

# Deer Park Community Advisory Council

[www.deerparkcac.org](http://www.deerparkcac.org)

## Meeting Notes Monday, June 4, 2018

The 267<sup>th</sup> meeting of the Deer Park Community Advisory Council was held on Monday, June 4<sup>th</sup>, 2018 at the Republic Grill. The meeting was called to order at 6:05 p.m. Facilitator Diane Sheridan reviewed the agenda, which was accepted as proposed. The April meeting notes were approved without changes.

### ATTENDANCE

DPCAC Community Members		DPCAC Plant Members		Guests/Resources	
	Jule' Adcock		<b>Clean Harbors</b> , Bruce Riffel	x	Maria Aponte, TxDOT
x	Ruth Boyd		<b>Delta Companies Group</b> , Frank Ingrassia	x	Della Barbato, Native Prairies
	Tim Culp	x	<b>Dow Chemical Deer Park</b> , Jeff Garry	x	Phillip Barker
x	Ken Donnell	x	<b>Dow Chemical</b> , Jeff Lichon	x	James Barnettler
	Chick Flint	x	<b>Evonik Oil Additives</b> , Jim Bentinck-Smith	x	Bob Bradshaw, INEOS La Porte
	Bobby Garcia	x	<b>GEO Specialty Chemicals</b> , Chris Miller	x	Corbett Brinly, TCEQ
	John Garrett		<b>Hexion</b> , Marlene Mercado	x	Chad Burke. Economic Alliance
	Sherry Garrison		<b>Intercontinental Terminals</b> , Brent Weber	x	Wes Carambat, Shell Deer Park
x	Tommy Ginn	x	<b>Lubrizol</b> , Chris Hext, rep by Doug Moore	x	John Collins
x	Stephen Harrell	x	<b>Lubrizol</b> , Tanya Travis	x	Kaitlyn Conner, Econ. Alliance
	Robert Hemminger	x	<b>Oxy Vinyls Houston Ops</b> , Paul Thomas, rep by Chris Thomas	x	Melody Galland, TxDOT
x	Cara Herbeck	x	<b>Oxy Vinyls VCM</b> , John Abel	x	Matt Kainer, Harris County
x	Steven Horton	x	<b>Oxy Vinyls PVC/KOH</b> , Scott Halbrooks, Rep by Matt Sexton	x	Kristen Knoedler, DPHS
x	Norma Hysler		<b>Shell Deer Park</b> , Amanda Accardo, rep by Michelle Roberson	x	Betty Lemley
	Bill Irwin	x	<b>Shell Deer Park Chemical</b> , Michelle Roberson	x	Gail Miller, Harris County
	Katherine Mitchum		<b>Shell Deer Park Refining</b> , Thor Nygaard	x	Clint Penrose, Oxy Vinyls
	Mike Mitchum	x	<b>Texas Molecular</b> , Frank Marine	x	Randon Pierson
	Jeffrey Parks	x	<b>Valvoline</b> , Jerry Precise	x	Anna Piper, Vopak
	Ariel Pena	x	<b>Vopak Terminal Deer Park</b> , David Carter, rep by Clifton Ferrell	x	Roy Reed
x	Vickey Roberts			x	Darrell Schwebel, San Jac Battleground
	Robert Segelquist			x	Lan Shen, Native Prairies Assoc
	Andy Smith		<b>Support Staff</b>	x	Chevenne Valdez
	Charles Thomas	x	Diane Sheridan, Facilitator	x	Wallace Ward, Native Prairies Assoc
	David Wade	x	Anja Borski	x	Craig Zimmerman, San Jacinto College
x	Ernest Weedon				
	Bobby Yates				

## Roads and Bridge: Updates on SH 225, SH 146, BW8 Bridge Expansion and Other Transportation Projects

*Maria Aponte is the Southeast Harris Assistant Area Engineer for the Texas Department of Transportation (TxDOT). The Southeast Harris Area Office serves Harris County from I-10 south and east to county lines, from US 90 to US 69 and everything inside Loop 610, including Deer Park. Melody Galland, Area Engineer, also attended the meeting. Aponte's presentation is available online [here](#).*

