Environmental Assessment for the Proposed 60-Foot Access Easement (TX160), Robstown, Nueces County, Texas

February 2023

Prepared For:

U.S. Army Corps of Engineers
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Notice: Reviewers should provide the United States Army Reserve (USAR), 63d Readiness Division (RD), Directorate of Public Works (DPW), Environmental Division, with their comments during the review period for the environmental assessment (EA). This will enable the USAR 63dRD to analyze and respond to the comments at one time and to use information acquired in the preparation of the EA, thus avoiding undue delay in the decision-making process. Reviewers have an obligation to "structure their participation [in the National Environmental Policy Act (NEPA) process] so that it is meaningful, so that it alerts the agency to the [reviewers'] position and contentions" (*Vermont Yankee Nuclear Power Corp. v. NRDC*, 435 U.S. 519, 553, 1978; 98 S.Ct. 1197).

Environmental objections that could have been raised at the draft stage may be waived if not raised until after completion of this Final EA (*Wisconsin Heritages, Inc., v. Harris*, 490 F. Supp. 1334, 1338, E.D. Wis. 1980). Comments on this Draft EA should be specific and should addressthe adequacy of the statement and the merits of the alternatives discussed (40 Code of Federal Regulations [C.F.R.] § 1503.3).

Comments received in response to this document, including names and addresses of those whocomment, will be considered part of the public record on this Proposed Action and will be available for public inspection. Comments submitted anonymously will be accepted and considered; however, those who submit anonymous comments may not have standing to appeal the subsequent decision.

Additionally, pursuant to 7 C.F.R. § 1.27(d), any person may request that the agency withhold asubmission from the public record by showing how the Freedom of Information Act (FOIA) permits such confidentiality. Persons requesting such confidentiality should be aware that, under FOIA, confidentiality may only be granted in limited circumstances, such as to protect trade secrets or which would, or would be likely to, prejudice the commercial interests of any person or entity (including the public authority holding it). The USAR 63d RD will inform the requester of the agency's decision regarding the request for confidentiality, and where the request is denied, the agency will return the submission and notify the requester that the comments may be resubmitted, with or without name and address.

Additional documentation, reports, and analysis referenced in this document can be found in the administrative record files. These items have not been included in this document due to their technical nature or excessive length, or because they are reference materials used to develop the analysis in this document. All supporting documents in the planning record are located at the 63d Readiness Division, Directorate of Public Works, Environmental Division, ATTN: Cameron Dixon, 230 RT Jones Road, Mountain View, California 94043.

HOW THIS ENVIRONMENTAL ASSESSMENT IS ORGANIZED

The EXECUTIVE SUMMARY briefly describes the Proposed Action and alternatives. Impacts and conclusions are summarized.

ACRONYMS AND ABBREVIATIONS

SECTION 1 PURPOSE AND NEED discusses the purpose and need for the Proposed Action, the regulatory background surrounding this project, and the scope of this Environmental Assessment.

SECTION 2 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES discusses the Proposed Action and Alternatives addressed in this Environmental Assessment.

SECTION 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES describes the existing environment within the region of influence and provides a comparison of environmental consequences associated with each alternative. Conservation and mitigation measures are addressed in this section. Cumulative impacts analyses are also included in this section.

SECTION 4 FINDINGS AND CONCLUSIONS

SECTION 5 REFERENCES provides bibliographical information for sources cited in the text of this Environmental Assessment.

SECTION 6 LIST OF PREPARERS AND CONTRIBUTORS
SECTION 7 LIST OF INDIVIDUALS CONSULTED

SIGNATURE PAGE

Final Environmental Assessment for the Proposed 60-Foot Access Easement (TX160), Robstown, Nueces County, Texas

This Environmental Assessment meets the requirements of NEPA, 42 U.S.C. §§ 4321-4327 implemented at 40 CFR §§ 1500-1508, Army Regulation 200-1, Environmental Protection and Enhancement, dated 13 December 2007, and 32 CFR §§ 651 (AR 200-2) Environmental Analysis of Army Actions, dated 29 March 2002.

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Executive Summary

This Environmental Assessment (EA) analyzes the potential environmental effects associated with constructing a roadway and related infrastructure within a 60-foot easement for access into the City of Robstown Public Works Compound utilizing a 0.9790-acre tract of land, which is within the 50.283-acre federally owned parcel. This EA satisfies the requirements under the National Environmental Policy Act (NEPA) of 1969.

The Property is in the City of Robstown, Nueces County, Texas. It consists of 50.283-acres of land, of which the USAR has granted 0.9790-acre tract of land for the purpose of constructing, repairing, maintaining, servicing, and inspecting of a 60-foot access easement for an access road and related infrastructure. The roadway will provide access to municipal facilities and right-of-way within the easement.

The purpose of the Proposed Action is to construct a roadway and related infrastructure within a 60-foot easement for access into the City of Robstown Public Works Compound utilizing a 0.9790-acre tract of land, which is within the 50.283-acre federally owned parcel. The proposed roadway will connect the City's Public Works Compound to the USAR entry road which connects to US HWY 77 and TX HWY 44.

The need for the Proposed Action is to provide municipal access to City of Robstown Public Works Department for city personnel. Current access to the compound is the State Department Road located off North Upshaw Boulevard which crosses the Union Pacific Railway. Due to the vicinity of the road in relation to the Union Pacific Railway, the State Department Road is being shut down. Therefore, personnel will no longer have access to the facilities utilizing the current roadway.

Two alternatives were analyzed in this EA, including the No Action Alternative. The Proposed Action is the City of Robstown's Preferred Alternative. Under the Proposed Action, the roadway and related infrastructure would be constructed within a 60-foot (ft) x 600 ft easement which would extend from the USAR entry road northward and abutting to the southern boundary of the Public Works Impound lot.

Analysis of the No Action Alternative is required under the Council of Environmental Quality (CEQ) regulations for implementing NEPA and serves as the baseline for comparison of the Proposed Action and No Action Alternative.

The City of Robstown invites public participation in the NEPA process. Previously submitted scoping letters and responses for prior construction of the CHS and TEMF within the same property are included in Appendix A. On May 15, 2022, the City of Robstown published and distributed an early Public Notice and the Draft EA for a 15-day public comment period. The public notice was published in the Alice Echo and the City of Robstown website. (Appendix B). The City of Robstown received no public comments on the Draft EA during the 15-day public comment period (Appendix C).

As part of the process of Interagency and Intergovernmental Coordination for Environmental Planning, the 63d RD notified relevant federal, state, and local agencies and federally and nonfederally (state) recognized Native American Tribes with an interest in the region and provided 30 days for them to respond with environmental concerns specific to the Proposed Action. Based on the findings of the EA, no significant impact would result from the Proposed Action. The draft EA and draft finding of no significant impact (FNSI) will be made available to the public for a 30-day public comment period.

While the Proposed Action (Preferred Alternative) has the potential for less than significant impacts to several of the evaluated resources, no significant or cumulative adverse impacts are expected from implementing the Proposed Action at the Proposed Roadway Site. A summary of the potential impacts and measures to minimize those potential impacts is provided in Table ES-1. The City of Robstown used the EA to determine that a Finding of No Significant Impacts (FNSI) is appropriate and that an Environmental Impact Statement (EIS) is not required.

Table ES-1. Summary of Potential Impacts and Measures to Minimize Impacts for the Proposed Action (Preferred Alternative)

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Land Use and Airspace		X		The construction of the proposed roadway would change the land use to a developed and maintained road. The intended use as a roadway is consistent with the current county zoning and compatible surrounding land uses.	None required.
Topography, Geology, and Soils		X		The Proposed Action would result in soil disturbance and soil compaction during construction of the roadway and related infrastructure. The roadway would not be expected to have significant impacts to soils offsite as all activities would occur within the 60-ft easement and access is readily available to the north and south utilizing existing roadways and paved lots.	BMPs will be implemented to minimize impacts to the soil by controlling runoff, erosion, and sedimentation by utilizing geotextiles, land grading, and silt fencing during construction.
Hydrology and Water		X		The implementation of the Proposed Action would not result in significant impacts to water resources as there are no natural water features or wetlands within the Site. The property is within the 100-year floodplain and is designated as Zone A2 but the previous construction of the existing CHS facility and the TEMF addition incorporated appropriate floodplain mitigation measures to ensure that there are no additional impacts to the floodway or local drainage flow. No jurisdictional wetlands or potential wetlands occur on or adjacent to Site. Additionally, there are no groundwater wells or national wild or scenic rivers within the immediate vicinity of the Site.	Since proper floodplain mitigation measures have already been taken, no additional impacts will occur to the floodway or local drainage flow. Additionally, a 2% slope from the centerline of the roadway is incorporated into the design as well as drainage ditches for stormwater runoff on either side of the roadway. BMPs will be utilized during construction to prevent any runoff.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Biological		X		The Proposed Action would result in less than significant impacts to wildlife and habitats. No critical habitats were identified for the listed species in the vicinity of the project. No suitable habitats were identified during the site visit that would support federally and state listed protected species.	None required.
Cultural			X	Implementation of the Proposed Action would not result in impacts to cultural resources since there are no known archaeological sites on the Property. The 2013 cultural resource survey and findings from PAR Environmental Services, the 2020 Section 106 and SHPO concurrence and 2021 tribal responses all determined that no archaeological sites, historic properties, or tribal sites within the property will be affected. Additionally, the CEI Desktop Assessment resulted in a finding that the project has no potential to affect cultural resources and therefore has no regulatory requirement to undertake tribal consultation.	In the unlikely event that archaeological deposits or features are encountered during construction, work should cease in the immediate vicinity of those remains and the Archaeology Division of the THC, as well as the Alabama-Coushatta Tribe of Texas and the Tonkawa Tribe of Oklahoma, will be contacted for further consultation.
Air Quality and Climate Change		X		The Proposed Action would result in minor, temporary, and localized impacts to air quality from construction activities. Construction activities would create exhaust emissions and generate dust from site work. Mobile source emissions would only affect the area temporarily during construction of the roadway. No long-term impacts to overall air quality are anticipated, as there would be no increase in daily traffic due to the shutdown of the current roadway. The proposed roadway will serve as a replacement for the current roadway, no increase in GHGs or effects on climate change in the future are expected. Impacts may be lessened as municipal employees would no longer have to wait for railroad crossings prior to entering the Public Works Yard.	Best management practices will be implemented during construction including water down the construction areas to limit dust, minimize running times for fuel-burning equipment, and properly maintaining engines for construction equipment to avoid unnecessary emissions.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Noise		X		Implementation of the Proposed Action would result in minor, short-term, less than significant, direct impacts during construction activities at the Site. Noise levels during the construction of the roadway would not exceed 85 dba within 50 feet. Since the nearest residences are ~700ft or more, noise levels would have no increase. Impacts from the operation of the roadway would have no measurable increases in the surrounding area noise levels as vehicular traffic capacity will not increase but only be re-routed. Implementation of the Proposed Action is anticipated to have no significant noise impact on the environment.	None required.
Visual		X		The Proposed Action will have minor, less than significant impacts on visual resources of the area, as it is already within an industrial zone. Residences and viewers traveling along the three main roadways would see the proposed roadway alongside adjacent properties that are similar in land used and consistent with the zoning. Additionally, the final design of lighting will not impact area residents by any increase in light pollution as there is already a significant amount within the area.	None required.
Socioeconomics		X		Since the minority population and poverty rates in the area are both higher than the county average, there would be no disproportionate adverse impacts on these populations from the Proposed Action and it would have less than significant impacts to socioeconomics. The Proposed Action would not cause any decreases in jobs, nor would it cause any disproportionally high or adverse human health or environmental impacts on these populations. No socioeconomic impacts or effects are expected on environmental justice or the protection of children.	None required.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Transportation		X		The Proposed Action would result in minor, less than significant, temporary impacts to traffic during construction of the roadway from trucks and slower-moving equipment entering and leaving the Site. Due to the vicinity of the Site to already existing major roadways and highways, traffic on local streets would not be impacted. Additionally, the railway shut down of the current Public Works Compound entrance will reroute daily traffic to the proposed roadway rather than increasing it. No significant impact to the area's transportation systems is expected after the roadway is operational.	None required.
Utilities			X	Implementation of the Proposed Action would not have significant impacts on local utilities or public services. The nature of the project would not necessarily require most of these utilities other than water or electric during the construction phase. Drainage ditches are incorporated in the design of the project on either side of the roadway within the access easement and would tie into existing storm drainage.	None required.
Hazardous Materials and Wastes		X		No impacts to hazardous wastes and materials during the construction and operation of the Proposed Action are expected. No hazardous wastes, toxic substances, or contaminated sites are present on the Property, nor do any of the sites within the ASTM search radius pose a threat of contamination.	To protect adjacent properties from construction related pollution and runoff, best management practices will be put into place by the contractor prior to any work. Specifically, soil stabilization practices may include temporary seeding, permanent planting, sodding, seeding, and soil retention blankets; structural practices may include silt fence, erosion control logs, rock filter dam, and rock bedding at construction exits. If hazardous substances, wastes, petroleum odors or other indicators of potential release or potential contamination are encountered during construction on the project site, all work/activities will halt, personnel will vacate the area and the site will be

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
					temporarily closed with temporary fencing or caution tape. The contractor will notify the City of Robstown immediately, and work will not be permitted until the situation is assessed and remedied, per TCEQ regulations.
Health and Human Safety		X		Impacts to human health and safety would be less than significant. The construction and operation of the Proposed Action would have a negligible impact on the need for emergency services. Since there are no schools, daycare facilities, or other child-occupied facility located within the immediate vicinity the Site, there would be no effect on the protection of the children.	Not required.

