliance with other applicable environmental laws and executive orders. State statutes are also germane in the ultimate decision-making objective of the NEPA process. The EIS process is completed in the following ordered steps: Notice of Intent (NOI), draft EIS (DEIS), final EIS (FEIS), and record of decision (ROD).

Public involvement and agency coordination are a very important part of the NEPA process and continue throughout all of the above steps. The DEIS provides a detailed description of the proposal, the purpose and need, reasonable alternatives, the affected environment, and presents an analysis of the anticipated beneficial and adverse environmental effects of each of the alternatives. DEISs are not “rescinded” per se, but are modified and/or revised as appropriate to resolve the comments received during public review. Following the formal DEIS comment period, the FEIS will be developed and issued with appropriate modifications [as necessary]. The FEIS addresses the comments on the draft and identifies, based on analysis and comments, the “preferred alternative”. The ROD is the final step in the NEPA process and is only issued after the FEIS has been approved and full compliance on all applicable laws and regulations has been achieved. In summary, the DEIS is one step in the NEPA process and full compliance with it and all other applicable laws and regulations will not be achieved until the FEIS is completed and the ROD is signed.

810-MM-28-EV18

Comment: *The DEIS and Final EIS include an on-site real time Port of Savannah and EJ Community Air Quality Study and inventory of all categories of emissions: criteria pollutants, toxic pollutants, HAP's, VOC's and all green house gases. To include all off-port property secondary and indirect emissions. Inventories must also include all truck routes, train routes, ship routes, container storage locations, inspection facilities, chassis locations, detours, operating time, idling time and storage fugitive emissions. We request that three air quality monitoring stations be established in EJ Communities.*

Response: The air quality of the Port of Savannah is generally good, unlike the ports of LA/LB which are in “nonattainment” areas for ozone and PM2.5. There is no requirement for the District to conduct “an on-site real time Port of Savannah and EJ Community Air Quality Study”. The District has already completed a detailed emission inventory of the port; it is found in Appendix K of the EIS.

The proposed request for three air quality monitoring stations in EJ Communities is not warranted because the proposed harbor deepening will not cause measurable adverse impacts to the noted neighborhoods.

810-MM-28-EV19

Comment: *The DE IS and Final EIS include an Environmental Justice Community Health Impact Assessment and allocate a \$250,000 budget to hire an EJ Consultant. We want the HIA to be based on a comprehensive Public Health Survey (PHS) and establishment of a Public Health Baseline (PHB) of the impacted EJ Communities that border the Port, are near the port and along the ports freight transportation corridors, warehouses and distribution centers.*

Response: The air quality within the port's air shed is generally good. There is no requirement for the District to prepare the noted health impact assessment or establish a public health baseline in the vicinity of the port. This is especially true, given the fact that the impacts associated with SHEP are less than would be experienced from maintaining the status quo [no-action alternative]. For these reasons, preparation of an Environmental Justice Community Impact Nexus Study and hiring an EJ Consultant would also be an unnecessary project expense.

810-MM-28-EV20

Comment: *The USACOE Savannah District establish an Office of Environmental Justice Compliance with staff and an annual budget of \$ 500,000.*

Response: Executive Order 12898 does not require the District to establish an Office of Environmental Justice Compliance, an Environmental Justice Outreach Program, or fund an Environmental Justice Community Regional Conference. The District expects the number of containers transiting GCT to remain the same whether or not the harbor is deepened. Further, their movement through the surrounding communities is independent of whether or not the project is implemented. Therefore, the establishment of these programs and funding is not warranted by the type or level of impacts expected from the proposed harbor deepening.

810-MM-28-EV21

Comment: *The USACOE and Port of Savannah charge a \$ 25 per TEU tariff to go into a fund for purchasing and replacing old diesel fuel polluting trucks with 2011 similar to the Port of Los Angeles and establish a Clean Truck Program, replacing all diesel fuel cargo moving equipment and cranes.*

Response: The referenced *Clean Truck Program* was deemed necessary by the Ports of LA/LB because their air sheds have been designated as "nonattainment" for ozone and PM2.5. In contrast, the air quality in Savannah is designated as "attainment" for ozone and PM2.5. More broadly, the air quality in both Chatham and Jasper County is relatively good; neither county is designated as "nonattainment".

Nonetheless, EIS-Section 5.20 states the following: *GPA continually evaluates methods to reduce diesel consumption and emissions. These actions protect the environment and the local population. Examples include the following:*

** GPA has converted the older ship-to-shore cranes to electric and purchased new cranes that run off of electricity. Of the 23 ship to shore cranes, 21 are electric which avoids the use of 1.9 million gallons of diesel each year.*

** The Garden City Terminal is the largest shipper of refrigerated cargo on the east coast and has installed electric refrigerated container racks which eliminate the use of diesel generators for the refrigerated containers. The use of these racks in place of generators avoids the consumption of nearly 2.4 million gallons of diesel annually.*

** In 2010, EPA awarded GPA a Diesel Emissions Reduction Grant to repower 17 rubber tire gantry cranes (RTGs), which is one of the primary types of container handling equipment. By repowering these RTGs, GPA will avoid using 129,000 gallons annually throughout the life of the equipment.*

** GPA recently conducted a pilot project on use of a diesel additive in the container handling equipment. The study showed that the additive reduced fuel consumption and lowered emissions. GPA now uses the additive in all container handling equipment. This avoids use of 100,000 gallons of diesel fuel annually.*

** The Garden City Terminal has a total of 33 on-road truck container interchange lanes divided between two locations on the terminal, which have processed over 8,200 gate transactions on a single day. GPA's facility master plan includes construction of a third set of gates which would then provide access to the terminal from the east, west and south, thereby spreading out traffic and reducing waiting times at the gates. The dispersal of truck traffic reduces congestion and its accompanying air emissions. GPA expects to implement this improvement within the next 10 years.*

** Containers are shipped by rail using the two Intermodal Container Transfer Facilities (rail yards). At those facilities, trains are built for particular destinations as far west as Chicago. This effort reduces transit times of up to 3 days and avoids central train yard switching of cars, thereby reducing emissions. Moving freight by rail emits three times less NOx and PM than on-road trucks. With the only East Coast ICTFs located on the container terminal, GPA's on-dock rail volumes have increased 135% over the past five years (2008).*

** During periods of heavy cargo volumes, GPA coordinates extended gate hours (earlier morning and later evening hours and Saturdays) to decrease on-road and terminal congestion. This improves productivity, reduces truck idling, and decreases diesel emissions.*

** Forklifts of 15,500 pound capacity or smaller (86) are now fueled with LP gas, rather than diesel. As a result of programs GPA implemented throughout the Garden City Terminal, approximately 4.5 million gallons of diesel and the associated emissions are avoided on an annual basis. While GPA has increased the total volume of containers moved, the gallons of diesel per container handled decreased 54% from FY01 to FY10.*

The reduction in air emissions in the movement of cargo through the port reduces local and multi-state regional air pollution. The improved air quality benefits the thousands of personnel on GPA terminals and on neighboring industrial sites, as well as those who reside in nearby Georgia and South Carolina communities. A TEU tariff to fund establishment of a Clean Truck Program to replace older diesel trucks is not warranted by the type or level of impacts expected from the proposed harbor deepening.

