Revised 30 July 2009

MEMORANDUM OF AGREEMENT
BETWEEN
U. S. ENVIRONMENTAL PROTECTION AGENCY, REGION 6
AND
U. S. COAST GUARD
EIGHTH COAST GUARD DISTRICT, NEW ORLEANS, LA
REGARDING
RESPONSE BOUNDARIES FOR OIL AND HAZARDOUS SUBSTANCES POLLUTION INCIDENTS AND FEDERAL ON SCENE COORDINATOR RESPONSIBILITIES

Purpose

The purpose of this document is to delineate the Region 6 Inland and Coastal Zone geographical boundaries establishing responsibility for the pre-designation of On-Scene Coordinators (OSCs) for pollution response pursuant to the National Oil and Hazardous Substances Contingency Plan (NCP), Title 40, Code of Federal Regulations, Part 300.120 (40 CFR § 300.120).

Definitions

The following definitions will apply to this Memorandum of Agreement (MOA).

Commercial Vessels. Commercial vessels are vessels in commercial service that conduct any type of trade or business involving the transportation of goods or individuals, except combatant vessels. This includes tank vessels (ships and barges); freight vessels and barges; commercial fishing vessels; passenger vessels; and towing vessels. This definition excludes recreational vessels and permanently moored structures which, while they may appear to be vessels are not inspected by the Coast Guard, i.e. barges moored at facilities effectively used as part of a non-transportation-related facility complex.

Marine Transportation-Related Facility (MTR Facility). Any onshore facility or portion of a facility complex, as defined in 40 CFR 112.2, including piping and any structure used or intended to be used to transfer oil to or from a vessel. The marine transportation-related portion of the complex extends from the facility oil transfer system's connection with the vessel to the first valve inside the secondary containment surrounding tanks in the non-transportation-related portion of the facility or, in the absence of secondary containment, to the valve or manifold adjacent to the tanks comprising the non-transportation-related portion of the facility, unless another location has been agreed to by the U.S. Coast Guard (USCG) Captain of the Port (COTP) and the appropriate Federal official. (33 C.F.R. § 154.1020)

Inland Zone Boundary Designation

The U.S. Environmental Protection Agency (EPA) Region 6, provides the pre-designated OSC for pollution response in the Inland Zone. All discharges or releases, or a substantial threat of such discharges or releases of oil or hazardous substances originating within the Inland Zone are the responsibility of the EPA. Included are discharges and releases from unknown sources or those classified as "mystery spills." EPA Region 6 responsibilities for the Mississippi and Pearl Rivers are shared with EPA Region 4 as described in a Memorandum of Understanding between the two regions.

The EPA OSC is the pre-designated OSC for all areas or pollution incidents within Region 6 that are not specifically addressed by the following Coastal Zone boundary designation descriptions, the general response provisions delineated within this document, or the EPA Region 4 MOU.

Coastal Zone Boundary Designations

The cognizant USCG COTP is the pre-designated OSC for pollution response in the Coastal Zone. All discharges or releases, or a substantial threat of such discharges or releases of oil or hazardous substances originating within the Coastal Zone are the responsibility of the USCG OSC. Included are discharges and releases from unknown sources or those classified as "mystery spills."

The Coastal Zone description for the USCG OSCs located within Federal Region 6 includes everything coastal of a line:

- Commencing at the intersection of U.S. 90 and the Mississippi state line, westerly along U.S. 90. Continuing along U.S. 90 southwesterly to the intersection with I-510. Then south on I-510 and primary State Road 47 to the levee on the Left Descending Bank (LDB) of the Mississippi River. Then continuing upriver on the LDB to the U.S. 90 Highway Bridge (Crescent City Connection). Then across the U.S. 90 bridge to the levee on the Right Descending Bank (RDB) of the Mississippi River. Then upriver on the RDB to the Harvey Locks on the Gulf Intracoastal Waterway (GIWW).