Acronyms and Abbreviations

ACRES	The Assessment, Cleanup, and Redevelopment Exchange System
APE	Area of Potential Effect
AR	Army Regulation
AST	Above Ground Storage Tank
BMP	Best Management Practices
CAA	Clean Air Act of 1963
CEI	Coastal Environments, Inc.
CEQ	Council on Environmental Quality
CHS	Controlled Humidity Storage
CLI	Closed Landfill Inventory
CO	Carbon Monoxide
DA	Department of the Army
dB	Decibel
dBA	A-Weighted Decibel
DNL	day/night average sound level
DoD	Department of Defense
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
FEMA	Federal Emergency Management Agency
FNSI	Finding of No Significant Impact
FOIA	Freedom of Information Act
Ft	Feet
GHG	Greenhouse Gases
IL	Industrial
LPST	Leaking Petroleum Storage Tank Database
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO2	Nitrogen Dioxide
NRHP	National Register of Historic Property
PCB	Polychlorinate Biphenyl
Property	The 50.283-acre federally owned parcel
RD	Readiness Division
SF	Square-Foot
Site	The 0.9790-acre tract of land
SO2	Sulfur Dioxide
SWF/LF	Permitted Solid Waste Facilities
SY	Square Yard
TEMF	Tactical Equipment Maintenance Facility
THC	Texas Historical Commission
TPWD	Texas Parks and Wildlife
TX HWY	Texas State Highway
U.S.C.	United States Code
USAR	United States Army Reserve
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United State Fish and Wildlife Service
US HWY	United States Highway

Table of Contents

List of Tables

List of Figures

1.0 Purpose and Need

1.1 Introduction

The City of Robstown intends to construct a roadway and related infrastructure within a 60-foot (ft) x 600 ft easement for access into the City of Robstown Public Works Compound utilizing a 0.9790-acre tract of land ("The Site"), which is within a 50.283-acre federally owned parcel ("The Property"). The Property is located on the eastern side of Robstown, Nueces County, Texas, and is north of US Highway (US HWY 77) and Texas State Highway (TX HWY) 44 intersection (Figure 1-1).

The Site is in the southwestern portion of the Property and is bordered to the west by an agricultural field, to the south by the United States Army Reserve (USAR) entry road, which is a turn-off of US HWY 77 connecting to TX HWY 44 and contains a driveway into the USAR Facility (Figure 1-2). The Site extends from the USAR entry road northward abutting to the southern boundary of the Public Works Department and is undeveloped.

Previous National Environmental Policy Act (NEPA) documentation for this site has included two prior EAs completed by the Army Reserve in 2007 and again in 2011. A Finding of No Significant Impact (FNSI) was completed and a Finding of No Practicable Alternative was signed in November 2007 and the construction and operation of a Controlled Humidity Storage (CHS) facility, along with implemented floodplain mitigation measures, and was completed in 2009. Findings in 2011 approved the construction and operation of a Tactical Equipment Maintenance Facility (TEMF) which would also support the existing CHS facility and prior mitigation measures. The proposed roadway will be adjacent to the USAR driveway and is designed with a 2% cross slope from the centerline and roadside drainage ditch to be incorporated into the existing grade and drainage on the Property.

The National Environmental Policy Act (NEPA) of 1969 requires all federal agencies to give appropriate consideration to potential environmental effects of proposed actions in planning and decision-making, as further explained in Section 1.3. In accordance with NEPA, the City of Robstown is completing this Environmental Assessment (EA) to evaluate the potential environmental impacts associated with constructing a new roadway and related infrastructure at the Site.

1.2 Purpose and Need for Proposed Action

The purpose of the Proposed Action is to construct a roadway and related infrastructure within a 60-foot easement for access into the City of Robstown Public Works Compound utilizing a 0.9790-acre tract of land, which is within the 50.283-acre federally owned parcel. The proposed roadway will connect the City's Public Works Compound to the USAR entry road which connects to US HWY 77 and TX HWY 44.

The need for the Proposed Action is to provide municipal access to City of Robstown Public Works Department for city personnel. Current access to the compound is the State Department Road located off North Upshaw Boulevard which crosses the Union Pacific Railway. Due to the vicinity of the road in relation to the Union Pacific Railway, the State Department Road is being shut down. Therefore, personnel will no longer have access to the facilities utilizing the current roadway.

Several alternatives for roadway access to the Public Works Compound were considered during project development. Required analysis was made for other roadway routes and while the project is located within a 100-year floodplain, a Finding of No Significant Impact (FNSI) was completed and a Finding of No Practicable Alternative was signed in November 2007. Construction, and operation of a CHS facility, as well as implemented floodplain mitigation measures, were completed in 2009. Furthermore, placement of

the roadway under the proposed action allows the design to be incorporated into the existing grading and drainage on the Property while also benefitting from and not impacting previous mitigation measures, proving it to be the optimal location for the Public Works Access Road.

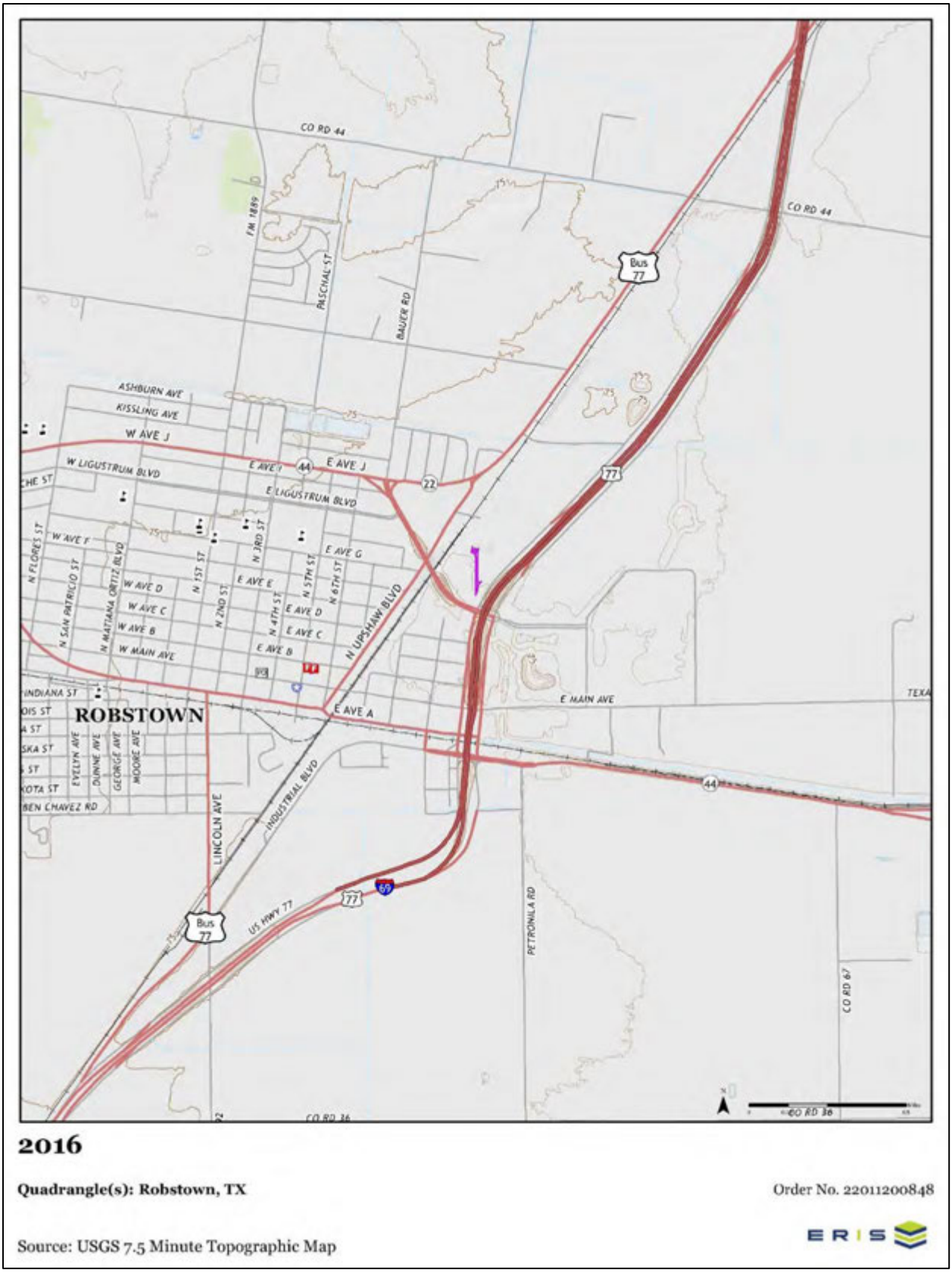

Figure 1-1. Proposed 60-Foot Access Easement Location.

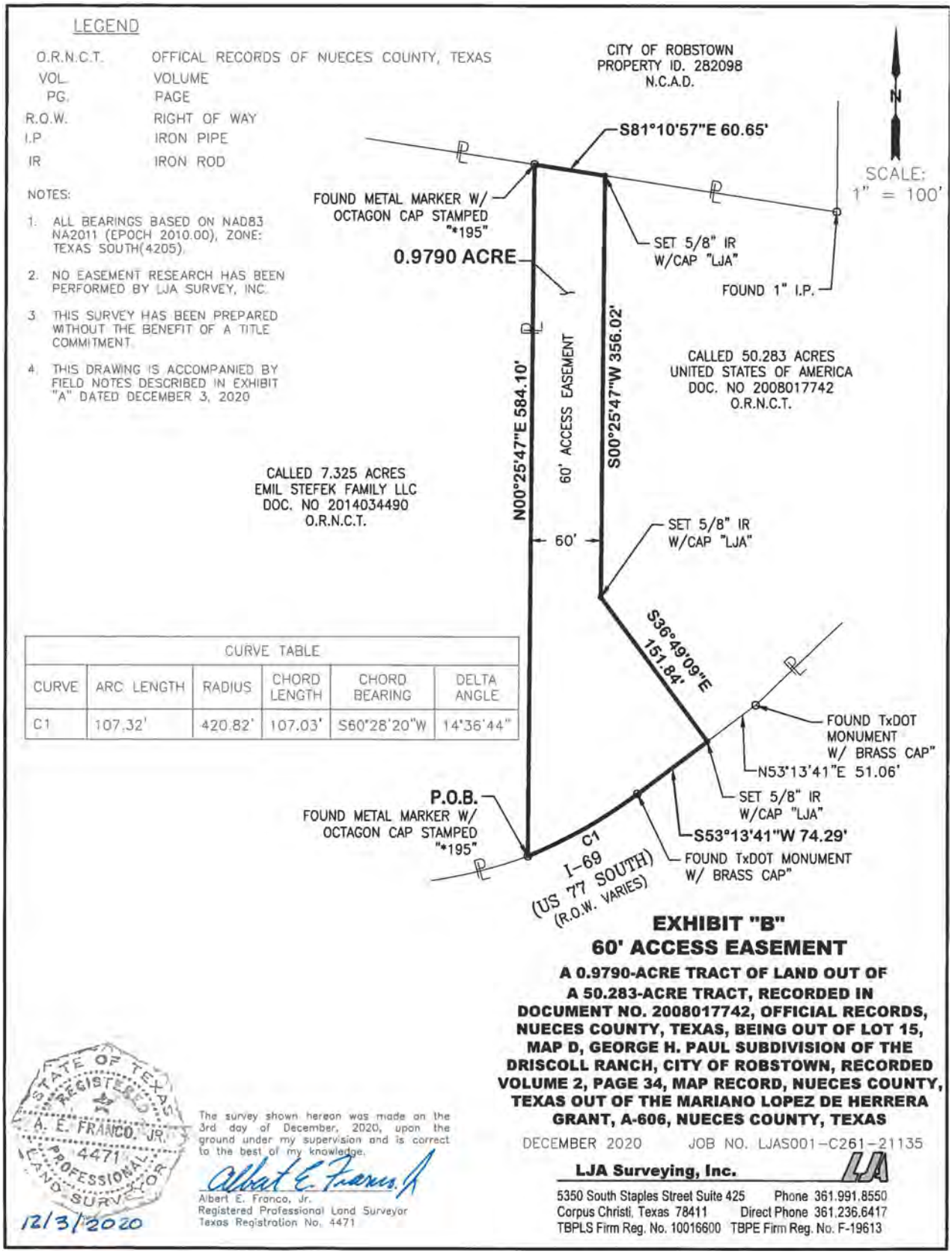

Figure 1-2. Proposed 60-Foot Access Easement Survey Map.

1.3 Regulatory Framework

NEPA and the CEQ NEPA Regulations require federal agencies to consider the potential effects before taking actions that may impact the environment. The NEPA process is designed to provide the decision-maker with an overview of the major environmental resources that may be affected, the interrelationship of these resources, and potential impacts to the human environment. Although they may be referenced and considered during the process, NEPA is not intended to fulfill the specific requirements of other environmental statutes and regulations.