Page 8

810-MM-28-EV22

Comment: *The USACOE and Port of Savannah establish an Off-Port Community Impact Nexus Mitigation Fund of \$1 million and charge a \$ 3.50 per TEU tariff and a \$1.00 per barrel or ton of bulk cargo to go into a fund for the Off-Port Community Impact Nexus Mitigation Fund. Funds can be used to pay for the installation of Air Purification Systems for public schools and child care centers, like the recently approved Port of Los Angeles TraPac Settlement.*

Response: The noted funding mechanisms are unnecessary because an Off-Port Community Impact Nexus Mitigation Fund is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not

be affected by harbor deepening, the proposed deepening would not affect the movement of those containers.

810-MM-28-EV23

Comment: *The USACOE and Port of Savannah establish an annual \$10 million Technology Advancement Program to support R&D and demonstration projects of new emerging zero emissions freight transportation systems and maximum achievable emissions control technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions, Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks and Miracle Mile Solutions VATT Systems Diesel Truck Fuel combustion Efficiency Retrofit Technology.*

Response: Establishment of a Technology Advancement Program to support R&D and demonstration projects of new emerging zero emissions freight transportation systems and maximum emissions control technologies is not warranted by the type or level of impacts expected from the proposed harbor deepening. The District believes that the number of containers processed through the Garden City Terminal would not be affected by harbor deepening. It follows that the movement of those containers through the communities adjacent to the Garden City Terminal is also unaffected.

810-MM-28-EV24

Comment: *The USACOE and Port of Savannah establish an annual \$10 million Public Health Care Mitigation Fund with priority going to fund local community based clinics, hospitals, convalescent care and health counseling.*

Response: Establishment of a Public Health Care Mitigation Fund is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not be affected by harbor deepening, the proposed deepening would not affect the transit of those containers to their final destination[s].

810-MM-28-EV25

Comment: *The USACOE and Port of Savannah establish a Clean Air Action Plan like the Ports of Los Angeles and Long Beach.*

Response: Establishment of a Clean Air Action Plan is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not be affected by harbor deepening, the proposed deepening would not affect container movement beyond the terminal's boundaries.

810-MM-28-EV26

Comment: *The USACOE and Port of Savannah establish a Port Community Advisory Committee like the Port of Los Angeles.*

Response: Establishment of a Port Community Advisory Committee is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not be affected by harbor deepening, the proposed deepening would not affect the movement of those containers near the Garden City Terminal.

As indicated in EIS-Section 5.19, GPA established a Stakeholders Evaluation Group (SEG) in the late 1990's. The SEG has as its mission, purpose, and function the providing of advice to the Georgia Ports Authority (GPA) pertaining to the Savannah Harbor Expansion Project to help insure that all issues

pertaining to the project are addressed to the fullest extent practicable. To accomplish this mission, purpose, and function, the SEG shall operate with the following Operating Guidelines: The SEG shall provide the following: **A public forum to permit members of the general public to voice their support or concerns, to become acquainted with the project, and to provide whatever input they wish (emphasis added)**. The SEG meets about every other month.

The meetings are announced on the web site of the Georgia Ports Authority, the local sponsor for the project, and extensive reports and findings were posted to the site as well. The *Savannah Morning News*, the local newspaper, regularly published information about upcoming SEG meetings, and later wrote about the discussions that took place at those meetings.

Since 1999, approximately 65 full meetings were held with the SEG, plus numerous committee meetings. Three of those full meetings were held in Garden City within an area of concern for environmental justice issues – two meetings at the Masters Inn and one at the GPA Annex 1 located on Highway 25. Additionally, the meetings are transcribed by a court recorder and the meeting minutes are posted to the Savannah District's webpage.

The SEG provided a valuable public information function to the project and to the community. The SEG advised GPA on suggested issues to consider and studies to evaluate those issues. While District staff attended most of the SEG meetings, GPA verified that this advice was made known to all interested parties. The SEG provided a valuable link between the GPA, the District, and the stakeholders residing within the project area.

810-MM-28-EV27

Comment: *The USACOE and Port of Savannah conduct a new Port Hazards Risk & Liability Assessment to determine homeland security adequacy, explosions, fires and accident risks of Port expansion and water dredging. The Risk Assessment must also include multiple and cascading incidents and their impacts on the public for a 10 mile radius. EJ Communities are concerned of potential terrorist attacks, disgruntled employees, mentally ill public members incidents and ship, train and truck accidents. The Port of Savannah a few years ago had a ship crash into a dock near the Port LNG facility, there have been train derailments and numerous drayage truck accidents. We want all port tenants to provide an insurance policy that would equal the amount of catastrophic damage a tenant could cause to the public and community.*

Response: A Port Hazards Risk & Liability Assessment to determine the noted health/safety concerns together with the larger issue of homeland security is not needed. GPA has emergency response plans in place for its terminals-Garden City and Ocean Terminals. Additionally, the US Coast Guard has completed a risk assessment of the entire Port of Savannah. Most commercial organizations carry some type of liability insurance for the remainder of the matters raised.

810-MM-28-EV28

Comment: *The USACOE and Port of Savannah conduct an expanded assessment and mitigation plan for the short and long term impacts to the commercial fishing and shellfish industry and public fishing for home food consumption. The USACOE and Port of Savannah are responsible for assuring that public members and Environmental Justice Communities dependent upon fishing and shell fish for their daily sustenance be identified and equal food quality support be provided when they are unable to obtain food for their families. The USACOE has made many assumptions and proposed mitigation measures based on technologies and engineering theories which are unproven and may not succeed as proposed. EJ*

Communities want a Contingency Plan in place with reserved funds set aside. This is another EJ Community negative socio-economic impact that was not identified and addressed.

Response: EIS-Section 4.12 discusses Recreational and Commercial Fishing, and Section 5.17 discusses impacts of the project on Recreational and Commercial Fishing. The EIS also shows shellfish harvesting areas (Figure 4-3), Spawning Sites of Black Drum, Weakfish, and Spotted Seatrout (Figure 4-4), as well as the Spawning Seasons of Spotted Seatrout, Red Drum, Weakfish, and Black Drum. Section 5 provides locations of American Shad habitat, Southern Flounder habitat, Stripped Bass habitat, and Shortnose sturgeon habitat. Section 4.04 and Section 5.07 discuss Marine and Estuarine Resources. The Essential Fish Habitat section in the EIS (Section 4.05 and 5.14) and Appendix S discusses these same issues. This material adequately addresses potential adverse impacts to the commercial fishing, shellfish industry, as well as fishing by the public for home consumption.

EIS-Section 4.12 states: *Commercial and sport fishing within Savannah Harbor is low due to heavy vessel traffic levels and high shoaling rates which limit benthic communities and required recurring maintenance dredging.*

The District does not expect harbor deepening to produce significant adverse impacts to existing [low levels] commercial and recreational fishing activities. Hence, no mitigation is warranted.

EDITOR'S NOTE: Responses to Comments #828 to 883 are grouped together (after the letters) because of the similar content of the concerns expressed in the letters.