- Then south and westerly along the GIWW to Morgan City, Louisiana including the Atchafalaya River Basin from the East Atchafalaya Basin Protection Levee north to its intersection Highway 190. Then west to Krotz Springs, Louisiana. Then south following the levee along the right descending bank of the main channel of the Atchafalaya until it ends at Lake La Rose. Then south westerly until the West Atchafalaya Basin Protection Levee at Catahoula, Louisiana, then south to Morgan City.

Click here to see correction (erratum) for this section.

- Continuing westerly from the junction of the GIWW and the Atchafalya River at Morgan City to the Calcasieu River, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas, along the GIWW to, and including, East Bay, Galveston Bay, Trinity Bay, Double Bayou to Eagle Ferry Road, Clear Lake including its tributaries North to Highway 528, West to Highway 270, South to Highway 518, Dickinson Bay to Highway 3, Moses Lake, Swan Lake, Jones Lake, and the Houston Ship Channel, to the turning basin in Houston, Texas. The Houston Ship Channel includes: Buffalo Bayou to Highway 59, Brays Bayou to the Broadway Street Bridge, Sims Bayou to Highway 225, Vince Bayou to North Ritchie Street, Cotton Patch Bayou to the first county outfall, Hunting Bayou to I-10, Greens Bayou to I-10, Boggy Bayou to Highway 225, Tucker Bayou to Old Battleground Road, Carpenter's Bayou to Sheldon Road, San Jacinto River to I-10, Spring Bayou, Goose Creek to Highway 146, and Cedar Bayou to Spur 55. Continuing at the junction of West Bay and the GIWW in Galveston, Texas, westerly along the GIWW to the Port of Freeport, Texas, including: Chocolate Bay, the Old Brazos River, and the New Brazos River up to the Missouri-Pacific Railroad Bridge in Brazoria, Texas.

- Then southerly along the GIWW through and including: the Colorado River to 28-52N Latitude, Lavaca River to 28-50N Latitude, Chocolate Bay to 96-40W Longitude, Cox Bay, Keller Bay, Lavaca Bay to 96-40W Longitude, Turtle Bay, Culver Cut (West Branch Colorado River to 28-42N Latitude and entire Middle Branch), Robinsons Lake, Crab Lake, Mad Island Lake, Salt Lake, Carancahua Bay, Tres Palacios Bay to 28-47N Latitude, Oyster Lake, Blind Bayou, Powderhorn Lake, La Salle Bayou, Broad Bayou, Boggy Bayou, and Matagorda Bay.

- Continuing southerly through San Antonio Bay including: Corey Bay, Victoria Barge Canal, Guadalupe River to 28-30N Latitude, Goff Bayou, Hog Bayou, Green Lake, Buffalo Lake, Alligator Slide Lake, Mission Lake, Guadalupe Bay, Hynes Bay, Twin Lake, Mustang Lake, and Jones Lake.

- Then, continuing through Mesquite Bay including: Dunham Bay, Long Lake, and Sundown Bay.

- Continuing southerly through St. Charles Bay including: Burgentine Creek to 28-17N Latitude, Salt Creek to 28-16N Latitude, and Cavaso Creek to 97-01W Longitude.

- Then, through Copano Bay including: Mission River, Mission Bay, Chiltipin Creek to 97-18W Longitude, Aransas River to 97-18W Longitude, Swan Lake, Copano Creek, Port Bay, and Salt Lake. Then southerly including: Little Bay, Aransas Bay, Conn Brown Harbor, Redfish Cove, Redfish Bay, LaQuinta Channel, Nueces River to U.S. 77, Rincon Industrial Channel, Rincon Bayou, Nueces Bay, Tule Lake, Corpus Christi Inner Harbor, Oso Creek, Oso Bay, and Corpus Christi Bay.