This NEPA analysis also complies with the following two Department of the Army (DA) environmental regulations:

- Title 32 Code of Federal Regulations Part 651, Environmental Analysis of Army Actions, dated 29 March 2002, is designed to provide policy, responsibilities, and procedures for integrating environmental considerations into Army planning and decision-making. It establishes criteria for determining which of five review categories apply to a particular action, and therefore what type of environmental document should be prepared. The five review categories are Exemption by law, Emergencies, Categorical Exclusions, Environmental Assessment, and Environmental Impact Statement (EIS). If the Proposed Action is not covered adequately in any existing EA, Programmatic EA, or EIS and cannot be categorically excluded from NEPA analysis, then a separate NEPA analysis must be completed prior to the commitment of resources (personnel, funding, or equipment) to the Proposed Action.

- Army Regulation (AR) 200-1, Environmental Protection and Enhancement, dated 13 December 2007, describes DA responsibilities, policies, and procedures to preserve, protect, and restore the quality of the environment. The regulation incorporates a wide range of applicable statutory and regulatory requirements.

1.4 Use of the Environmental Assessment

This EA evaluates the Proposed Action with respect to each resource area to determine whether any adverse effect on that resource area would likely result from implementing the Proposed Action. The EA is used to inform decision-makers and the public of the likely environmental consequences of the Proposed Action and alternatives. The 63d RD used the EA to determine that a FNSI is appropriate and that an EIS is not required.

1.5 Alternatives Considered but Eliminated from Further Analysis

A key principle of NEPA is that agencies consider a range of reasonable alternatives to a proposed action. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be affordable, capable of implementation, and satisfactory with respect to meeting the purpose of and need for the action. The following alternatives were considered by the City of Robstown, but were determined to be non-viable, and were therefore eliminated from further analysis.

1.5.1 Alternative 2

Under Alternative 2, the City of Robstown would construct a roadway and related infrastructure directly off the Army Reserve driveway just before the entrance gate. The roadway would head west and curve or turn to the north connecting to the lot. This alternative would have fewer development features. Additionally, this alternative would require cutting across an existing detention pond located on the western side of the Army Reserve driveway. Alternative 2 does not satisfy the stated purpose and need as it would not offer

unobstructed access to the roadway and would cause traffic flow issues for the Army Reserve facility.

1.5.2 Alternative 3:

Under Alternative 3, the City of Robstown would construct a roadway and related infrastructure from the City's Public Works Compound directly south through the 7.325-acre parcel owned by Emil Stefek Family LLC and connect to Highway 44, or to the same Army access roadway. This Alternative would require the City to pursue Condemnation of the necessary easement as the current property owners declined any discussions regarding purchase of the property. Therefore, Alternative 3 does not satisfy the stated purpose to construct a roadway providing access to the City's Public Works Compound.

1.5.3 No Action Alternative

The No Action Alternative is required under CEQ regulations implementing NEPA. Under the No Action Alternative, the lease of the property and construction of the roadway and related infrastructure would not occur. The No Action Alternative does not satisfy the stated purpose and need. However, it is included in the environmental analysis to provide a baseline for comparison with the Proposed Action.

Under this Alternative, personnel would continue to access the City Public Works facility and parking lot using the State Department Road located off North Upshaw Boulevard. However, due to the vicinity of the road in relation to the Union Pacific Railway, the State Department Road is being shut down. Therefore, personnel will no longer be able to access the facilities utilizing the current roadway.

1.6 Public Involvement

The City of Robstown invites public participation in the NEPA process, which is designed to involve the public in federal decision making. Public involvement and intergovernmental coordination and consultation are recognized as essential elements in the development of an EA. Consideration of the views and information of all interested persons and entities promotes open communication and enables better decision-making. All agencies, organizations, and members of the public having a potential interest in the Proposed Action, including minority, low-income, disadvantaged, and Native American groups, are urged to participate in the decision-making process. Formal notification and opportunities for public participation, as well as informal coordination with government agencies and planners, have and will continue to occur throughout the EA process. Public participation opportunities with respect to this Draft EA and decision-making on the Proposed Action are guided by 32 C.F.R. Part 651.

A copy of this EA will be available for review at the City of Robstown City Hall located at 101 E Main Ave., Robstown, Texas 78380. Public comment was invited for a period of 15 days after publication of an early Public Notice and Draft EA in the local newspaper, The Alice Echo and the City of Robstown website on May 15, 2022 (Appendix B). The public was instructed to send written comments to The City of Robstown, 101 E Main Ave., Robstown, Texas 78380, phone (361) 933-5212, ATTN: Beatriz Charo, City Secretary, or via electronic mail to bcharo@cityofrobstown.com.

The City of Robstown received no public comments on the Draft EA during the 15-day public comment period (Appendix C).

2.0 Description of Proposed Action and Alternatives

This EA analyzes four alternatives—the Proposed Action, also known as the Preferred Alternative, Alternative 2, Alternative 3, and the No Action Alternative—for potential impacts.

2.1 Proposed Action

Under the Proposed Action, the City of Robstown intends to construct a roadway and related infrastructure within a 60-foot (ft) x 600 ft easement for access into the City of Robstown Public Works Compound utilizing a 0.9790-acre tract of land (the "Site"). The Site is within the 50.283-acre federally owned parcel (the "Property") shown in Figures 1-1 and 1-2. The proposed roadway will connect the City's Public Works Compound to the USAR entry road that connects to US Highway 77 and State Highway 44. The proposed roadway will be centered in the 60-ft easement with two 14-ft-wide lanes with a 2% cross slope from the centerline and roadside drainage ditches within the remaining 16-ft easement on each side. Construction activities will include excavation, grading, limestone fill and compaction, hot-mix asphalt pavement, seeding, and miscellaneous items.

The project site occupies a portion of the federally owned 50.283-Acre tract out of Lot 15, Map D, George H. Paul Subdivision of the Driscoll Ranch, City of Robstown, Texas (Parcel 282086, Nueces County Appraisal District). The site lies in the southwestern portion of the property. The western edge borders an adjacent agricultural field and extends from the US Highway 77 ROW north to the City's Public Works parcel. The northern end of the site is located at 27°47'42.70"N, 97°39'15.63"W and the southern end is located at 27°47'36.30"N, 97°39'15.66"W.

2.2 Alternative 2

Under Alternative 2, the City of Robstown would construct a roadway and related infrastructure directly off the Army Reserve driveway just before the entrance gate. The roadway would head west and curve or turn to the north connecting to the lot. This alternative would have fewer development features. Additionally, this alternative would require cutting across an existing detention pond located on the western side of the Army Reserve driveway. Alternative 2 does not satisfy the stated purpose and need as it would not offer unobstructed access to the roadway and would cause traffic flow issues for the Army Reserve facility.

2.3 Alternative 3

Under Alternative 3, the City of Robstown would construct a roadway and related infrastructure from the City's Public Works Compound directly south through the 7.325-acre parcel owned by Emil Stefek Family LLC and connect to Highway 44, or to the same Army access roadway. This Alternative would require the City to pursue Condemnation of the necessary easement as the current property owners declined any discussions regarding purchase of the property. Therefore, Alternative 3 does not satisfy the stated purpose to construct a roadway providing access to the City's Public Works Compound.

2.4 No Action Alternative

The No Action Alternative is required under CEQ regulations implementing NEPA. Under the No Action Alternative, the lease of the property and construction of the roadway and related infrastructure would not occur. The No Action Alternative does not satisfy the stated purpose and need. However, it is included in the environmental analysis to provide a baseline for comparison with the Proposed Action.

Under this Alternative, personnel would continue to access the City Public Works facility and parking lot

using the State Department Road located off North Upshaw Boulevard. However, due to the vicinity of the road in relation to the Union Pacific Railway, the State Department Road is being shut down. Therefore, personnel will no longer be able to access the facilities utilizing the current roadway.

3.0 Affected Environment and Environmental Consequences

As defined by the CEQ Regulations for implementing the procedural provisions of NEPA, 40 C.F.R. §§ 1500-1508, this section describes and analyzes the relevant environmental components, also known as resources, which may be potentially impacted by the alternatives evaluated. This section provides an environmental baseline by describing the existing conditions in the affected area for each resource. This section then describes the environmental consequences for each resource, encompassing an analysis of the potential direct and indirect impacts on these resources. Finally, the cumulative impacts are addressed as the incremental impact of the action when added to other past, present, or reasonably foreseeable future impacts regardless of what agency or person undertakes the other actions.

The resources considered and evaluated in this document include land use and airspace; topography, geology, and soils; hydrology and water resources; biological resources; cultural resources; air quality; noise; visual resources; socioeconomics; transportation and circulation; utilities; hazardous materials and wastes; and human health and safety.

3.1 Land Use and Airspace

3.1.1 Affected Environment

The Property is an approximate 50.283-acres tract of federally owned land. It is zoned by Nueces County as "Industrial" (IL) and state coded as "F2" Real, Industrial (Nueces County Appraisal, 2022). The Property is bordered by City of Robstown Lands to the north. To the east is a privately owned agricultural field and US 77. Eastward across US 77 is a shopping center containing The Outlets at Corpus Christi Bay and Whataburger commercial lots. South of the property is the US 77 / TX 44 junction and just south of the junction lies a commercial lot belonging to the Tempest Broadcasting Corp which is undeveloped. To the west is the City of Robstown Public Works Department and Animal Control Compound, the Emil Stefek undeveloped commercial land and the Union Pacific Railway. Just past the railway lies the Robstown Cemetery and four commercial/industrial lots, one being undeveloped, and all measuring 1.12 acres or less.

Historically, the Site has remained undeveloped and prior to 2008 the Property was undeveloped as well. In 2008, the Property was deeded (general warranty deed) to the United States of America by the City of Robstown for the construction of a TEMF which included a 35,290 square-foot maintenance facility, associated military equipment and personnel vehicle parking, and support facilities maintained and occupied by the Army Reserve. Additionally, floodplain mitigation was implemented during the design and construction, as the property was within the 100-year floodplain, to include an elevated finished floor elevation of at least one foot above the floodplain, as well as reconfiguration of existing storm-water retention pond and linear drainage pond/ditch system within the northern portion of the Property to accommodate for additional water flow and runoff (USACE, 2011).

The Property contains U.S. Army Reserve TEMF, as well as undeveloped land in the northeastern and southwestern portions. The Site is in the southwestern undeveloped portion and appears to be accessed to some capacity as there was a City of Robstown gas pipeline marker just outside of the Site boundary and pile of dead/cut tree limbs on the southern end, as well as some PVC pipe debris further north. Site photos are attached in Appendix D. The Property and Site are located within ~2.3 miles of civilian airport, Nueces County Airport – RBO, and within ~14.54 miles of a military airport, Cabaniss Field NOLF (Figure 3-1).

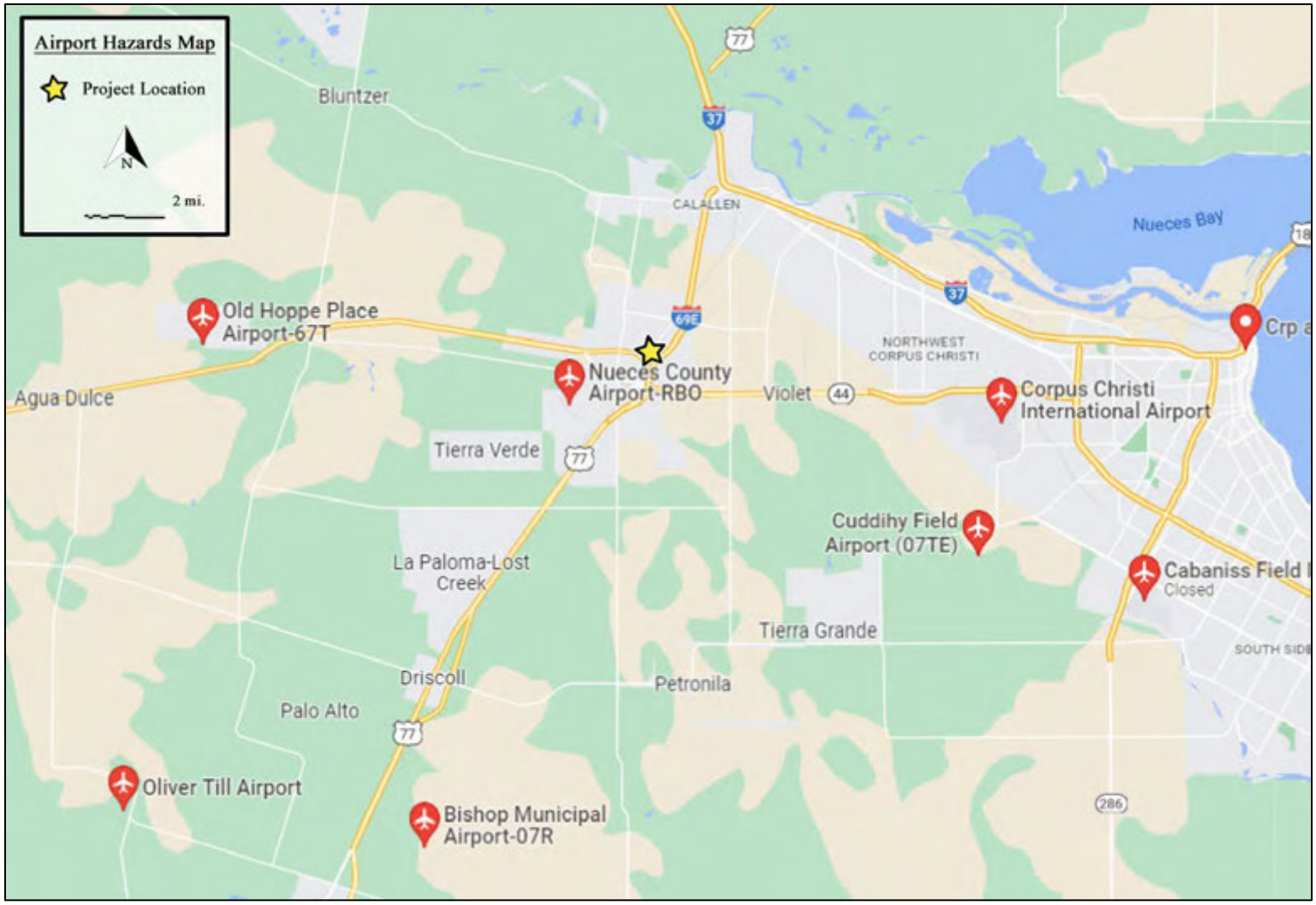

Figure 3-1. Airport Hazards Map (Google, 2022).