#828

Savannah Residents For Responsible Government

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

Su: Opposition to Proposed Savannah Harbor Expansion Project

US Army Corps of Engineers:

I a resident of the Port of Savannah Environmental Justice Community oppose the approval of the Savannah Harbor Expansion Project and wish to submit my public comment in opposition. I am oppose the project because the Tier II Environmental Impact Statement significantly under-estimated air emissions from all on-port and off-port property sources, failed to include an assessment of all public health and socio-economic impacts, failed to include all current and reasonable future projects in the Cumulative Impact Assessment, failed to include an Off-Port Community Impacts Nexus Study, a Health Impact Assessment, mitigation to reduce all negative impacts to less than significant and the USACOE refused to hold a public hearing on the Savannah Harbor Expansion Project as requested by the Savannah Environmental Justice Community. The Ports of Los Angeles and Long Beach hold public hearings for all USACOE project Draft EIS's and Final EIS's.

The USACOE has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel to the port to pick up containers and freight, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, HFC's from A/C units, pulverized tire rubber and brake dust.

The USACOE has significantly underestimated ship emissions and future emissions. Emission estimates did not include emissions from ship engine aging which causes more pollution as ships get older, ship boilers, ship cue time emissions while waiting to enter the port river entrance and destination terminal, multiple ship staging idling, emissions from delays due to ship breakdowns, equipment breakdowns, accidents and adverse weather conditions. Information and estimates failed to disclose the fact that larger cleaner ships will not arrive at the Port of Savannah in the near future and will in fact be phased in over a significant long period of time, therefore providing no near term benefits to the public.

The USACOE failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.

I request that the USACOE: Conduct additional real time on-port property and off-port community air pollution studies and a comprehensive socio-economic impact study, create an annual \$5 million Public Health Care Mitigation Fund, allocate \$ 500,000 for an Off-Port Community Impacts Nexus Study and \$ 500,000 Health Impact Assessment and establish a annual \$ 10 million mitigation fund such as the Ports of Los Angeles and Long Beach Technology Advancement Program to support the Research, Development and Demonstration Projects of new emerging Zero Emissions and Maximum Emissions Control Technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions and Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks.

Savannah Resident For Responsible Government,

TyRONE ABRAMS
Dylon Almon
309 Stiles Ave
Savannah Ga 31415

#829

Citizens For Healthy Communities Against Port Expansion

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011


Dear Mr. William G. Bailey:

I wish to submit my public comment against the Savannah Harbor Expansion Project. I am against the project because it will increase air pollution which will impact my health and that of my family. It will also cause negative socio-economic impacts to me, my family and environmental justice community.

1. The USACOE has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel to the port to pick up containers and freight, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, fugitive HFC's from A/C units, inefficient engine fuel combustion VOC's, pulverized tire rubber and brake dust. It did not contain estimates for fugitive green house gas HFC's emissions from reefer containers.
2. The USACOE has significantly underestimated ship emissions and future emissions. Emission estimates did not include emissions from ship engine aging which causes more pollution as ships get older, ship boilers, ship cue time emissions while waiting to enter port river entrance and destination terminal, multiple ship staging idling, emissions from delays due to ship breakdowns, equipment breakdowns, accidents and adverse weather conditions. Estimates are also grossly in error due to the fact that larger cleaner ships will not arrive at the Port of Savannah in the near future and will in fact be phased in over a significant long period of time, therefore providing no near term benefits to the public.
3. The USACOE failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.

I request that the USACOE conduct additional real time on-port property and off-port community air pollution studies, off-port community impacts nexus study, health impact assessment and a socio-economic impact study. I request that the USACOE and Port of Savannah establish a \$ 10 million annual mitigation fund to reduce all negative public and environmental justice community impacts to less than significant. I request that the USACOE create a \$ 10 million annual mitigation fund for Public Health Care and \$ 25 million annual mitigation fund for the purchase of the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions, Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks and \$ 50,000 every two years for a regional public education conference.

Citizen For Healthy Communities,

Cornelius Tender

 Sr. 309 Miles Ave.
 Savannah, GA. 31415
 (912)-657-0900

Savannah Seniors Against Port Expansion

#831

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

Dear Mr. Bailey:

I am submitting this letter as my public comment against the Savannah Harbor Expansion Project. I oppose the project because:

- a. I live on limited income and I do not want my taxpayer monies to go for a project that will primarily benefit billion dollar private corporations like Walmart who will make even greater profits and who can afford to pay for port improvements. This will cause a negative socio-economic impact on me.
- b. Larger container ships that will enter the Savannah River and harbor will emit more air pollution than smaller container ships in a shorter period of time as they unload or load containers that will have a significant negative impact on the health of me, my family and environmental justice community.
- c. Larger container ships that carry 8,500 containers will enter the Savannah Harbor will require thousands of more diesel fuel polluting trucks who will emit more air pollution as they pick-up and transfer thousands of additional containers as compared to a smaller ship that carries 4,600 containers in the same shorter period of time which will also have a significant negative impact on my, my families health and environmental justice community.
- d. The US Army Corps of Engineers have significantly underestimated the secondary and indirect off-port property community nexus air pollution impacts on the environmental and public health from larger ships, more ships, more trucks moving containers, increased port cargo moving equipment and related requirements such as visits to inspection facilities, chassis storage facilities and container storage yards.

I request that the USACOE conduct additional real time on-port property and off-port community air pollution studies, off-port community impacts nexus study, health impact assessment and a socio-economic impact study. I request that the USACOE and Port of Savannah establish \$ 25 million annual mitigation fund by imposing a \$ 25.00 per TEU tariff to reduce all negative public and environmental justice community impacts to less than significant. I do not approve of my taxes and future new taxes paying for private business development, supporting the region, state or East Coast economy when I and my Port harbor Environmental Justice Community receives little to no benefits. I want to see a study that lists the specific City of Savannah EJ Community benefits.

Sincerely, Jah'Shea Mike

4656 Lanier Drive -

Jah'Shea Mike 1-23-11

Savannah Seniors Against Port Expansion

#432

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

Dear Mr. Bailey:

I am submitting this letter as my public comment against the Savannah Harbor Expansion Project. I oppose the project because:

- a. I live on limited income and I do not want my taxpayer monies to go for a project that will primarily benefit billion dollar private corporations like Walmart who will make even greater profits and who can afford to pay for port improvements. This will cause a negative socio-economic impact on me.
- b. Larger container ships that will enter the Savannah River and harbor will emit more air pollution than smaller container ships in a shorter period of time as they unload or load containers that will have a significant negative impact on the health of me, my family and environmental justice community.
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Sincerely,

Rev Dennis Frazier
2605 E. Lorain St
Sav Ga 31405

#433

Savannah Residents For Responsible Government

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ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,

Roscoe Floyd
1813 ARCHER ST
912-23-63892

#834

Citizens For Healthy Communities Against Port Expansion

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

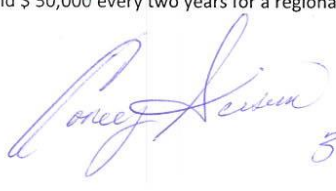
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Citizen For Healthy Communities,