- Continuing southerly, through and including: Packery Channel, Cayo Del Grullo, Cayo Del Infiernillo, Laguna De Los Olmos, Laguna Salada, Petrolina Creek, Comitas Lake, Alazan Bay, Baffin Bay, Port Mansfield Harbor, Four Mile Slough, Arroyo Colorado River to 26-12N Latitude, Callo Atascosa, Arroyo Colorado Cutoff, Laguna Vista Cove, South Bay, Vadia Ancha, Bahia Grande, San Martin Lake, and the Brownsville Ship Channel.

- Where the Coastal Area is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

The Coastal Zone also includes the Lower Mississippi River, commencing from mile marker (MM) 303 south to the Coastal boundary at New Orleans (down-river of which will be considered USCG jurisdiction entirely), encompassing the area riverward between the levee on the RDB and the LDB, and including Lake Pontchartrain.

General Response Provisions

These provisions apply to all EPA OSCs and USCG COTP/OSCs serving Federal Region 6.

The USCG, through the cognizant COTP and the inland zone pre-designated EPA OSC will assist each other consistent with agency responsibilities and authorities.

Such assistance will be provided based on formal notification and mutual consent that the assistance is desirable and necessary to respond to a release or threat of a release of oil or hazardous substances that poses imminent and substantial endangerment to public health or the environment. Notification will be provided by the COTP to the EPA OSC, or by the EPA OSC to the COTP, whenever a spill is discovered that appears to warrant the provision of mutual assistance. When it is mutually agreed that the provision of such assistance is beneficial, an OSC from either organization may serve as the OSC for that incident, serve as the Federal On-Scene Coordinator Representative (FOSCR) for the pre-designated OSC, or perform OSC duties only until such time as the pre-designated OSC may take over the response action.

The pre-designated OSC will be advised of the response actions taken by the assisting OSC or FOSCR via periodic verbal reports and pollution reports (POLREPS) as appropriate.

The EPA Region 6 predesignates the COTP as the OSC in response to an incident in the inland zone when it involves; a commercial vessel, or an oil or hazardous material transfer operation on the marine transportation-related portion of a MTR facility. The incident must result in an actual discharge or threatened discharge of oil or hazardous substances into or on navigable waters of the United States, its shoreline or the riverbank within the USCG Eighth District's Area of Responsibility in EPA Region 6 as defined in 33 CFR 3.40-1. The COTP in each Zone shall provide annually a list of fixed MTR facilities located in the inland zone of their area of responsibility to the Co-Chair of the RRT. The EPA shall be advised of any response actions performed by the COTP within the inland zone via verbal notification and Pollution Reports (POLREPS). When the COTP is not notified via National Response Center, EPA shall notify the COTP for all commercial vessel and MTR spills or releases in the inland zone.

In addition, EPA Region 6 will notify the Eighth Coast Guard District of any Regional Contingency Plan (RCP) meetings for the participation of Coast Guard units in the regional contingency planning process.

The proposed boundary lines do not preclude mutual assistance between the two agencies. In addition to 40 CFR 300.135(b), in this Federal region, the EPA and the USCG will carry out agency and specific pollution response responsibilities under the NCP, the RCP, and the applicable Area Contingency Plan, and will assist each other to the fullest extent possible to prevent or minimize the impacts of an actual discharge or release, or a substantial threat of such a discharge or release, of an oil or hazardous substance into or on the waters of the United States or adjacent shorelines where each respective agency has jurisdiction.

When spills originate in the inland or coastal zones that appear to threaten the adjoining zone, the OSCs responsible for both zones will coordinate to determine the most effective response strategy. Prime consideration shall be given to the area vulnerable to the greatest threat, in determining which agency should provide the OSC. Options available for OSC assignment are as stated previously in this section.

This MOA will typically serve as the basis for response actions when the Environmental Protection Agency and/or the United States Coast Guard are activated as Emergency Support Function #10 (ESF #10) in support of the National Response Framework (NRF). However, when responding as ESF #10 under the NRF some procedures in the NCP may be streamlined or may not apply. Therefore, this MOA may be modified on an incident-specific basis by mutual agreement between the Environmental Protection Agency and United States Coast Guard during periods of activation as ESF #10.