3.1.2 Environmental Consequences

3.1.2.1 Proposed Action (Preferred Alternative)

The Site is within a federally owned parcel, the Property, and has been granted to the City of Robstown by the U.S. Army Corps of Engineers for the purpose of constructing, repairing, maintaining, servicing, and inspecting the public 60-foot access easement.

Implementing the Preferred Alternative would result in minor, long-term, less than significant, direct impacts because of the change of land use from undeveloped and disturbed land to a developed and maintained roadway. Some of the impacts could be beneficial by eliminating the trash dumping onsite, as the roadway would be utilized and maintained by the City of Robstown regularly. This impact would not be significant because the construction and use of the proposed roadway would be consistent with the current county zoning. No indirect impacts to land use would occur because the intended use as a roadway is compatible with surrounding land uses and would not negatively alter the suitability ofthe surrounding area for its current, designated, or formally planned uses, which include industrial and agricultural land uses.

3.1.2.2 No Action Alternative

Under the No Action Alternative, the roadway would not be constructed, and existing land uses would not be modified at the Property. The No Action Alternative would not have significant impacts to land use.

3.1.2.3 Cumulative Impacts

No cumulative impacts would be anticipated under the Proposed Action or No Action Alternative. The Proposed Action would be compatible with the current or future surrounding land uses as the roadway would be utilized for access to the Public Works Compound and would come off an already existing roadway which is used for and designated as an IL zone. The No Action Alternative does not result in any changes to land use. Therefore, these actions are not likely to result in cumulative impacts.

3.2 Topography, Geology, and Soils

3.2.1 Affected Environment

The Property is within the Gulf Prairies and Marshes ecoregion. This region is comprised of barrier islands, salt grass marshes, remnant tallgrass prairies, oak parklands and oak mottes, and tall woodlands in the river bottom lands. The topography of the Property is nearly level with an average elevation of less than 150 feet above mean sea level (TPWD, 2022d). Average elevation is 69.71ft with a slight east-northeastern slope. The site is located within the Qbc-Beaumont Formation geologic unit, which is late Pleistocene age and predominantly clay with a primary rock type of clay or mud and a secondary rock type of silt. The soil on site is comprised 100% of VcA-Victoria clay and is described as having 0 to 1 percent slopes and is well drained. Soils in this group have a moderately high runoff potential when thoroughly wet and water transmission through the soil are somewhat restricted (ERIS, 2022; NRCS, 2016). Please see Appendix E for NRCDS Soils and ERIS PSR Report.

Historic aerial imagery and topographic maps have indicated this portion of the property has never been developed (ERIS, 2022). See Appendix F for ERIS historic aerial imagery and historic topographic maps. Some evidence of dumping was noted during the site visit on January 18, 2022, as discarded utility piping and a brush pile were observed on-site. Additionally, a gas pipeline warning sign was located just outside

the Site bounds on the southern end (Appendix D – Site Photographs).

3.2.2 Environmental Consequences

3.2.2.1 Proposed Action (Preferred Alternative)

The Proposed Action would result in minor impacts from soil disturbance and compaction during construction of the roadway and related infrastructure. The proposed roadway will be centered inside the 60-ft easement and include two 14-ft-wide lanes with a 2% cross slope from the centerline and roadside drainage ditches within the remaining 16-ft easement on each side. Construction activities will include excavation, grading, limestone fill and compaction, hot-mix asphalt pavement, seeding, and miscellaneous items. Construction of the roadway would not be expected to have any significant impacts to soils offsite, as all activities would occur within the 60-ft easement and is accessible from the roadway to the south and from the Public Works Compound to the north. Best Management Practices (BMPs) would be implemented to minimize impacts to the soil by controlling runoff, erosion, and sedimentation by using geotextiles, matting, and netting, land grading, silt fencing, etc., during construction.

3.2.2.2 No Action Alternative

Under the No Action Alternative there would be no ground disturbance, and therefore no impacts to topography or geology.

3.2.2.3 Cumulative Impacts

Minor impacts to soils would occur during construction associated with implementation of the Proposed Action; however, these impacts would be minimized by implementation of BMPs and would be confined to the site, 60-ft easement. Therefore, the Proposed Action would not contribute to cumulative effects on soil resources in or around the Property.

3.3 Hydrology and Water Resources

3.3.1 Affected Environment

3.3.1.1 Floodplains

According to Federal Emergency Management Agency (FEMA) Flood Zones, the Site is designated as Zone A2 which is an area of 100-year floodplain where base flood elevations and flood hazard factors have been determined. Surrounding areas are designated as Zones A8, AH, B, and C, which are either in the 100-year floodplain, 100-year shallow floodplain, between the limits of the 100-year and 500-year floodplains, or an area of minimal flooding (FEMA 2022), see Figure 3.2.

The construction of the existing CHS facility incorporated a storm water drainage system to capture runoff from the facility and impervious areas which included a series of retention and detention basins to ensure that no impacts to the floodway or local drainage ditch flow (See Appendix F for Historic Aerial Imagery). Additionally, construction of the TEMF addition included development which required Elevation and No Rise in flood level certifications and was achieved by incorporating appropriate floodplain mitigation measures into the design and construction specifications.

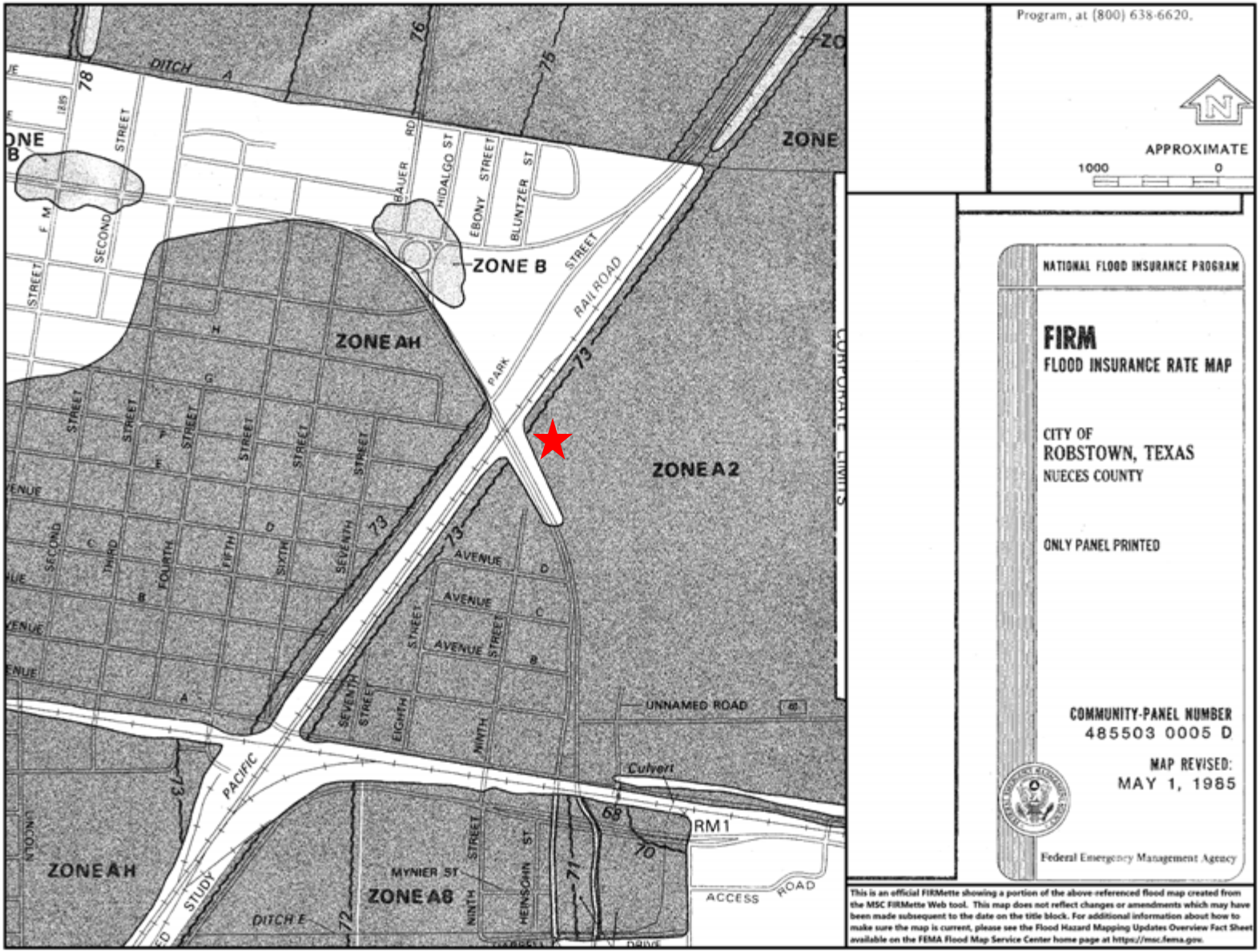

Figure 3-2. FEMA FIRM Map, Community-Panel # 485503 0005 D, Effective May 1, 1985 (project vicinity denoted as red star).

3.3.1.2 Groundwater

The Property is located within the Texas Gulf Region watershed (Hydraulic Unit Code 121102) (USGS, 2020). No sole source aquifers or ground water wells are located within the immediate vicinity of the Property (Figures 3-3, 3-4), (ERIS, 2022; USEPA, 2022e). There are however a total of four plotted water wells within a one-mile radius of the site; three are of higher elevation in the NNE, WNW and SW direction, and one is of lower elevation to the SSE (ERIS, 2022). Additionally, there are two Public Water System Wells and Surface Intakes within a half mile radius, both of higher elevation and at the Nueces County Water Control & Improvement District 3 to the NW. Please see Appendix E for a detailed report of wells in the area.

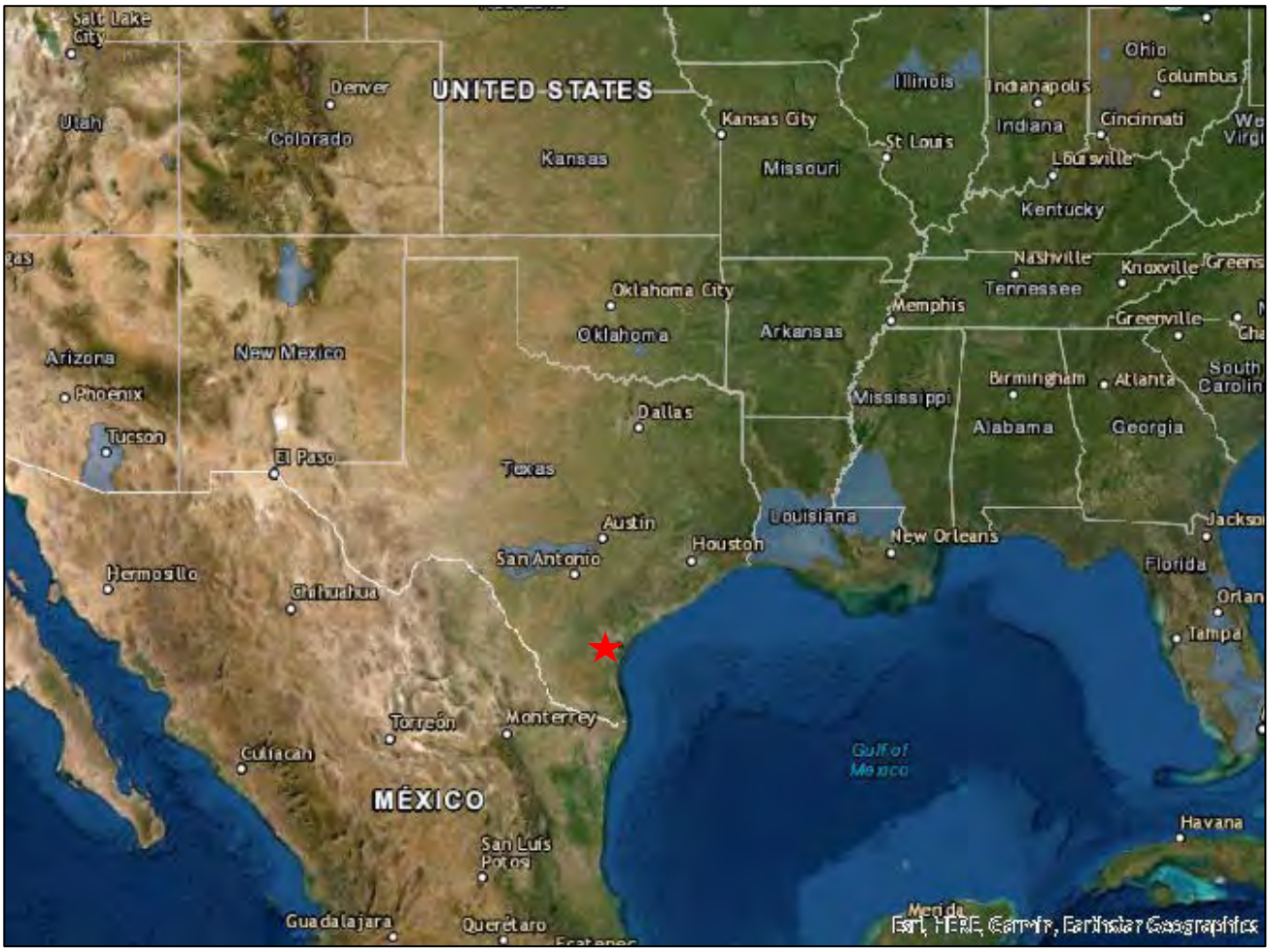

Figure 3-3. Sole Source Aquifers Map (project vicinity denoted as red star).