912.691.0900

 309 Stiles Ave.

#835

Savannah Residents For Responsible Government

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

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Savannah Resident For Responsible Government,

Dwayne Atkins
309-STICES AVE.
(912)651-0980

#837

Savannah Residents For Responsible Government

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,

Robert Whaley
Robert Whaley (912) 651-0900
309 Stiles Ave

#838

Savannah Residents For Responsible Government

Mr. William G. Bailey
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100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,

Tyreek L. Watson

639

Savannah Residents For Responsible Government

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Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,



#840

Citizens For Healthy Communities Against Port Expansion

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ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

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Citizen For Healthy Communities,

William Ryles 309 Stiles Ave.
Sav. GA. 31401

Savannah Seniors Against Port Expansion

#841

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Sincerely,

MARCUS B. HAYES



722 Atlanta St.
Savannah, GA 31405

Citizens For Healthy Communities Against Port Expansion

#843

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Citizen For Healthy Communities,

Eugene Cummings Sr.
1115 Habersham SAV. 31401
Harambee House INC.

Citizens For Healthy Communities Against Port Expansion

#844

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

Dear Mr. William G. Bailey:

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Citizen For Healthy Communities,

Mattie Jones
Matti Jon

146 Laurelwood Dr.
SAV 31419

Citizens For Healthy Communities Against Port Expansion

#845

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District

January 23, 2011

Savannah Residents For Responsible Government

#839

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7847

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Savannah Resident For Responsible Government,

ERIC D. MARROQUIN
HARAMBEE HOUSE
1115 HABERSHAM
SAVANNAH GA. 31401

Citizens For Healthy Communities Against Port Expansion

#848

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Citizen For Healthy Communities,

Curto P. Bacon Jr.
Harambee House
1115 Habersham Str.
Sav GA, 31401

Savannah Residents For Responsible Government

#849

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Savannah Resident For Responsible Government,

Phillip Jong
Phillip Jong
~~Phillip Jong~~ 211 Carolan street
Savannah, GA 31415

Citizens For Healthy Communities Against Port Expansion

#850

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Citizen For Healthy Communities,

George Anderson 1/25/11 130 Green briar ct
George Anderson 31469

Savannah Residents For Responsible Government

#851

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Savannah Resident For Responsible Government,

Gladys Coker
GLADYS COKER

1/23/11

6947 Key St
31406

Citizens For Healthy Communities Against Port Expansion

#852

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Citizen For Healthy Communities,

Martin Terrell
Martin Terrell
Jan. 23, 2011

551 Yamacraw Village
30904

Citizens For Healthy Communities Against Port Expansion

#853

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Citizen For Healthy Communities,

Jamondray Mike

Jamondray Mike 1/23/11
4656 Lanier Dr. 314

Savannah Residents For Responsible Government

#854

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Rosa L. Simmons *Rosa L. Simmons*
2213 Oaffin Dr
Savannah, GA 31404
01-23-11

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#855

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

Su: Opposition to Proposed Savannah Harbor Expansion Project

US Army Corps of Engineers:

I a resident of the Port of Savannah Environmental Justice Community oppose the approval of the Savannah Harbor Expansion Project and wish to submit my public comment in opposition. I am oppose the project because the Tier II Environmental Impact Statement significantly under-estimated air emissions from all on-port and off-port property sources, failed to include an assessment of all public health and socio-economic impacts, failed to include all current and reasonable future projects in the Cumulative Impact Assessment, failed to include an Off-Port Community Impacts Nexus Study, a Health Impact Assessment, mitigation to reduce all negative impacts to less than significant and the USACOE refused to hold a public hearing on the Savannah Harbor Expansion Project as requested by the Savannah Environmental Justice Community. The Ports of Los Angeles and Long Beach hold public hearings for all USACOE project Draft EIS's and Final EIS's.

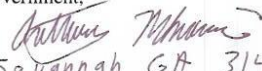
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I request that the USACOE: Conduct additional real time on-port property and off-port community air pollution studies and a comprehensive socio-economic impact study, create an annual \$5 million Public Health Care Mitigation Fund, allocate \$ 500,000 for an Off-Port Community Impacts Nexus Study and \$ 500,000 Health Impact Assessment and establish a annual \$ 10 million mitigation fund such as the Ports of Los Angeles and Long Beach Technology Advancement Program to support the Research, Development and Demonstration Projects of new emerging Zero Emissions and Maximum Emissions Control Technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions and Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks.

Savannah Resident For Responsible Government,

Anthony Mckelvia 
810 W 39th St Savannah GA 314115
912-663-0633

Savannah Seniors Against Port Expansion

#656

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

Dear Mr. Bailey:

I am submitting this letter as my public comment against the Savannah Harbor Expansion Project. I oppose the project because:

- a. I live on limited income and I do not want my taxpayer monies to go for a project that will primarily benefit billion dollar private corporations like Walmart who will make even greater profits and who can afford to pay for port improvements. This will cause a negative socio-economic impact on me.
- b. Larger container ships that will enter the Savannah River and harbor will emit more air pollution than smaller container ships in a shorter period of time as they unload or load containers that will have a significant negative impact on the health of me, my family and environmental justice community.
- c. Larger container ships that carry 8,500 containers will enter the Savannah Harbor will require thousands of more diesel fuel polluting trucks who will emit more air pollution as they pick-up and transfer thousands of additional containers as compared to a smaller ship that carries 4,600 containers in the same shorter period of time which will also have a significant negative impact on my, my families health and environmental justice community.
- d. The US Army Corps of Engineers have significantly underestimated the secondary and indirect off-port property community nexus air pollution impacts on the environmental and public health from larger ships, more ships, more trucks moving containers, increased port cargo moving equipment and related requirements such as visits to inspection facilities, chassis storage facilities and container storage yards.

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Sincerely,

Mattie Brown
1821 E 41st
Sav Ga 31406

Citizens For Healthy Communities Against Port Expansion

#857

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

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Citizen For Healthy Communities,

Andrea Johnson
Andrea Johnson
1/23/11

1821 24th St.