Other Provisions.

Nothing in this MOA is intended to conflict with current law or regulation or the directives of the USCG or the EPA. If a term of this agreement is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this agreement shall remain in full force and effect.

Amendments and Effective Date

This agreement will be subject to review and amendment coincident with each periodic review of the Regional, Area, and other applicable contingency plans and any other time at the request of any of the parties. The agreement will become effective on the date both parties have signed the agreement. It will remain in effect until modified or terminated by mutual agreement of the parties.

Points of contact for the coordination, support, and implementation of this agreement are as follows:

- EPA Region 6 – Chief, Prevention and Response Branch, Dallas, TX at (214) 665-2270 ;
- Eighth Coast Guard District – Chief, Response Management Branch, New Orleans, LA at (504) 671-2231.

Regional and Area Contingency Plans of the signatory agencies will be amended to reflect the geographical boundaries established herein. This MOA supersedes other MOAs and/or MOUs previously enacted concerning the Federal predesignated OSC boundaries for purposes of pollution response within Federal Region 6. This document is effective upon the date of each respective signatory official from EPA Region 6 or the Eighth Coast Guard District.

Lawrence E. Starfield
Acting Regional Administrator
U. S. Environmental Protection Agency
Region 6 (6XA)
1445 Ross Avenue
Dallas, TX 75020-2733

Signature: Miguel Flores for

Date: 8/19/09

Mary E. Landry
Rear Admiral, U. S. Coast Guard
Commander
Eighth Coast Guard District
500 Poydras Street
New Orleans, LA 70130-3396

Signature: Mary E Landry

Date: SEP 4 2009

Appendix 1

Delineation of Area Committees

USCG District VIII Captain of the Port Areas

The following are the Coastal Zone COTP descriptions for each respective USCG OSC that is located within Federal Region 6:

Sector Lower Mississippi

See General Response Provisions

Sector New Orleans, LA

USCG COTP, New Orleans, LA will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

Eastern boundary commencing at the intersection of U.S. 90 and the Mississippi state line, 30-14.34N 089-36.88W, westerly along U.S. 90. Continuing along U.S. 90 southwesterly to the intersection with I-510. Then south on I-510 and primary State Road 47 to the levee on the LDB of the Mississippi River. Then continuing upriver on the LDB to the U.S. 90 Highway Bridge (Crescent City Connection). Then across the U.S. 90 bridge to the levee on the RDB of the Mississippi River. Then upriver on the RDB to the Harvey Locks on the GIWW to MM 44.2, 29-15.54N 089-57.15W.

The Coastal Zone also includes the Lower Mississippi River, commencing from MM 303 south to the Coastal boundary at New Orleans (down-river of which will be considered USCG jurisdiction entirely), encompassing the area riverward between the levee on the RDB and the LDB, and including the New Orleans Industrial Canal and Lake Pontchartrain. Also included are the Atchafalaya River from the Texas and the Pacific Railroad Bridge at Melville, Louisiana, south to the intersection of boundaries with Captain of the Port Zone Morgan City.

Where the Coastal Zone is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

Marine Safety Unit Morgan City, LA

U.S. Coast Guard COTP Morgan City, LA will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From MM 20, 29-41.04N 090-11.38W, on the GIWW, then south and westerly along the GIWW to Morgan City, Louisiana including the Atchafalaya River Basin from the East Atchafalaya Basin Protection Levee north to its intersection Highway 190 then west to Krotz Springs, Louisiana, then south following the levee along the right descending bank of the main channel of the Atchafalaya until it ends at Lake La Rose, then south westerly until the West Atchafalaya Basin Protection Levee at Catahoula, Louisiana, then south to Morgan City. Then continuing westerly from the junction of the GIWW and the Atchafalaya River at Morgan City to MM 190.5 GIWW - 29-55.16N 092-36.9W.