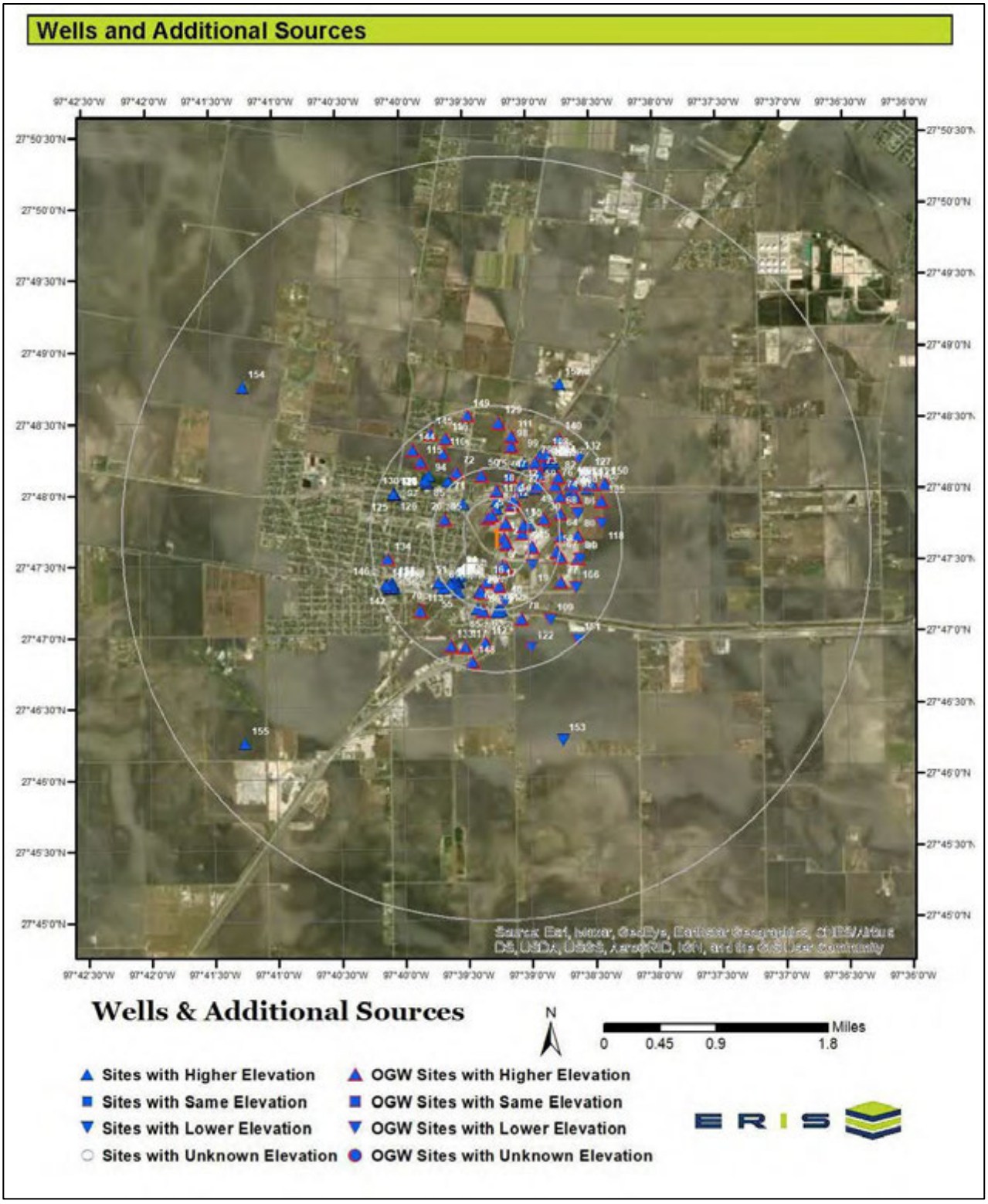

Figure 3-4. Wells and Additional Sources Map.

3.3.1.3 Surface Water

There are no wetlands or potential wetlands located within the Site, Property, or adjacent to the Property (ERIS, 2022; USFWS NWI, 2022). A Wetland delineation and Section 404 permits would not be required at the Property because there are no jurisdictional waters or wetlands on the site. Please see Figure 3.5. The Site was evaluated in the 2007 EA and was determined that no impacts on coastal natural resources would occur (See Appendix A and Figure 3.6). Additionally, there are no national wild or scenic rivers existing adjacent to or in the immediate vicinity of Robstown (Figure 3.7) (NPS, 2022).

3.3.2 Environmental Consequences

3.3.2.1 Proposed Action (Preferred Alternative)

The implementation of the Proposed Action would not result in significant impacts to water resources as there are no natural water features or wetlands on the Site. Since proper floodplain mitigation measures have already been taken, no additional impacts will occur to the floodway or local drainage flow. Additionally, a 2% slope from the centerline of the roadway is incorporated into the design as well as drainage ditches for stormwater runoff on either side of the roadway. BMPs will be utilized during construction to prevent any runoff. Potable water quality and services are addressed in *Section 3.11, Utilities.*

3.3.2.2 No Action Alternative

Under the No Action Alternative, no adverse impacts would be expected since this alternative maintains the status quo.

3.3.2.3 Cumulative Impacts

Under the Preferred Alternative, no cumulative impacts to hydrology and water resources would be expected.

3.4 Biological Resources

3.4.1 Affected Environment

The Property is within Ecoregion 2 - Gulf Prairies and Marshes, and is comprised of barrier islands, salt grass marshes, remnant tallgrass prairies, oak parklands and oak mottes, and tall woodlands in the river bottom lands. The topography of the Property is nearly level with an average elevation of less than 150 feet above mean sea level (TPWD, 2022d). Habitat is considered to be grasslands within the Property. Grasslands typically include species such Bermudagrass, King Ranch bluestem, bahiagrass, deep-rooted sedge, rat-tail smutgrass, broomsedge bluestem, little bluestem, bushy bluestem, and brownseed paspalum may be dominant. Trees including live oak, cedar elm, sugar hackberry, and water oak (east) are common tree components, and shrubs such as huisache, Macartney rose, mesquite, baccharis, or Chinese tallow may also be present (TPWD, 2022c).

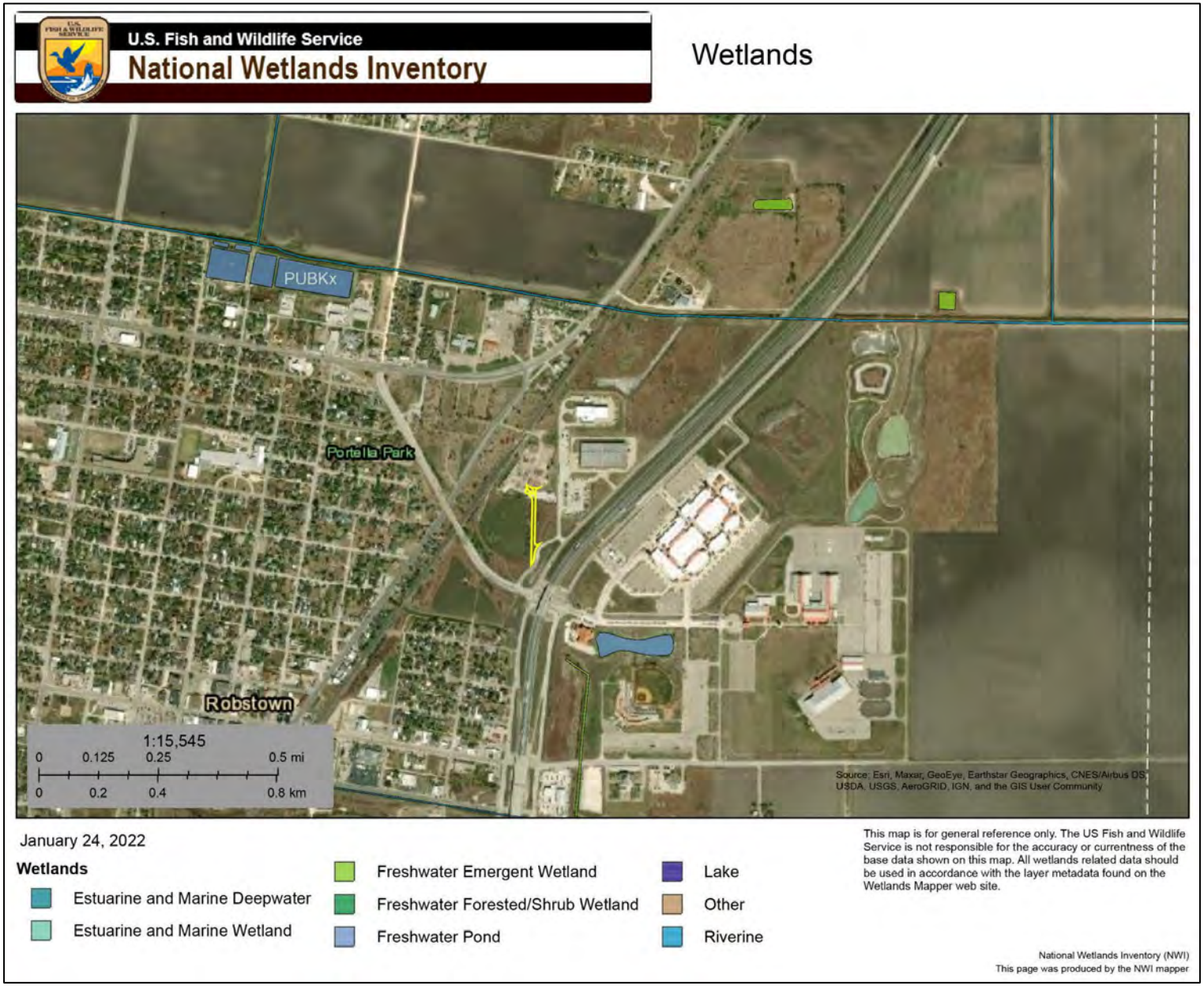

Figure 3-5. National Wetland Inventory Map.