Citizens For Healthy Communities Against Port Expansion

#858

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ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
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Citizen For Healthy Communities,

Precious Hooks
Precious Hooks

714 West 40th St. 31405

1/25/11

Savannah Residents For Responsible Government

#859

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,

Lancaster Graham
Lancaster Graham
1-23-11 1869 Montquena St

Citizens For Healthy Communities Against Port Expansion

#860

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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912-652-5781

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Citizen For Healthy Communities,

Jewoni Jenkins
~~Jewoni Jenkins~~
1009 # A West 53st 31413

Savannah Residents For Responsible Government

#661

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Savannah Resident For Responsible Government,

X
Robert E Cohen
6942 Key St
Sav Ga 31406

Savannah Seniors Against Port Expansion

#562

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
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Sincerely,

Opalyn Cohen
6947 Key St
Sav Ga 31409

Opalyn Cohen

Savannah Seniors Against Port Expansion

#465

January 23, 2011

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
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Sincerely,

John Flanagan
2605 Flanagan
Sav Ga 31405

Savannah Seniors Against Port Expansion

#864

January 23, 2011

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Savannah District
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Sincerely,

Bernice Mc Kinney
Bernice mckinney
410 mckenzie place
Savannah Ga 31405

Savannah Residents For Responsible Government

#865

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Savannah Resident For Responsible Government,

Rosevelt Rose *Rosevelt + Rose*
192 54157
Sav Ga 31404

#868

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100 West Oglethorpe Avenue
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Su: Opposition to Proposed Savannah Harbor Expansion Project

US Army Corps of Engineers:

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Savannah Resident For Responsible Government,

James Billings 309 Stiles Avenue
Savannah 31415

#869

Citizens For Healthy Communities Against Port Expansion

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

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Citizen For Healthy Communities,

Donald Jackson

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Sav. Ga 31415

Savannah Residents For Responsible Government

#870

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Savannah Resident For Responsible Government,

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Savannah Residents For Responsible Government

#871

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Dudman 3095 files AVE SAV, GA 31415
Savannah Resident For Responsible Government,

Citizens For Healthy Communities Against Port Expansion

#872

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Citizen For Healthy Communities,

Curtis Bullock

309 Stiles Ave.
Savannah, GA 31415

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Edward J. Stanley
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1115 Habersham Dr
SAVANNAH, GA 31401

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Malcolm M. ...
1115 Halesham Dr.
Savannah Ga. 31401

Savannah Residents For Responsible Government

#875

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TYRONE GARVIN
1115 HABERSHAM
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Clifford Sapp
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Camelius Howell
Harambee House
1115 Hambersham
Savannah, GA. 31401

Savannah Residents For Responsible Government

#478

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

Su: Opposition to Proposed Savannah Harbor Expansion Project

US Army Corps of Engineers:

I a resident of the Port of Savannah Environmental Justice Community oppose the approval of the Savannah Harbor Expansion Project and wish to submit my public comment in opposition. I am oppose the project because the Tier II Environmental Impact Statement significantly under-estimated air emissions from all on-port and off-port property sources, failed to include an assessment of all public health and socio-economic impacts, failed to include all current and reasonable future projects in the Cumulative Impact Assessment, failed to include an Off-Port Community Impacts Nexus Study, a Health Impact Assessment, mitigation to reduce all negative impacts to less than significant and the USACOE refused to hold a public hearing on the Savannah Harbor Expansion Project as requested by the Savannah Environmental Justice Community. The Ports of Los Angeles and Long Beach hold public hearings for all USACOE project Draft EIS's and Final EIS's.

The USACOE has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel to the port to pick up containers and freight, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, HFC's from A/C units, pulverized tire rubber and brake dust.

The USACOE has significantly underestimated ship emissions and future emissions. Emission estimates did not include emissions from ship engine aging which causes more pollution as ships get older, ship boilers, ship cue time emissions while waiting to enter the port river entrance and destination terminal, multiple ship staging idling, emissions from delays due to ship breakdowns, equipment breakdowns, accidents and adverse weather conditions. Information and estimates failed to disclose the fact that larger cleaner ships will not arrive at the Port of Savannah in the near future and will in fact be phased in over a significant long period of time, therefore providing no near term benefits to the public.

The USACOE failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.

I request that the USACOE: Conduct additional real time on-port property and off-port community air pollution studies and a comprehensive socio-economic impact study, create an annual \$5 million Public Health Care Mitigation Fund, allocate \$ 500,000 for an Off-Port Community Impacts Nexus Study and \$ 500,000 Health Impact Assessment and establish a annual \$ 10 million mitigation fund such as the Ports of Los Angeles and Long Beach Technology Advancement Program to support the Research, Development and Demonstration Projects of new emerging Zero Emissions and Maximum Emissions Control Technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions and Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks.

Savannah Resident For Responsible Government,

Vander Hickling
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Savannah Residents For Responsible Government

#879

Mr. William G. Bailey
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cesas-pd@usace.army.gov
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Savannah Resident For Responsible Government,

Gregory Plain
1115 Watersham Dr.
Savannah, GA 31401

Savannah Residents For Responsible Government

#880

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100 West Oglethorpe Avenue
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cesas-pd@usace.army.gov
912-652-5781

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Savannah Resident For Responsible Government,

Leslie N. Winn
Leslie N. Winn
1115 Habersham Dr
Savannah Ga 31401

Citizens For Healthy Communities Against Port Expansion

#881

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
cesas-pd@usace.army.gov
912-652-5781

January 23, 2011

Dear Mr. William G. Bailey:

I wish to submit my public comment against the Savannah Harbor Expansion Project. I am against the project because it will increase air pollution which will impact my health and that of my family. It will also cause negative socio-economic impacts to me, my family and environmental justice community.

1. The USACOE has significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. Their studies did not include truck travel to the port to pick up containers and freight, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, fugitive HFC's from A/C units, inefficient engine fuel combustion VOC's, pulverized tire rubber and brake dust. It did not contain estimates for fugitive green house gas HFC's emissions from reefer containers.
2. The USACOE has significantly underestimated ship emissions and future emissions. Emission estimates did not include emissions from ship engine aging which causes more pollution as ships get older, ship boilers, ship cue time emissions while waiting to enter port river entrance and destination terminal, multiple ship staging idling, emissions from delays due to ship breakdowns, equipment breakdowns, accidents and adverse weather conditions. Estimates are also grossly in error due to the fact that larger cleaner ships will not arrive at the Port of Savannah in the near future and will in fact be phased in over a significant long period of time, therefore providing no near term benefits to the public.
3. The USACOE failed to assess the significant negative socio-economic impacts to environmental justice communities who are predominantly low income who will be forced to subsidize port growth while private corporations like Walmart pay nothing. Low income EJ families pay a disproportionately higher percentage of their income on taxes to pay the costs of infrastructure and bond debt. Freeways, highways, bridges, transportation corridors and power plants construction costs will be subsidized by taxing the public when the port user should be charged container and freight fees to pay all costs of expansion and improvement that benefit them. Public services such as highway patrol, city police, fire department, paramedics and emergency response for the public will be diverted to service the ports and goods movement transportation corridors.

I request that the USACOE conduct additional real time on-port property and off-port community air pollution studies, off-port community impacts nexus study, health impact assessment and a socio-economic impact study. I request that the USACOE and Port of Savannah establish a \$ 10 million annual mitigation fund to reduce all negative public and environmental justice community impacts to less than significant. I request that the USACOE create a \$ 10 million annual mitigation fund for Public Health Care and \$ 25 million annual mitigation fund for the purchase of the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions, Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks and \$ 50,000 every two years for a regional public education conference.

Citizen For Healthy Communities,

Steve Willis
801 E. Victory Drive
Savannah, Ga. 31405

#882

Savannah Residents For Responsible Government

Mr. William G. Bailey
ATTN: PD - US Army Corps of Engineers, Savannah District
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Savannah Resident For Responsible Government,

Verona Charles Davis
309 Stiles Ave. of
Savannah Ga. 31415

#463

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Address: 61 Fair St.