Aponte began with an overview of current construction projects, which include landscaping and scenic enhancements in La Porte (Wharton Weems Blvd to Fred Hartman Bridge), along SH 225 from Loop 610 to SH 146, and in Galveston County on Seawall Blvd. Next, she addressed two future major projects for SH 146. The first portion of the project involves the southern section of SH 146 from SH 96 to Red Bluff, and the second portion addresses the northern section from Red Bluff to Fairmont Parkway. Both projects will widen SH 146 from four lanes to six lanes and two 2-lane frontage roads. The southern section will also feature four express lanes, allowing thru traffic to bypass exits for tourist attractions in Kemah and Seabrook. Construction for the southern portion is expected to begin next year and last five years. Crews are currently working to relocate utilities. During construction, at least two lanes in each direction will be open. Construction on the northern portion of the project is expected to begin in 2022.

Future projects planned for SH 146 include removing median fencing and replacing with a concrete traffic barrier at Fairmont Parkway, widening Red Bluff from Kirby Blvd. to SH 146, including the bridge across Taylor Lake, and installing infrastructure for cameras and message boards (ITS equipment) on SH 146 from Nasa 1 to Fairmont Parkway. Future projects planned for SH 225 include upgrading illumination from BW 8 to Battleground Road, repairing the approach slab, backwalls and wingwalls at Battleground Road, reconstructing the Richey Street intersection and frontage road, and constructing a direct connector to BW 8 (in conjunction with Harris County Toll Road Authority). Contracts for the work at the SH 225/Battleground Road intersection will be let this year. Additional long range projects anticipated (but not yet funded) over the next 10 years, include widening SH 225 from Loop 610 to Red Bluff and then Red Bluff to BW 8.

**Question: Why is there so much debris on SH 225?** There is a contractor actively working to remove debris on SH 225. The nature of the traffic on this roadway leads to more debris. TxDOT representatives will follow up on this issue.

*Matt Kainer, with the Harris County Toll Road Authority, is the Construction Site Manager for the Beltway 8 Ship Channel Bridge project.*

The new Beltway 8 Ship Channel Bridge will double its current capacity. Currently, there are two lanes in each direction, and no shoulders. The new bridge will have four 12' lanes in each direction plus a 10' shoulder on each side. The southbound lanes will be constructed first, then traffic will be shifted to allow demolition of the existing bridge, and then the northbound lanes will be constructed. By flattening out the grade of the bridge approaches, it will be rated for a full 65 mph limit. The new bridge pylons will be out of the water, allowing the Port to dredge the channel wider and accommodate larger ships. The main bridge superstructure will consist of 584 precast segments, cast on the ground and hoisted into place. There will be 128 stay cables, varying in length from 306 feet to 1440 feet. Construction of the bridge will require channel closures when lifting segments in a 500' wide zone. The contractor is being incentivized to reduce the overall number of closures, and will be penalized if closures are longer than the agreed time.

Demolition of the old bridge will be the largest project of its kind ever undertaken. The bridge will be disassembled in pieces, in the same sequence it was built. This will limit impacts to ship channel traffic, environment, and maintain structural stability (compared to explosive demolition, for example). Total project construction costs are expected to be \$823 million. Phase 1 construction of the new southbound bridge section is underway, crews have begun drilling for the footing foundation. By 2021 the traffic shift is expected to take effect, and all construction should be complete in 2024.

**Question: How will you notify channel users of closures during construction?** They are working now to compile lists of whom to notify. The Coast Guard and Houston Pilots will also publicize the closures.

**Question: What was the name of the type of bridge being built?** It is a Precast Segmental Cable Stayed Bridge, the same type of bridge as the Fred Hartman.