Where the Coastal Zone is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

Marine Safety Unit Port Arthur, TX

USCG COTP Port Arthur, TX will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

Click here to see correction (erratum) for this section.

From MM 190.5 GIWW - 29-55.16N 092-36.9W continuing westerly from the junction of the GIWW and the Atchafalaya River at Morgan City to the Calcasieu River, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas along the GIWW to MM 316.5 GIWW - 29-36.67N 094-21.27W.

Where the Coastal Zone is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

Sector Houston-Galveston, TX

USCG COTP Houston-Galveston, TX will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From 316.5 GIWW - 29-36.67N 094-21.27W, including, East Bay, Galveston Bay, Clear Lake, Dickinson Bay, Moses Lake, Swan Lake, Jones Lake, Trinity Bay, and the Houston Ship Channel includes: Buffalo Bayou to Highway 59,

Brays Bayou to the Broadway Street Bridge, Sims Bayou to Highway 225, Vince Bayou to North Ritchie Street, Hunting Bayou to I-10, Greens Bayou to I-10, Boggy Bayou to Highway 225, Tucker Bayou to Old Battleground road, Carpenter's Bayou to Sheldon Road, San Jacinto River to I-10, Spring Bayou, Goose Creek to Highway 146, and Cedar Bayou to Spur 55. Continuing at the junction of West Bay and the GIWW in Galveston, Texas, westerly along the GIWW to the Port of Freeport, Texas, including Chocolate Bay, the Old Brazos River and the New Brazos River up to the Missouri-Pacific Railroad Bridge in Brazoria, Texas. Then southerly along the GIWW to MM 441.2, West Branch Colorado River to 28-42N Latitude and entire Middle Branch.

Where the Coastal Zone is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

Sector Corpus Christi, TX

USCG COTP Corpus Christi, TX will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From the GIWW to MM 441.2, West Branch of the Colorado River to 28-52N Latitude, Chocolate Bay to 96-40W Longitude, Cox Bay, Keller Bay, Lavaca Bay to 96-40W Longitude, Turtle Bay, Culver Cut (West Branch Colorado River to 28-42N Latitude and entire Middle Branch), Robinsons Lake, Crab Lake, Mad Island Lake, Salt Lake, Carancahua Bay, Tres Palacios Bay to 28-47N Latitude, Oyster Lake, Blind Bayou, Powderhorn Lake, La Salle Bayou, Broad Bayou, Boggy Bayou, and Matagorda Bay.

- Continuing south through San Antonio Bay including: Corey Bay, Victoria Barge Canal, Guadalupe River to 28-30N Latitude, Goff Bayou, Hog Bayou, Green Lake, Buffalo Lake, Alligator Slide Lake, Mission Lake, Guadalupe Bay, Hynes Bay, Twin Lake, Mustang Lake, and Jones Lake.

- Then, continuing through Mesquite Bay including: Dunham Bay, Long Lake, and Sundown Bay.

- Continuing southerly through St. Charles Bay including: Burgentine Creek to 28-17N Latitude, Salt Creek to 28-16N Latitude, and Cavaso Creek to 97-01W Longitude.

- Then, through Copano Bay including: Mission River, Mission Bay, Chiltipin Creek to 97-18W Longitude, Aransas River to 97-18W Longitude, Swan Lake, Copano Creek, Port Bay, and Salt Lake. Then southerly including:

Little Bay, Aransas Bay, Conn Brown Harbor, Redfish Cove, Redfish Bay, LaQuinta Channel, Nueces River to U.S. 77, Rincon Industrial Channel, Rincon Bayou, Nueces Bay, Tule Lake, Corpus Christi Inner Harbor, Oso Creek, Oso Bay, and Corpus Christi Bay.