State/Zip: Savannah, GA 31408

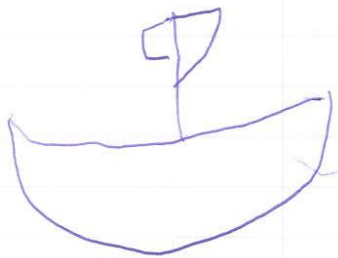
Aaliyah Cohen 3rd grade

Aaliyah Cohen

110 Darling St.

Savannah 31408

~~Diamond Washington 3rd grade~~
~~112 Darling St. Savannah, GA~~
~~31408~~



Destiny Washington
Kindergarten Bo

EDITOR'S NOTE: The following pages contain the responses to Comments #828 to 883, which have been grouped together because of the similar content of the concerns expressed in the letters.

Comment: *The Corps refused to hold a public hearing regarding the Draft Environmental Impact Statement (DEIS) and Draft General Reevaluation Report (DGRR).*

Response: Since 1999, the project has held nearly 70 public meetings. Approximately 65 of these meetings were held with the Stakeholders Evaluation Group in addition to numerous committee meetings. Three meetings were held in Garden City within an area of concern for environmental justice issues – two at the Masters Inn and one at the GPA Annex 1 located on Highway 25. Two public workshops were held at the beginning of the project (NEPA scoping) to identify issues the public believed should be examined by the forthcoming environmental impact study.

The 70 public meeting [held since 1999] included the services of a court reporter who transcribed the statements made at each meeting. Once the meeting transcriptions were completed, they were posted on the SAS web site.

The public was afforded opportunities to provide comments at the November 2010 public workshop that the Corps held during the review period for the Draft GRR and DEIS. One avenue to provide comments was through the use of a court recorder.

Comment: *The Corps EIS failed to include a comprehensive Cumulative Impact Assessment in its failure to research, identify and assess all sources of emissions.*

Response: The air emission inventory conducted by the District [described in EIS-Appendix K] was a comprehensive analysis of port-dependent emissions. All air emissions including criteria pollutants, air toxics, and greenhouse gas emissions were calculated for the no-action alternative [-42 foot depth], all depth alternatives [42, 44, 45, 46, 47, and 48 feet], and all years [2015, 2020, 2025, 2030, 2032, and 2065]. It included emissions from the following sources:

- Dredges used during the new work dredging
- Dredges used during maintenance dredging
- Ocean-Going Vessels
- LNG Vessels
- Tug Boats
- Intra-Harbor Shifts
- Tour Boats
- Landside equipment at GPA terminals
- Landside equipment at non-GPA terminals
- Trucks calling at the Garden City Terminal
- Locomotives serving the Garden City Terminal
- GPA fleet vehicles
- Air Toxics
- Greenhouse gases

The District followed the procedures outlined in EPA's 2009 Final Report titled "Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories". The District's analysis disclosed that harbor deepening would result in lesser air emissions than the no-action alternative [when compared against the baseline existing depth of -42 foot].

Currently, the Georgia Ports Authority is conducting dispersion modeling of the air emissions at the Garden City Terminal [with/without project]. This analysis will provide insight into how air emissions originating from its facility disperse under without-project conditions. Unfortunately, these analyses will not be available for inspection until after circulation of the FEIS for review. However, since overall emissions have already been determined to remain [at most] unchanged by the proposed harbor deepening, the results of the dispersion analysis were not considered critical to evaluate the proposed action. However, upon completion, GPA will share the results with EPA and the general public.

Background: The GPA will expand the Garden City Terminal [GCT] to accommodate 6.5 million TEUs regardless of whether or not the Savannah Harbor navigation channel is deepened. Under both without- and with- project conditions, the District expects the GCT to reach its build-out capacity in 2032 [at 6.5 million TEUs]. This is the maximum number of containers that can reasonably be processed through the GCT. This determination is based on factors such as the size of the terminal, the number of gates that provide access to the property, the number and size of the berths, the number and size of the container cranes, the number of jockey trucks that move the containers within the terminal, how the containers are stacked within the terminal, and the number of railroads that service the terminal and the return frequency of their trains. It is anticipated that without deepening, more vessels will be required to transport the cargo expected to move through the port. With deepening, the total number of vessels decreases as vessels will be able to load/unload closer to capacity without the present constraints of draft.

No incremental increases in cargo are expected to occur as a result of the proposed harbor deepening. As a result, the project will not affect the number of containers that move through the areas surrounding the port. The project's economic benefits result from the use of larger, more cost-effective container ships, not an increase in the number of containers. Noise, air emissions (including air toxics) from landside handling equipment, and traffic would not be increased [versus the no-action alternative] as a result of the proposed deepening.

Comment: *The DEIS significantly underestimated ship emissions and future emissions. The DEIS failed to disclose that a larger Post-Panamax ship that carries 8,400 TEU's vs the current smaller 4,000 TEU Ship will cause a significant spike in air pollution emissions actually doubling the air emission in the same amount time as a smaller ship. The Port will need twice as many diesel trucks and cargo handling equipment for a large ship. This spike will also cause significantly public health problems and increase emergency hospital visits. In addition, what happens when the number of large ships exceeds the original number of smaller ships, even with the low sulfur fuel they will emit more emissions?*

Response: The EIS reasonably estimates present and future air emissions from ocean-going vessels of various sizes and cargo handling equipment. The District followed the procedures described in EPA's 2009 Final Report titled "Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories". Appendix K describes those procedures which estimate the amount of emissions that occur in Savannah from these sources.

Section 5.20 in the EIS states: *GPA continues to work closely with the State of Georgia to develop more improvements to the highway system outside the terminal. GPA has developed a plan that would provide expressway connection of Interstate highways directly to the Terminal. In 2010, the State of Georgia approved \$120 million in bond revenue for use toward completing the Jimmy DeLoach Highway from Interstate 95 to the Garden City Terminal. That work is scheduled to begin in 2011 and be complete by the base year of the project. Additionally, the Georgia Department of Transportation's long-term highway plan includes construction of the Brampton Road Connector which will provide direct access from the Garden City Terminal to Interstate 516 and connections to Interstate 16. No other terminal in the US has such an expressway of highways directly to the terminal. Those road improvements are shown in the following figure. The completion of those roads will remove terminal traffic from neighborhoods and lessen congestion and the accompanying air quality impacts. Also see Figure 5-57, which graphically shows these proposed road improvements.*

GPA also plans to increase the percentage of containers that are handled by rail in the future. Since rail moves cargo with more fuel efficiency than trucks, use of rail will reduce future diesel emissions from port operations.

Comment: *The DEIS significantly underestimated the current port and goods movement transportation corridor emissions and future emissions. The studies did not include truck travel from their home location to the port to pick up containers and freight, the truck emissions when returning home, numerous side trips to chassis storage yards, container storage yards, inspection facilities, fumigation facilities, trans-loading locations, traffic congestion idling, on-port property idling, fugitive HFC's from NC units, inefficient engine fuel combustion VOC's, pulverized tire rubber and brake dust. It did not contain estimates for fugitive green house gas HFC's emissions from reefer containers.*

Response: The Corps' emission inventory for the port [EIS-Appendix K] was developed using the procedures established and recommended by U.S. Environmental Protection Agency (EPA) to identify air emissions from port facilities. EPA's guidance document is titled "**Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories, Final Report, dated April 2009**". That document provides the framework used throughout the U.S. to determine air emission estimates at ports from a combination of ocean going vessels and land-based port equipment. The District used the EPA protocols together with site-specific data provided by GPA and the Harbor Pilots Association. The District also consulted with EPA while conducting its analysis to ensure its guidance had been interpreted correctly and included the most up-to-date emission relationships.