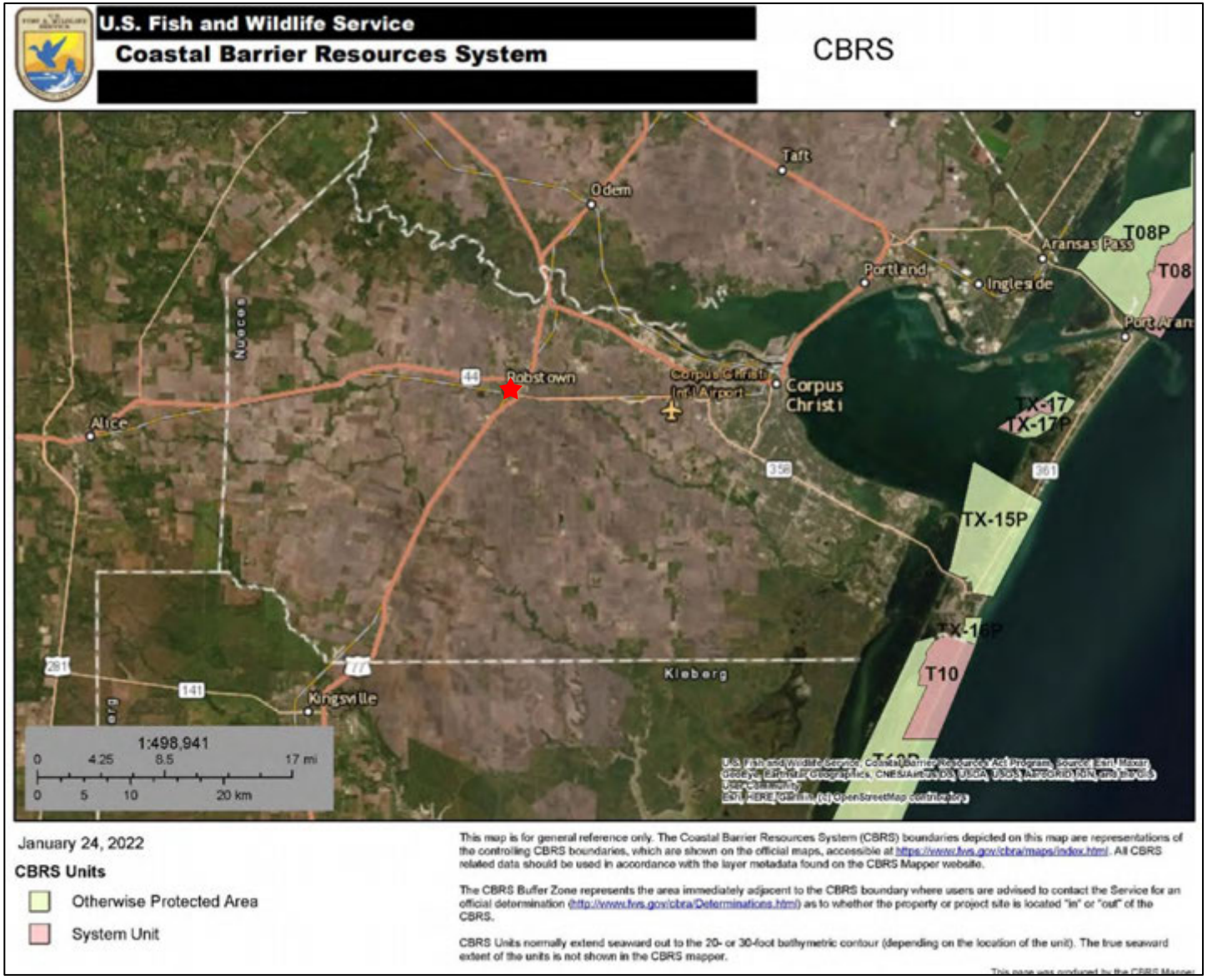

Figure 3-6. Coastal Barrier Resources System (project vicinity denoted as red star).

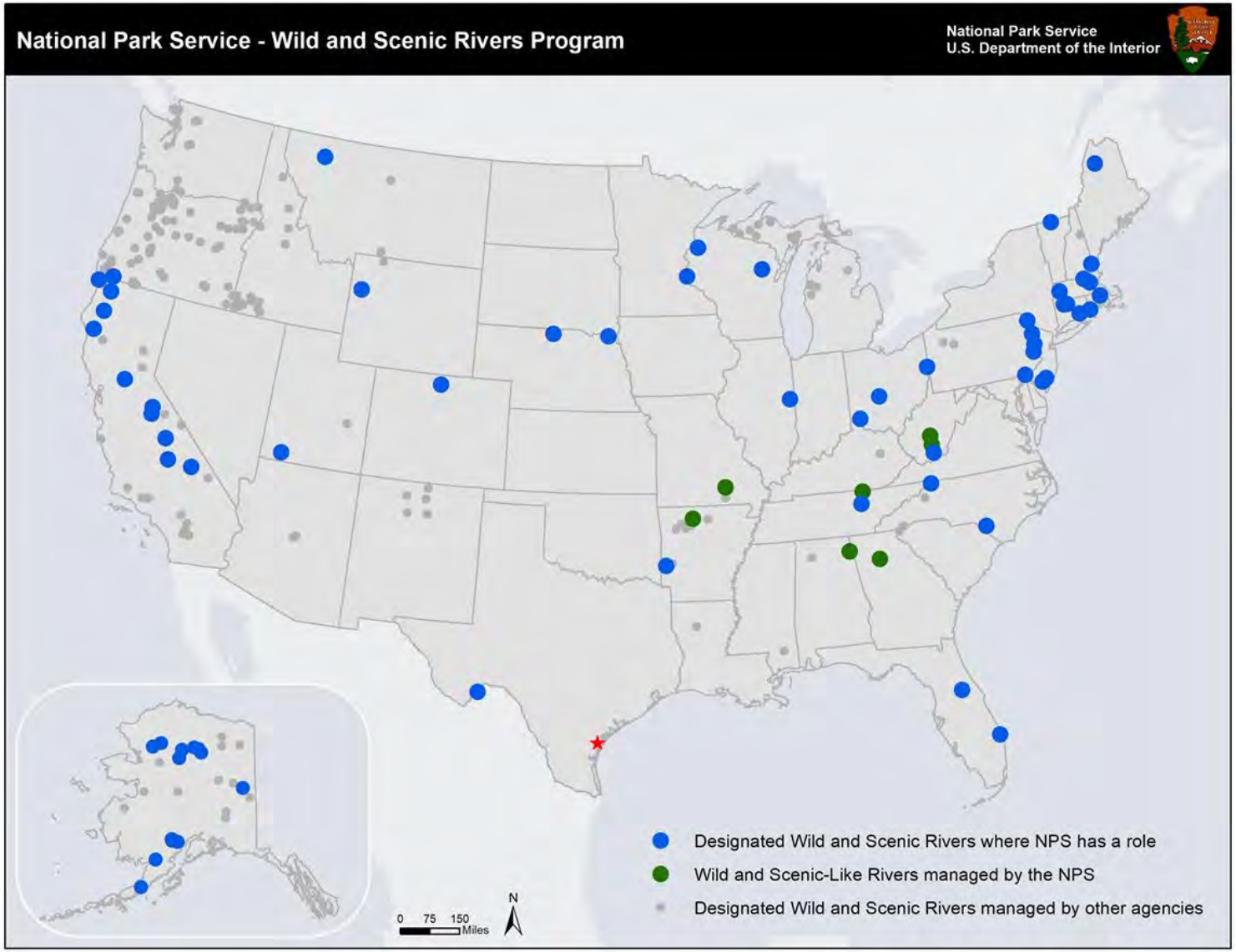

Figure 3-7. National Park Service, Wild and Scenic Rivers Program (project vicinity denoted with a red star).

Reviews of Endangered, Threatened, and Species of Greatest Conservation Need were conducted utilizing the U.S. Fish and Wildlife Service (USFWS) IPaC tool (USFWS IPaC 2022; Appendix G). The USFWS identified a total of fifteen threatened, endangered, or candidate species that could be near the project area. Two mammals, five bird, five reptile, one insect, and two flowering plant species were included in this list (Table3-1).

Table 3-1. Endangered Species Act Species

Common Name	Scientific Name	FWS Category	Status
Gulf Coast Jaguarundi	*Herpailurus yagouaroundi cacomitli*	Mammal	Endangered
West Indian Manatee	*Trichechus manatus*	Mammal	Threatened
Eastern Black Rail	*Laterallus jamaicensis ssp. Jamaicensis*	Bird	Threatened
Northern Aplomado Falcon	*Falco femoralis septentrionalis*	Bird	Endangered
Piping Plover	*Charadrius melodus*	Bird	Threatened
Red Knot	*Calidris canutus rufa*	Bird	Threatened
Whooping Crane	*Grus americana*	Bird	Endangered
Green Sea Turtle	*Chelonia mydas*	Reptile	Threatened
Hawksbill Sea Turtle	*Eretmochelys imbricata*	Reptile	Endangered
Kemp's Ridley Sea Turtle	*Lepidochelys kempii*	Reptile	Endangered
Leatherback Sea Turtle	*Dermochelys coriacea*	Reptile	Endangered
Loggerhead Sea Turtle	*Caretta caretta*	Reptile	Threatended
Monarch Butterfly	*Danaus plexippus*	Insect	Endangered
Slender Rush-pea	*Hoffmannseggia tenella*	Flowering Plant	Endangered
South Texas Ambrosia	*Ambrosia cheiranthifolia*	Flowering Plant	Endangered

The USFWS consultation did not indicate any critical habitat for the above endangered species on or near the Property. Critical habitat is defined as a specific geographic area that is essentialfor the conservation of a federally threatened or endangered species and may require special management and protection. Critical habitat may include areas that are not currently occupied by the species but are necessary for its recovery (USFWS 2021).

3.4.1.1 Mammals

The Gulf Coast Jaguarundi (*Herpailurus yagouaroundi cacomitli)* currently occurs within the Southwest region 2, in south Texas, where it is listed as Endangered. This cat can range in color from a dark gray brown to chestnut brown coats. Darker coats will typically reside in dense forests while lighter coats are found in more arid open areas (USFWS ECOS 2022a). The property does have some trees within the landscape, but not nearly dense enough to constitute a forest setting. While the site is more arid and open, no signs of inhabitants were noted during the field survey on January 18, 2022. Additionally, this species is unlikely to occur on the Property since it is bordered by commercial and agricultural developments, as well as a major roadway.

The West Indian Manatee (*Trichechus manatusis*) is protected under the Marine Mammal Protection Act and is currently listed as Threatened. This mammal is found in marine, estuarine, and freshwater environments (USFWS ECOS 2022d). Since the Site does not contain any marine, estuarine, or freshwater environments, it would not make a suitable habitat for the manatee.

3.4.1.2 Birds

A total of five bird species were identified within the USFWS Endangered Species Act Species List including the Easter Black Rail, Piping Plover, Red Knot, Whooping Crane, and the Northern Aplomado Falcon. Four of the five species are migratory birds that prefer wetland or coastal areas. One of the five species is a non-migratory bird that typically requires a grassland habitat.

The Eastern Black Rail (*Laterallus jamaicensis ssp. Jamaicensis*) is listed as Threatened and is a small, secretive, partially migratory bird that prefers wetland areas with shrubby vegetation, marshes, and inland coastal prairies with wetland associations (USFWS, 2022d). The Piping Plover (*Charadrius melodus*) is also listed as Threatened and is a small, migratory bird that be found in a variety of habitats including coastal areas, lakes, and rivers or streams. (USFWS, 2022a). The Red Knot (*Calidris canutus rufa*) is listed as Threatened and is a coastal, migratory shorebird (USFWS ECOS, 2022b). The Whooping Crane (*Grus americana*) is listed as Endangered and it can breed, migrates, winter and forage in a variety of habitats that include wetlands, rivers or streams, lakes, and in coastal areas (USFWS, 2022c). Since these four species are found in wetland and coastal habitats, it is not likely that they will be found within the Property as there are no wetlands within the immediate vicinity.

The Northern Aplomado Falcon (*Falco femoralis septentrionalis*) is listed as Endangered and requires a habitat consisting of open grasslands or savannahs with scatter trees or shrubs. They are non-migratory, fast flyers that are typically seen in pairs and utilize the stick nests of other birds (TPWD, 2022a). Due to the area and its close vicinity to major roadways, agricultural fields, industrial and commercial businesses it is highly unlikely that this species is present within the Site.

3.4.1.3 Reptiles

Five reptiles were listed within the USFWS Endangered Species Act Species List, which included the Green Sea Turtle (*Chelonia mydas*), Hawksbill Sea Turtle (*Eretmochelys imbricata*), Kemp's Ridley Sea Turtle (*Lepidochelys kempii*), Leatherback Sea Turtle (*Dermochelys coriacea*), and Loggerhead Sea Turtle (*Caretta caretta*). The Green Sea Turtle and the Loggerhead Sea Turtle are listed as Threatened, and Hawksbill, Kemp's Ridley, and Leatherback Sea Turtles are all listed as Endangered (NOAAF, 2022). While sea turtle habitat does occur along the Gulf Coast, a marine environment is necessary for their survival. Since the Property does not contain such an environment, there is no likelihood of these species occurring.

3.4.1.4 Insects

The Monarch Butterfly (*Danaus plexippus*) has been recently listed as endangered and is now included in the International Union for Conservation of Nature's Red List of Threatened Species (IUCN, 2022). Additionally, it is the only insect species listed within the area. Monarchs are migratory and can travel distances of more than 3,000 kilometers, lasting for more than two months in duration, and ranging from North to South America. They can survive in a range of habitats including grasslands, tundra, urban, rural, wetland, mountain, and coastal settings. Adults feed on nectar of a multitude of flowers during breeding and migrations but can only lay eggs on milkweed plants (USFWS ECOS, 2022b). During the site visit no milkweed or monarchs were observed.

3.4.1.5 Flowering Plants

Two flowering plant species were identified USFWS Endangered Species Act Species List. Slender Rush-pea (*Hoffmannseggia tenella*) is an Endangered, perennial plant with a Global Rank of G1 and a State Rank of S1. It is described as having horizontal, spineless, non-sticky stems which fan out from a woody taproot.