- Continuing south, through and including: Packery Channel, Cayo Del Grullo, Cayo Del Infiernillo, Laguna De Los Olmos, Laguna Salada, Petrolina Creek, Comitas Lake, Alazan Bay, Baffin Bay, Port Mansfield Harbor, Four Mile Slough, Arroyo Colorado River to 26-12N Latitude, Callo Atascosa, Arroyo Colorado Cutoff, Laguna Vista Cove, South Bay, Vadia Ancha, Bahia Grande, San Martin Lake, and the Brownsville Ship Channel to the U.S Border at 25-59.23N 097-08.75W.

EPA Inland Geographic Response Planning Areas

Houston / Galveston Area

The EPA FOSC responsible for this area is EPA FOSC who is permanently outposted in Houston, TX. The Houston / Galveston Geographic Response Planning Area coincides with the boundaries for the Texas Council on Environmental Quality Region 12, and includes the counties of Walker, Montgomery, Austin, Waller, Harris, Liberty, Colorado, Fort Bend, Chambers, Matagorda, Wharton, Brazoria, and Galveston. The area extends to, but does not include the area contained within the USCG Sector Houston – Galveston COTP area.

ERRATUM to Memorandum of Agreement Between the U. S. Environmental Protection Agency, Region 6 and U. S. Coast Guard Eighth Coast Guard District, New Orleans, LA Regarding Response Boundaries for Oil and Hazardous Substances Pollution Incidents and Federal On Scene Coordinator Responsibilities, July 30, 2009

An inadvertent omission occurred in the description of the boundary in the Port Arthur Captain of the Port Area, and subsequently the response boundary established in the Memorandum of Agreement described above.

The Corrected Language is underlined in the paragraphs below, which appears on pages three and eight of the MOA.

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- Continuing westerly from the junction of the GIWW and the Atchafalaya River at Morgan City to the Calcasieu River, <u>including the Calcasieu River to the Southern Pacific Railroad bridge and the following bodies of water: Moss Lake and Lake Charles, LA. Continuing from the junction of the GIWW with the Calcasieu River westerly</u>, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas, along the GIWW to, and including, East Bay, Galveston Bay, Trinity Bay, Double Bayou to Eagle Ferry Road, Clear Lake including its tributaries North to Highway 528, West to Highway 270, South to Highway 518, Dickinson Bay to Highway 3, Moses Lake, Swan Lake, Jones Lake, and the Houston Ship Channel, to the turning basin in Houston, Texas. The Houston Ship Channel includes: Buffalo Bayou to Highway 59, Brays Bayou to the Broadway Street Bridge, Sims Bayou to Highway 225, Vince Bayou to North Ritchie Street, Cotton Patch Bayou to the first county outfall, Hunting Bayou to I-10, Greens Bayou to I-10, Boggy Bayou to Highway 225, Tucker Bayou to Old Battleground Road, Carpenter's Bayou to Sheldon Road, San Jacinto River to I-10, Spring Bayou, Goose Creek to Highway 146, and Cedar Bayou to Spur 55. Continuing at the junction of West Bay and the GIWW in Galveston, Texas, westerly along the GIWW to the Port of Freeport, Texas, including: Chocolate Bay, the Old Brazos River, and the New Brazos River up to the Missouri-Pacific Railroad Bridge in Brazoria, Texas.

Marine Safety Unit Port Arthur, TX

USCG COTP Port Arthur, TX will be the pre-designated OSC in the following areas within Region 6. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From MM 190.5 GIWW – 29-55.16N 092-36.9W continuing westerly from the junction of the GIWW and the Atchafalaya River at Morgan City to the Calcasieu River, including the Calcasieu River to the Southern Railroad bridge and the following bodies of water: Moss Lake and Lake Charles, LA. Continuing from the junction of the GIWW with the Calcasieu River westerly, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas along the GIWW to MM 316.5 GIWW – 29.36.67N 094-21.27W.

Where the Coastal Zone is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed herein, but does not include waters tributary thereto unless specifically named.

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Signature: Craig B Carroll

Date: 04/14/2010

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Co Chair, Region 6 Response Team
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Signature: [signature]

Date: 4/14/2010