**Question: Are there ways to reuse the concrete from demolition of the old bridge?** There is a market for crushed concrete, so it will be sold for use in future construction jobs.

**Question: How big will this bridge be in comparison to others in the country?** The bridge in Corpus Christi is taller and longer. The Tappan Zee Bridge across the Hudson is significantly longer. This bridge will not be setting any records.

*Chad Burke is President/CEO of the Economic Alliance Houston Port Region (Economic Alliance). The Economic Alliance's Transportation Task Force has put together a list of transportation project priorities it is using to focus their work with local, regional and state officials to make sure current and projected future needs of business and industry are being met. Burke's presentation is available online [here](#).*

Burke began with an overview of commerce in and around the Port of Houston (POH), the busiest port in the country. In the last decade, we have seen a ten-fold increase in capital investment. Liquid bulk and containers make up almost 80% of cargo coming through the POH, and containerized cargo is expected to grow from 2 million TEU to 3 million TEU in three to five years. (TEU refers to Twenty-Foot Equivalent Units, the method for counting containers when they come in different sizes.) The Transportation Task Force put together a list of project priorities, ranked in order of priority. First on the list is Direct Connectors for SH 146 at Barbour's Cut, a project being studied by TxDOT at Texas A&M. Second on the list is widening of SH 146 from Fairmont to Red Bluff, which is already next on the list of TxDOT projects, with final design underway and anticipated letting in Fall 2022. Third on the list is expansion and improvement of SH 225 from Beltway 8 east to SH 146, which is being studied by TxDOT. The full list of priorities can be found in Burke's presentation.

**Question: Are there any projects on the list addressing rail or transit needs?** There are a couple of rail projects on the list, but the main goal of this project was to address truck freight issues.

**Question: What about the rail crossings at Independence Parkway?** This has been added to the list. We are in discussion with Union Pacific and the county to get the ball rolling. It is expected to cost approximately \$30 million to create grade separation.

**Question: It sounds like needs are appearing faster than new projects? Are there any efforts to improve things short term, such as night travel?** Solutions are being looked at. There are many examples from around the country. The Port now has extended hours.

## Updates

### Question of the Month: Shell Deer Park

“What is a turnaround?” was presented by Wes Carambat of Shell. See [www.deerparkcac.org](http://www.deerparkcac.org) for the answer to this question and questions from past meetings.

### Level 3 (Warning) or Level 2 (Watch) Incidents

Michelle Roberson from Shell Deer Park shared there were two Level 2 Warnings since the last meeting. On May 17<sup>th</sup>, there was a sanitary sewer overflow to Patrick Bayou, and on June 4<sup>th</sup>, the cat cracker was shut down due to a leak. Roberson also announced that their General Manager Barry Klein is retiring in August, and his replacement will be Greg Willms.

### **Written Facility Updates (Covering period from November 2017 to May 2018):**

- **Evonik Oil Additives USA, Inc.** Jim Bentinck-Smith reported there were no OSHA recordable illnesses or injuries since October 2014, and no reportable spills or releases or permit exceedances since their last report. Evonik held their Spring Safety Day on April 19<sup>th</sup>. Production volume is meeting business forecast. Evonik continues their progress toward using the Total Productive Management (TPM) program.
- **Valvoline Deer Park, TX** Jerry Precise reported there were no recordable injuries and no reportable spills during the reporting period. The site has completed 18 months without a recordable injury. They are currently focusing on “Summer Safety” which includes heat, hours and hurricanes, and continue to promote safety through Near Miss reporting and root cause analysis, with 62 near miss incidents reported so far in 2018.
- **Vopak Terminal Deer Park** Clifton Ferrell reported they had two minor spills since their last report. On January 2<sup>nd</sup>, approximately 5 gallons of Styrene entered the Houston Ship Channel from a valve that was left open on the bilge tank of a vessel. The release was the responsibility of the vessel, boom was deployed and a contractor completed clean-up. On February 14<sup>th</sup>, approximately 1 gallon of C-12 Alpha Olefins entered the Houston Ship Channel due to a loose blind flange on a hose from ship dock #5. Boom was deployed and a contractor completed clean-up. Vopak had no recordable injuries in 2017, but two (one contractor and one employee) recordable injuries during the reporting period. The terminal is currently undergoing an expansion project with the addition of 10 new tanks, expected to be completed by October 1<sup>st</sup>.