The flowers are salmon-colored with five petals and bloom April through November. It prefers an open area amidst mesquite and other woody plants and is easily outcompeted by non-native, invasive grass species (TPWD, 2022b). South Texas Ambrosia (*Ambrosia cheiranthifolia*) can be found in grasslands and shrublands dominated by mesquite, with a preference for soils ranging from clay loams to sandy loams. It is listed as Endangered and can grow 4-12 inches in height with yellow flowers that bloom from July through November (USFWS ECOS, 2022c). Neither of these plants were observed during the site visit. Much of the dominant species that were present onsite would easily outcompete either species.

3.4.2 Environmental Consequences

3.4.2.1 Proposed Action (Preferred Alternative)

The Proposed Action would have less than significant impacts to wildlife and habitats. The Property does not contain habitat suitable to support federally and state listed and protected species, and none have been observed on the Property during previous surveys (Appendix D). Additionally, The USFWS consultation and IPAC tool indicated that there are no critical habitats for the above endangered species within the project area (Appendix A, G).

3.4.2.2 No Action Alternative

Under the No Action Alternative, no adverse impacts would be expected since this alternative maintains the status quo.

3.4.2.3 Cumulative Impacts

The Property and site are bordered to the west by an agricultural field, to the north by the Public Works Department, and to the east and south by major roadways. The Site itself has been previously disturbed as part of the larger Property which has an existing CHS and TEMF. The site does not contain suitable habitat for protected species. Under the Proposed Action, no cumulative impacts to biological resources would be expected.

3.5 Cultural Resources

3.5.1 Affected Environment

Cultural resources consist of archaeological resources such as prehistoric and historic archaeological sites, traditional cultural properties, and architectural resources, such as historic districts, buildings, facilities, and other structures. Since the proposed project is an undertaking sponsored by the city of Robstown and is utilizing federal funds, the project is subject to Texas Historical Commission (THC) review under the Antiquities Code of Texas (Texas Natural Resources Code, Title 9 and Chapter 19), as well as Section 106 of the National Historic Preservation Act (NHPA) (16 United States Code 470) and its implementing regulations (36 Code of Federal Regulation 800).

In 2013, PAR Environmental Services, Inc. conducted a cultural resource survey of 13 USAR Facilities in Texas (see Appendix H). The Robstown AFRC (TX 160) site was included in this survey. Records research findings concluded that there were no recorded sites and no properties listed on the National Register of Historic Property (NRHP) within 2 miles of the property. Additionally, no cultural resources were observed or noted during the site survey and the property was heavily disturbed with fill. Due to the fill and disturbed context of the property, PAR concluded that the property has low potential for archaeological resources (PAR Environmental Services, Inc., 2013).

In December 2020, Section 106 was conducted and submitted for the easement project/proposed roadway and SHPO consulted and concurred on December 23, 2020 (Appendix H). A total of 5 tribes were contacted, including the Alabama-Coushatta, the Comanche Nation, the Tonkawa Tribe of Oklahoma, the Seminole Nation of Oklahoma, and the United Keetowah Band. Of these 5 tribes, a response was received from the Alabama-Coushatta, the Comanche Nation, and the Tonkawa Tribe of Oklahoma, all stating that the APE had no potential to impact any culturally significant sites. A table of the contacted tribes and response letters can be found in Appendix H.

Coastal Environments, Inc.'s (CEI) archaeological division performed a desktop assessment of the project area. The assessment evaluated readily available information for the Area of Potential Effect's (APE) setting and adjacent areas, including a buffer zone (50-ft of the APE). The assessment resulted in a finding that the project had no potential to affect cultural resources since the APE is comprised of shallow depth, Victoria clay soils and has been historically used for agricultural. Since the project will only impact ~2 ft in depth, any shallow buried sites would have been disturbed during agricultural use and therefore, would lack integrity. Additionally, there are no previously identified archaeological sites within 150 ft of the APE (Mateja, 2022).

A copy of the desktop assessment is attached (Appendix H) and was submitted to THC for concurrence for review under Section 106 of the National Historic Preservation Act. Concurrence was received on June 6, 2022, stating that no historic properties are present or affected by the project as proposed and that THC/SHPO concurs with CEI's findings.

3.5.2 Environmental Consequences

3.5.2.1 Proposed Action (Preferred Alternative)

Implementation of the Proposed Action would not result in impacts to cultural resources since there are no known archaeological sites on the Property. The 2013 cultural resource survey and findings from PAR Environmental Services, the 2020 Section 106 and SHPO concurrence and 2021 tribal responses all determined that no archaeological sites, historic properties, or tribal sites within the property will be affected. Additionally, the CEI Desktop Assessment resulted in a finding that the project has no potential to affect cultural resources and therefore has no regulatory requirement to undertake tribal consultation. The desktop assessment was submitted to the THC for concurrence and THC/SHPO concurred with CEI's findings on June 6, 2022 (Appendix H).

In the unlikely event that archaeological deposits or features are encountered during construction, work should cease in the immediate vicinity of those remains and the Archaeology Division of the THC, as well as the Alabama-Coushatta Tribe of Texas and the Tonkawa Tribe of Oklahoma, will be contacted for further consultation.

3.5.2.2 No Action Alternative

Under the No Action Alternative, no adverse impacts would be expected since this alternative maintains the status quo.

3.5.2.3 Cumulative Impacts

Implementation of the Proposed Action or No Action Alternative would not result in cumulative impacts to cultural resources.

3.6 Air Quality

3.6.1 Affected Environment

The Clean Air Act (CAA) of 1963, 42 United States Code (U.S.C.) § 7401, *et seq*., amended in1970, 1977, and 1990, is the primary federal statute governing air pollution. The CAA utilizes the National Ambient Air Quality Standards (NAAQS) to evaluate air pollutants, which could negatively impact public health and welfare. The six criteria pollutants are particulate matter (particulate matter less than or equal to 10 microns in diameter [PM10] and particulate matter less than or equal to 2.5 microns in diameter [PM2.5]), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), lead, and ozone.

A Net Change Emissions Assessment is required to quantify the emissions of these criteria pollutants and evaluate if a proposed action poses a significant impact to air quality. A Net Change Emissions Assessment compares all net increases and decreases of direct emissions against significance indicators. For proposed actions occurring within nonattainment or maintenance areas, the General Conformity *de minimis* values (40 C.F.R § 93.153) are used as General Conformity Determination thresholds (if exceeded, a General Conformity Determination is required). For proposed actions occurring within an area that is in attainment with all NAAQSs, the lowest severity General Conformity *de minimis* values (40 C.F.R. § 93.153) areused as conservative indicators of potential significance.

The United States Environmental Protection Agency (USEPA) may designate an area as "attainment/unclassifiable" if the air quality in a geographic area meets or is cleaner than the national standard and, in some cases, an area is designated "unclassifiable", if the EPA is unable to determine an area's status after evaluating available information. An area is designated as "nonattainment" if the national standard is not met (USEPA 2022c).

The Property is in the Corpus Christi-Victoria Intrastate Area, (Region 214). As of January 16, 2018, the USEPA Green Book reports that the Corpus Christi-Victoria area is classified as Attainment/Unclassifiable for pollutants (USEPA, 2022c). Table 3-2 shows the NAAQS for criteria pollutants in the Corpus Christi-Victoria area (USEPA, 2022d).

Table 3-2. NAAQS and Attainment Status for the Proposed Roadway Site.

Pollutant	Standard	Averaging Time	Designation
8-Hour Ozone	NAAQS	8-Hour (0.070 ppm)	Attainment/Unclassifiable
Lead (Pb)	NAAQS	3-Months Rolling (0.15 µg/m^3)	Attainment/Unclassifiable
Carbon Monoxide (CO)	NAAQS	1-Hour (35 ppm)	Attainment/Unclassifiable
	NAAQS	8-Hour (9 ppm)	Attainment/Unclassifiable
Nitrogen Dioxide (NO_2)	NAAQS	1-Hour (100 ppb)	Attainment/Unclassifiable
	NAAQS	Annual (0.053 ppm)	Attainment/Unclassifiable
Particulate Matter (PM_{10})	NAAQS	24-hour (150 µg/m^3)	Attainment/Unclassifiable
Particulate Matter ($PM_{2.5}$)	NAAQS	24-Hour (35 µg/m^3)	Attainment/Unclassifiable
	NAAQS	Annual (12.0 µg/m^3)	Attainment/Unclassifiable
Sulfur Dioxide (SO_2)	NAAQS	1-Hour (75 ppb)	Attainment/Unclassifiable
	NAAQS	24-Hour (0.14 ppm)	Attainment/Unclassifiable
	NAAQS	Annual (0.03 ppm)	Attainment/Unclassifiable

Table 3-3 lists the criteria pollutants and the associated NAAQS attainment status and the relevant *de minimis* threshold for each criteria pollutant (USEPA, 2022b).

Table 3-3. Corpus Christi – Victoria Intrastate (Region 214) *De minimis* Thresholds for Criteria Pollutants.

Pollutant	Corpus Christi-Victoria (Region 214) NAAQS Designation	*De minimis* Threshold (tons/year)
8-Hour Ozone	Attainment	100
Lead (Pb)	Attainment	100
Carbon Monoxide (CO)	Attainment	100
Nitrogen Dioxide (NO_2)	Attainment	100
Particulate Matter (PM_{10})	Attainment	100
Particulate Matter ($PM_{2.5}$)	Attainment	100
Sulfur Dioxide (SO_2)	Attainment	100

3.6.1.1 Greenhouse Gases

Executive Order (EO) 13693 (revoked by EO 13834, reinstated by EO 13990), Planning for Federal Sustainability in the Next Decade, outlines policies intended to ensure that federal agencies evaluate resilience to climate change and manage the short and long-term effects of climate change on their operations and mission. The order also requires agencies to reduce agency-wide direct and indirect greenhouse gas (GHG) emissions from their activities. GHGs may contribute to accelerated climate change by trapping heat in the earth's atmosphere and consist of the following compounds: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, and perfluorocarbons (USEPA 2022a). Under the EPA Mandatory Reporting Rule, facilities that emit 25,000 metric tons or more per year of carbon dioxide equivalent emissions must submit annual reports to the EPA. Direct emissions of carbon dioxide, methane, and nitrous oxide occur naturally but have been accelerated by human activities, which have increased global GHG concentrations. The estimated 2019 total U.S. GHG emissions were 6,577 million metric tons of carbon dioxide equivalent (USEPA 2021).

On January 20, 2021, EO 13990 rescinded the 2019 Draft NEPA Guidance on Consideration of Greenhouse House Emissions and directed the CEQ to "review, revise, and update its final guidance entitled, "Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews," 81 FR 51866 (August 5, 2016)." Pursuant to HQ, Department of the Army, SAIE-ESO memorandum "Consideration of Greenhouse Gas Emissions and the Effect of Climate Change in Army National Environmental Policy Act Reviews", (effective March 4, 2021) guidance to address GHGs. Under this guidance, all NEPA analyses will continue considering and addressing GHG emissions and climate change effects of a proposed action, including social costs of carbon, nitrous oxide, and methane, as well as determination of applicability of categorical exclusions under the screening criteria at reference 1d, part 651.29(b) and consideration of all available, appropriate, and relevant climate prediction analysis tools and resources (DOA, 2022).

3.6.2 Environmental Consequences

3.6.2.1 Proposed Action (Preferred Alternative)

Implementation of the Proposed Action would result in minor, temporary, and localized impacts to air quality from construction activities. Construction activities would create exhaust emissions and generate

dust from site work. Mobile source emissions would only affect the area temporarily during construction of the roadway. The Proposed Action would not result in any long-term impacts to overall air quality, as there would be no increase in daily vehicular traffic due to the shutdown of the current roadway. Since the proposed roadway is being constructed as a replacement for the current roadway, we do not anticipate any increase in GHGs or effects on climate change in the future. Additionally, impacts may be lessened as municipal employees would no longer have to wait for railroad crossings prior to entering the Public Works Yard.

The emissions from construction activities from the Proposed Action would be minimal and significantly under the *de minimis* thresholds. BMPs will be implemented to reduce potential impacts to air quality. These include implementing dust control measures, such as the application of water, during construction or other stabilization measures for areas of bare soil or soil piles; and covering dump trucks that transport materials that could become airborne. Equipment also would be maintained to the manufacturer's specifications to reduce the exhaust emissions, as well as minimizing running times for fuel-burning equipment. Emission from operation and utilization of the Proposed Action would have no long-term impacts on air quality.

3.6.2.2 No Action Alternative

Under the No Action Alternative, no significant impacts to air quality would be expected since this alternative maintains the status quo.

3.6.2.3 Cumulative Impacts

The emissions from the Proposed Action would not increase air pollutants to levels that exceed regulatory thresholds in the region, be regionally significant, or contribute to a violation of any federal, state, or local air regulations. Impacts would be short term in nature and emissions would be temporary, localized and eliminated after construction activity is completed. Despite producing temporary emissions, the cumulative impacts from the Proposed Action would negligible. Additionally, the limited amount of GHG emissions from the Proposed Action would not contribute significantly to climate change, but any emission of GHGs represents an incremental increase in global GHG concentrations.

3.7 Noise

3.7.1 Affected Environment

For this environmental analysis, noise is defined as sound that is loud or unpleasant or that causes a disturbance. When sound interrupts daily activities, such as sleeping or conversation, it becomes noise. The degree to which noise becomes disruptive depends on the way it is perceived by the people living or working in the affected area.