Comment: *The DEIS failed to include an Environmental Justice Community Health Impact Assessment (HIA) to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck. The USACOE failed to research, consider and conduct a Environmental Justice Community Health Impact Assessment to determine the current public health impacts of the Port of Savannah and its Goods Movement Transportation Corridors which include both rail and truck.*

Response: Concerns about environmental justice were addressed in EIS-Section 5.20. Specifically discussed was compliance of the proposed action with Executive Order 13045 (Protection of Children) and Executive Order 12898 (Environmental Justice) together with an overview of the project's effects on communities surrounding GCT, demographics of Chatham/Jasper counties and Garden City, landside transportation of cargo, dredging activities, terminal operations, noise and lighting, employment,

considerations of other terminals, and a summary of project effects specifically on EJ populations and children. Figures in Section 5-20 show the following: poverty levels within the vicinity of the upper end of Savannah Harbor, locations of schools, hospitals and child care facilities along the navigation channel; and proposed road improvements within the vicinity of Garden City Terminal.

Comparisons between the Ports of Los Angeles/Long Beach (LA/LB) and Savannah may not yield a great deal of useful information. According to the USEPA website, the Ports of LA/LB are currently designated as “nonattainment” for ozone (severe-17) and PM2.5. As indicated in Section 4.03: *The Georgia Department of Natural Resources, Environmental Protection Division, Air Protection Branch (GADNR, EPD, APB) and the South Carolina Department of Health and Environmental Control, Bureau of Air Quality (SCDHEC, BAQ), have air quality jurisdiction for the project area for Chatham County, Georgia and Jasper County, South Carolina, respectively. They have determined the ambient air quality for Chatham County, Georgia and Jasper County, South Carolina is in compliance with the National Ambient Air Quality Standards, and both counties have been designated as Attainment Areas (Personal Communication, 20 February 2007, Jim Kelly, GADNR, EPD, APB and Fatina Washburn, SCDHEC, BAQ).* Bottom line: the Port of Savannah generally has good air quality; hence, there is no requirement to complete a Health Impact Assessment as was the case for the Ports of LA/LB. Further, a detailed Health Impact Assessment for the proposed action is not warranted because harbor deepening would result in fewer adverse impacts [air quality and otherwise] to the surrounding communities than would the case for the no-action alternative.

Comment: *The DEIS failed to include any public health studies or data of the City of Savannah and the Environmental Justice Communities that border the Port of Savannah and the Port Freight Transportation Corridors.*

Response: EIS-Section 5.19 characterizes the demographic area adjacent to the Garden City Terminal. Figures 5-57 and 5-58 show the location[s] of different income levels [census tract data] in the vicinity of the Garden City Terminal [GCT] where most of the project effects are/will be experienced. Figure 5-57 shows that the area with the lowest income level (40-100 percent) is roughly a mile distant from the terminal. Similarly, Figure 5-58 shows the same area as having the highest percentage of minority residents (40-100 percent). Figure 5-59 depicts the locations of schools, hospitals, and child care facilities, in relation to the navigation channel/terminal facilities where the majority of the construction would occur. As can be seen, these facilities are dispersed throughout the community and will not be disproportionately affected by SHEP. Lastly, Figure 5-63 shows the proposed road improvements which are designed to route traffic directly from area interstate highways to the Garden City Terminal thereby lessening existing traffic congestion in adjacent residential neighborhoods.

The District expects the number of cargo containers moved through GCT to increase over time; however, the subject harbor deepening will have no material effect on the rate of that increase. Hence, by extension, SHEP will have no significant effect on air emissions in the vicinity of GCT. A deeper channel would allow fewer, larger vessels to carry the cargo transiting the port, resulting in a decrease in the number of vessel calls [compared to the status quo]. The reduction in vessel numbers is predicted to result in a minor decrease in the amount of pollutants emitted.

Notably, the existing air quality at Savannah is very different from that in the Ports of LA/LB. The Port of Savannah is **not** in a “nonattainment” area for Ozone and PM2.5. Given Chatham County’s designation as an “attainment” area for ozone and PM2.5 and that the project would not cause increased emissions, there is no requirement for the Port of Savannah to complete the noted detailed public health studies.

Comment: *The DEIS failed to include an Environmental Justice Community Impact Nexus Study to determine the off-port property community impacts from its business operations, tenant operations and freight transportation. The USACOE failed to research, consider and conduct a Environmental Justice Community Impact Nexus Study to determine the extent of the Port of Savannah and its Goods Movement Transportation Corridors.*

Response: There is no requirement in EO 12898 or in NEPA to conduct an Environmental Justice Community Impact Nexus Study for a major federal action. The District evaluated potential project impacts to Environmental Justice communities. See previous responses to comments on this issue.

Comment: *The DEIS failed to assess the significant negative socio-economic impacts to environmental justice communities.*

Response: The District thoroughly evaluated potential negative socio-economic impacts to environmental justice communities. DEIS-Section 5 included information on income levels, school locations, hospitals, and child care facilities, proposed road improvement as well as GPA programs which seek to avoid, minimize and mitigate air quality, traffic, noise, and lighting impacts on the surrounding communities. However, the District has expanded the demographic information about the communities adjacent to the port [to include transportation corridors]. Minority and low-income residents within this tract were considered to assess the project's impacts on environmental justice and children's health (EO 12898 and EO 13045) issues. Compliance with EO 12898 and EO 13045 is based on review/analysis of all the information mentioned above, as well as data obtained during the public meetings described in EIS-Section 5. FEIS-Section 5.19 [Overview] was revised to include a list of the types of information collected/analyzed in addressing EO 12898 and EO 13045.

Comment: *The DEIS failed to disclose that the project will have a significant and negative socioeconomic impact on the tourism industry.*

Response: The proposed deepening of the harbor will result in lesser air emissions than the status quo [no-action alternative]. For perspective, the Port of Savannah is just a small subset of the overall air quality emissions in Chatham County [2002 and 2005 EPA NEI data]. Therefore, the proposed action will not have a significant impact on the County's air shed. The Chamber of Commerce, an organization which represents community interests – including the tourist industry, stated in its January 19, 2011 letter that “*On behalf of our 2,100 business members representing over 77,000 employees in our area, we strongly encourage the U.S. Army Corps of Engineers to proceed with the Savannah Harbor Expansion Project.*” The Chamber of Commerce does not agree with the commenter on his expectations about significant and negative socioeconomic impact on the tourism industry.