### **Ozone Exceedance Days:**

Corbett Brinley reported that there had been 15 8-hour 71ppb ozone exceedance days in Houston for the year. Deer Park has three 8-hour 71ppb exceedances.

### **Community Updates:**

Della Barbato announced the Deer Park Prairie is hosting a Pollinator Workshop from 6-8pm on Wednesday, June 20<sup>th</sup>. Space is limited. To register, email [della\\_barbato@texasprairie.org](mailto:della_barbato@texasprairie.org)

### **Program Planning:**

Sheridan presented the Program Planning Committee’s plan for meeting topics for the rest of 2018 and early 2019. The CAC accepted the plan as presented.

### **Plans for Future Meetings**

Unless otherwise indicated, meetings are held at the Republic Grill. Food service begins at 5:45 and business at 6:00. We adjourn no later than 8:30.

### **Monday, June 4, 2018 – Planning for the 2018 Hurricane Season: Municipal, Industrial and Environmental Lessons Learned from Harvey**

*Meeting hosted by Clean Harbors*

*Written updates to be provided by Clean Harbors and Shell Deer Park*

Jan. 22  
Feb. 26  
Mar. 26  
Apr. 23  
June 4 (delayed due to Memorial Day)  
No end of June meeting  
No July meeting  
Aug. 27  
Sept. 24  
Oct. 22  
Nov. 26 (after Thanksgiving)  
no December

---

## **Deer Park Community Advisory Council Input on Roads and Bridge Topic**

June 4, 2018

1. Anything you were glad to hear?
  - The speed at which the projects are being delivered.
  - 146 6 to 12 lane expansions Spencer to Red Bluff
  - 146 96 to Red Bluff past Nasa Rd
  - Ship Channel Bridge Toll Bridge
  - Evacuation route
  - Port extended hours
  - Look at quicker fix
  - Container growth, liquid product produced & moved
  - Construction freight related/commuter routes less congested
  - Construction will finally begin on 146
  - Multiple interested parties have been working on plans together
  - Just that the improvements are getting done!
  - Overall expansion plans
  - Taylor Lake bridge plans
  - Economic development increase
  - Things are starting to improve, new development
  - Great advanced planning!!!
  - Great cooperation between various entities!!!
  - Connectors at BW8 & 225
  - The vast number of projects on the planning schedule
  - Port will expand operating ours if needed to accommodate evening truck traffic

2. Anything you were hoping to hear but didn't?
  - What are the plans doing to alleviate the Heavy Truck/150 movement issues plaguing 225/146?
  - Mont Belvieu (225) traffic loading
  - I was hoping for animations for 146 & more explanation on the Kemah Bridge express lanes
  - When the BW8 construction from 225 to I45 will be completed
  - Something that can be done about trains... Tidal Rd, Independence, etc.
  - Overpass on Independence Parkway
  - Hwy 225 completion date – sooner
  
3. Any advice or requests about specific road or traffic problems?
  - We all appreciate the attempt to address roadway infrastructure.
  - Landscaping 225
  - Debris at Richey Street westbound
  - Connectors between Beltway 8 & 225 – possible to move this up to be accomplished sooner. Understand widening of toll bridge must come before connectors.
  - Hurry up on BW8 & 225!!!
  - Do it safely & quickly, please!
  - Trucks are turning over at Todville and Port Road
  - Clean up roads more consistently
  
4. Comments on updates for any other agenda items?
  - Presenters did a great job – very interesting!