Comment: *The DEIS fails to identify and mitigate the noise impacts to residents, schools and sensitive receptors. Noise not only includes loud noise over 65db, but also non-stop and constant low level noise 40db-60db during the day, rest hours and sleep time hours. This includes honking, braking, acceleration, gunning of engines and stopped traffic congestion. When does the public have an 8hr respite from noise? We request sound proofing glass windows and doors with an STS rating of 90% or better and sound proof curtains during construction. We request that a Noise Mitigation Fund be established and funds provided from the mitigation fund.*

Response: The EIS discusses the noted noise issues in the following locations: Section 5.07.1-Dredging Impacts, Section 5.19-Terminal Operations, Noise and Lighting; Section 5.20.1-Noise, and in Appendix B-Biological Assessment.

The GPA will expand the Garden City Terminal [GCT] to accommodate 6.5 million TEUs regardless of whether or not the Savannah Harbor navigation channel is deepened. Under both without- and with-project conditions, the District expects the GCT to reach this build-out capacity in 2032. This is the maximum number of containers that can reasonably be processed through the GCT. This determination is based on factors such as the size of the terminal, the number of gates that provide access to the property, the number and size of the berths, the number and size of the container cranes, the number of jockey trucks that move the containers within the terminal, how the containers are stacked within the terminal, and the number of railroads that service the terminal and the return frequency of their trains. It is anticipated that without deepening, more vessels will be required to transport the cargo expected to move through the port. With deepening, the total number of vessels decreases as vessels will be able to load/unload closer to capacity without the present constraints of draft.

No incremental increases in cargo are expected to occur as a result of the proposed harbor deepening. As a result, the project will not affect the number of containers that move through the areas surrounding the port. The project's economic benefits result from the use of larger, more cost-effective container ships, not an increase in the number of containers. Noise, air emissions (including air toxics), and traffic would not be increased [versus the no-action alternative] as a result of the proposed deepening.

Comment: *The Corps should conduct an on-site real time Port of Savannah and EJ Community Air Quality Study and inventory of all categories of emissions: criteria pollutants, toxic pollutants, HAP's, VOC's and all green house gases; to include all off-port property secondary and indirect emissions. Inventories must also include all truck routes, train routes, ship routes, container storage locations, inspection facilities, chassis locations, detours, operating time, idling time and storage fugitive emissions. We request that three air quality monitoring stations be established in EJ Communities.*

Response: The air quality of the Port of Savannah is generally good, unlike the ports of LA/LB which are in "nonattainment" areas for ozone and PM2.5. There is no requirement for the District to conduct "an on-site real time Port of Savannah and EJ Community Air Quality Study". The District has already completed a detailed emission inventory of the port; it is found in Appendix K of the EIS.

Comment: *The Corps should conduct an Environmental Justice Community Health Impact Assessment.*

Response: The air quality within the port's air shed is generally good. There is no requirement for the District to prepare the noted health impact assessment or establish a public health baseline in the vicinity of the port. This is especially true, given the fact that the impacts associated with SHEP are less than would be experienced from maintaining the status quo [no-action alternative]. For these reasons, preparation of an Environmental Justice Community Impact Nexus Study and hiring an EJ Consultant would also be an unnecessary project expense.

Comment: *The Corps should establish an Off-Port Community Impact Nexus Mitigation Fund.*

Response: An Off-Port Community Impact Nexus Mitigation Fund is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not be affected by harbor deepening, the proposed deepening would not alter impacts that occur as a result of their movement through the harbor and surrounding area.

Comment: *The Corps should establish a Technology Advancement Program to support R&D and demonstration projects of new emerging zero emissions freight transportation systems and maximum achievable emissions control technologies such as the Advanced Cleanup Technology, Inc. Advanced Maritime Emissions Control System to capture all ship emissions, Vision Motor Corp Zero Emissions Hydrogen Gas Fuel Cell Trucks and Miracle Mile Solutions VATT Systems Diesel Truck Fuel combustion Efficiency Retrofit Technology.*

Response: Establishment of a Technology Advancement Program to support R&D and demonstration projects of new emerging zero emissions freight transportation systems and maximum emissions control technologies is not warranted by the type or level of impacts expected from the proposed harbor deepening. The District believes that the number of containers processed through the Garden City Terminal would not be affected by harbor deepening. It follows that the movement of those containers through the communities adjacent to the Garden City Terminal is also unaffected.

Comment: *The Corps should establish a Public Health Care Mitigation Fund.*

Response: Establishment of a Public Health Care Mitigation Fund is not warranted by the type or level of impacts expected from the proposed harbor deepening. Since the number of containers moved through the Garden City Terminal would not be affected by harbor deepening, the proposed deepening would not affect the transit of those containers to their final destination[s].

#830

what are the negative effects of
the dredging?

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what efforts are being made to
better the environment of the
communities at the higher risk
of the contaminated air?

what type of jobs are going to be
created?

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830-MM-03-EV01

Comment: *What are the negative affects of the dredging?*

Response: The effects of dredging on the natural resources in Savannah Harbor are addressed [in depth] in EIS-Chapter 5. They include the direct physical effects of the dredging and sediment placement operations on the marine and aquatic environment, as well as the indirect consequences on the dissolved oxygen and water quality regimes in the estuary. Direct effects consist of water column impacts during [and after] actual excavation, perturbations to the benthic habitat in affected dredged areas, wetland losses, immediate influences to fishery resources, and impacts resulting from the physical disposal of the dredged material. The District attempts to avoid and minimize such impacts [where/whenever possible] by avoiding dredging in the certain areas of the estuary during fish spawning seasons, equipment selection, timing [not using hopper dredges in the entrance channel when sea turtles are prevalent], and monitoring water quality conditions in the vicinity of active dredges along with the effluent from the disposal areas to ensure applicable water quality standards are not violated. In those cases where adverse impacts cannot be avoided [such as the marsh loss associated with the excavation requirements of the project], the project provides appropriate mitigation.

The indirect effects of the dredging are centered around the project's impacts on the dissolved oxygen and salinity regimes within the affected area. That is, deepening will lower dissolved oxygen levels and increase upstream salinity levels, which in turn would adversely affect the habitat of some fish species, e.g., Shortnose sturgeon and Striped bass. Consequently the project includes mitigation features [to include adaptive management] to compensate for these adverse impacts.

830-MM-03-EV02

Comment: *What efforts are being made to better the environment of the communities at the higher of contaminated air?*

Response: Future growth in cargo movements and accompanying air emissions are expected for the GCT. However, those increases will result from heightened demand for the goods which would move through the port and would occur independently of SHEP. SHEP's construction could actually lessen future increases in vessel emissions if fewer large container vessels call at the port versus more of the existing, smaller ships. [see Paragraph 5.6 of the EIS].

830-MM-03-EC01

Comment: *What type of jobs are going to be created?*

Response: Local employment associated with the proposed harbor deepening would occur during the construction phase of the project. There is little expectation of any fundamental [long-term] change in employment levels as a result of a channel deepening. The forecasted rate of additional cargo transiting the port is expected to remain unchanged irrespective of harbor deepening. This will be mirrored in the port's overall employment numbers. Transportation cost savings attributed to port improvements are small in comparison to the total cost of moving goods from their origin to destination. Hence, those savings are not expected to cause shifts in the port through which the goods are moved.