Noise is measured in decibels (dB). At 130 dB, noise becomes a health hazard. Because the human ear is more sensitive to certain ranges of the sound spectrum, a weighted scale, known as A-weighted decibels (dBA) has been developed to reflect more accurately what the human ear perceives. According to AR 200-1, sensitivity to noise varies by the time of day, with receptors being more sensitive at night. Noise levels may also be impacted by meteorological conditions, such as cloud cover. To account for night sensitivity, ambient noise measurements are normally adjusted by adding 10 dB to the actual measurements between the hours of 2200 and 0700. Decibel levels adjusted in this way are known as the day/night average sound level (DNL) (DOA, 2007).

Current noise sources on the property are from the CHS facility and TEMF. Additional noise heard is primarily from vehicular traffic on surrounding major roadways, adjacent agricultural field and industrial

commercial businesses, as well as the railway just to the west. The nearest noise- sensitive receptors to the Property are residences approximately 700 feet to the south, 1000 feet to the west and 1000 feet to the north. Construction activities will include excavation, grading, limestone fill and compaction, hot-mix asphalt pavement, seeding, and miscellaneous items.

3.7.2 Environmental Consequences

3.7.2.1 Proposed Action (Preferred Alternative)

The U.S. Department of Transportation (USDOT) provides methodology for estimating potential noise levels in the Federal Highway Administration Highway Construction Noise Handbook (USDOT, 2006). Activities typically involved in construction activities relevant to the Proposed Action generate a maximum noise level of 85 dB at a distance of 50 feet (Table 3-5).

Noise levels listed in Table 3-4 were used to estimate anticipated construction noise levels at the nearest receiver to the Property (USDOT, 2006). Typically, as sound waves travel through air, geometric spreading of noise with distance from a point source results in decreases at a rate of 6 dBA per each doubling of distance. Therefore, at a distance of 100 feet from a point source, the noise from construction equipment would be reduced from 85 dBA to approximately 79 dBA. At 200 feet, noise from construction would be reduced to approximately 73 dBA. At 400 feet, approximately the distance to the nearest sensitive noise receptor, noise from construction equipment would be reduced to approximately 67 dBA. Since the decibel scale is logarithmic, a decrease of 10 dBA would sound half as loud and a decrease of 20 dBA would sound one quarter as loud.

Table 3-4. Typical Construction Equipment Noise Levels.

Construction Activity	Loudest Equipment	Maximum Noise Level at 50Feet (dBA)
Excavation	Backhoe, Dozer, Excavator	80, 85, 85
Grading	Gradall, Scraper	83, 84
Limestone Fill and Compaction	Compactor, Dump Truck	80, 84
Hot-mix Asphalt Paving	Paver	85

Implementation of the Proposed Action would result in minor, short-term, less than significant, direct impacts during construction activities at the Site. Noise levels during the construction of the roadway would not exceed 85 dba within 50 feet. Noise levels heard at the nearest residences (approximately 700ft south of the Site and 1000ft west and north of the Site) would be approximately 5 dBA or less. Residential structures typically provide an attenuation of 15 to 25 dBA relative to outdoor noise levels (USEPA 1974). With the additional average attenuation of 20 dBA provided by the structures, noise levels would have no increase, therefore, less than significant impacts to indoor activities at these residences from construction noise would occur.

Impacts from the operation of the roadway would have no measurable increases in the surrounding area noise levels as vehicular traffic capacity will not increase but only be re-routed. Even in close proximity to the residential areas, implementation of the Proposed Action is anticipated to have no significant noise impact on the environment.

3.7.2.2 No Action Alternative

Under the No Action Alternative, the roadway would not be constructed. The No Action Alternative would not have significant impacts to noise.

3.7.2.3 Cumulative Impacts

Implementation of the Proposed Action would only result in minor, less than significant, temporary impacts during the construction phase of the project. Noise levels from construction would result in little to no increase given the distance of residential developments from the Property and the already existing use of the Property and adjacent properties within the direct vicinity. Additionally, there will be no increase to the base noise level due to operation of the roadway as the vehicular traffic will not increase.

3.8 Visual Resources

3.8.1 Affected Environment

The Property is zoned by Nueces County as Industrial and is located in a mixed-use area with military, commercial and agricultural uses (Appendix D) (NCAD, 2021). Historically, the Site has remained undeveloped and shares the Property with the Army Reserve CHS facility and TEMF. It is bordered to the south and east by major roadways, to the west by an agricultural field and railway just past, and to the north by the Robstown Public Works Compound. While there are residential developments within the vicinity, they are more than 700ft in distance from the Site.

3.8.2 Environmental Consequences

3.8.2.1 Proposed Action (Preferred Alternative)

The Proposed Action will have minor, less than significant impacts on visual resources of the area, as it is already deemed an industrial zone with similar land uses within or adjacent to the Property. Residential viewers would see the Site with a backdrop of similar land uses including the Army Reserve Facilities, the City of Robstown Public Works Compound, the railways, N. Upshaw Blvd., US 77 and TX 44, and an agricultural field.

Viewers traveling along the three main roadways would only have a brief duration of viewing the Site consistent with other property uses. The final design of lighting will not impact area residents by any increase in light pollution as there is already a significant amount within the area.

3.8.2.2 No Action Alternative

Under the No Action Alternative, no significant impacts to visual resources would be expected since this alternative maintains the status quo.

3.8.2.3 Cumulative Impacts

The Proposed Action is anticipated to have minor, less than significant impacts to visual resources. The Proposed roadway would not affect any visual resources as the adjacent properties are of similar uses and residential neighborhoods are at such a distance that they would not be directly affected. Lighting associated with the roadway would not contribute to light pollution in the area since there is already a significant amount of lighting in said area. Additionally, operation and maintenance of the roadway could prove to be beneficial in preventing dumping onsite.

3.9 Socioeconomics

3.9.1 Affected Environment

In 1994, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), was issued in order to focus the attention of federal agencies to identify and address any disproportionately high and adverse impacts on human health or environmental effects of its actions on minority and low-income populations. Socioeconomic indicators include economic development, demographics, quality of life, environmental justice, and protection of children.

For the Proposed Action, the region of influence for socioeconomics is Robstown, Nueces County, with the closest metropolitan area being Corpus Christi, at 20 miles east. A copy of the Environmental Justice Report is attached in Appendix I. According to the U.S. Census Bureau Data, the 2021 estimated population in the City of Robstown was 10,157, and a total population in Nueces County of 353,079 (USCB, 2022). The City of Robstown and Nueces County Race and Hispanic Origin demographics are as follows:

Table 3-5. Race and Hispanic Origin Demographic Comparison.

Race Hispanic Origin	City of Robstown	Nueces County
White, not Hispanic or Latino	5.9%	28.7%
African American	0.1%	4.3%
American Indian and Alaska Native	0.2%	0.9%
Asian	0%	2.2%
Native Hawaiian and other Pacific Islander	0%	0.1%
Two or more Races	6.6%	1.6%
Hispanic or Latino	93.8%	64.5%

In comparing racial breakdowns of the City of Robstown to Nueces County, Robstown has a lower percentage of minority races but a higher proportion of Hispanics than that of Nueces County. The median annual family income in 2021 for Nueces County was $56,784, with an average per capita income of $28,078. The City of Robstown median annual family income in 2021 was $38,125, with an average per capita income of $17,732. This puts Robstown at 28.8% of households at or below the established poverty level, while Nueces County had 17.5% of families at or below the poverty line.

Based on a review of the available demographic statistics, the City of Robstown has a significantly higher Hispanic population than Nueces County as a whole, as well as a lower income and higher proportion of the population living at or below the poverty line.

3.9.2 Environmental Consequences

3.9.2.1 Proposed Action

Since the minority population and poverty rates in the area are both higher than the county average, there would be no disproportionate adverse impacts on these populations from the Proposed Action. The implementation of the Proposed Action would have less than significant impacts to socioeconomics. The Proposed Action would not cause any decreases in jobs, nor would it cause any disproportionally high or

adverse human health or environmental impacts on these populations. No socioeconomic impacts or effects are expected on environmental justice or the protection of children.

3.9.2.2 No Action Alternative

Under the No Action Alternative, the status quo would be maintained, and no direct or indirect impacts to socioeconomics would be expected.

3.9.2.3 Cumulative Impacts

No significant cumulative impacts to socioeconomic impacts or effects on environmental justice are expected. No decreases in jobs or any disproportionally high or adverse human health or environmental impacts on these populations. Economic benefits would occur during construction of the project only.

3.10 Transportation and Circulation

3.10.1 Affected Environment

The Property is bordered to the east by US 77, to the south by the US 77 / TX 44 junction and to the west, just past the agricultural field is the Union Pacific Railway and N. Upshaw Blvd. Two of these roadways are major highways and the latter is a major roadway as well.

3.10.2 Environmental Consequences

3.10.2.1 Proposed Action (Preferred Alternative)

The Proposed Action would result in minor, less than significant, temporary impacts to traffic during construction of the roadway from trucks and slower-moving construction equipment entering and leaving the Site. Access to the Site will likely be available from the Army Reserve drive or from the Public Works Compound.

Due to the vicinity of the Site to already existing major roadways and highways, traffic on local streets would not be impacted. Additionally, since the railway is the cause of the already existing entrance to the Public Works Compound being shut down, the relocation of the access road may prove beneficial as municipal workers would no longer need to wait for train crossings to enter.

No significant impact to the area's transportation systems is expected after the roadway is operational.

3.10.2.2 No Action Alternative

Under the No Action Alternative, the status quo will be maintained and no impacts to transportation are expected.

3.10.2.3 Cumulative Impacts

Minor, less than significant, temporary impacts to traffic are expected during the construction of the roadway. After the roadway is operational, no significant impacts to the areas transportation systems are expected.

3.11 Utilities

3.11.1 Affected Environment

The Property is situated in the City of Robstown and has access to electric, gas, telephone, sanitary sewer, and domestic water due to the existing CHS facility and TEMF. The nature of the project would not necessarily require most of these utilities other than water or electric during the construction phase. Drainage ditches are incorporated in the design of the project on either side of the roadway within the access easement and would tie into existing storm drainage.

3.11.2 Environmental Consequences

3.11.2.1 Proposed Action (Preferred Alternative)

Implementation of the Proposed Action would not have significant impacts on local utilities or public services.

3.11.2.2 No Action Alternative

Under the No Action Alternative, the status quo would be maintained. Therefore, no impacts to utilities would be expected.

3.11.2.3 Cumulative Impacts

The Proposed Action is not expected to have any cumulative impacts on local utilities or public services as the nature of the project will not require such.

3.12 Hazardous Materials and Wastes

3.12.1 Affected Environment

On January 18, 2022, a Phase I Environmental Site Assessment was performed, and a Database Report was reviewed from ERIS dated January 13, 2022. According to the ERIS Database records search, there have never been any hazardous materials used, stored, or disposed of on the Site. The Site does not appear to have been used for any industrial or commercial purpose other than being located on the same Property as the Army Reserve CHS facility and TEMF. A review of Federal and State records according to the ASTM Standards performed by ERIS revealed that there were no records found on the Site, or any unplottable sites but there were 6 databases, with a total of 14 sites within surrounding properties (Figures 3-8, 3-9, Please see Appendix J for Full ERIS Database Report) (ERIS, 2022).

The FED BROWNFIELDS (The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database), as provided by ERIS, and dated 8/20/2021, has revealed that there is 1 FED BROWNFIELDS site within approximately 0.25-0.5 miles of the Property. This site is located at the Nueces County Upper Oso Water Quality Improvement, south of the property at a higher elevation. The SWF/LF (Permitted Solid Waste Facilities) database, dated 11/2/2021, has revealed that there are 3 SWF/LF sites within approximately 0.25-0.5 miles of the Property. These sites are all located at the City of Robstown Landfill northeast of the Property at a higher elevation. A review of the CLI (Closed Landfill Inventory) database, dated 9/20/2012, has revealed that is 1 CLI site within approximately 0.125-0.25 miles and 1 CLI site within approximately 0.25-0.5 miles of the Property. This site is located at the Robstown Landfill which is northeast of the Property at a higher elevation and the Robstown Dump which is north-northeast of the Site at a higher elevation. The LPST (Leaking Petroleum Storage Tank Database)

database, dated 12/8/2021, has revealed that there are 5 LPST sites within approximately 0.25 to 0.50 miles of the Property. These sites are located at Diamond Shamrock to the northwest, Main Street Food to the south-southwest, Nueces Electric Coop to the southwest, Denton Petroleum to the southwest, and Donnie Yoakum to the south-southwest. All the above listed are at higher elevations and have been closed with final concurrence issued. The AST (Aboveground Storage Tanks) database, dated 11/2/2021, has revealed that there is 1 AST site within approximately 0.125-0.25 miles of the Property. The site is located at the City of Robstown Public Works Facility and is active. The PCB (Polychlorinate Biphenyl (PCB) Notifiers) database, as provided by ERIS, and dated 11/19/2020, has revealed that there are 2 PCB sites within approximately 0.25-0.5 miles of the Property. These sites are located at Nueces Electric Coop Inc to the southwest at a higher elevation and Calidad Environmental to the southeast at a lower elevation (ERIS, 2022).

3.12.2 Environmental Consequences

3.12.2.1 Proposed Action (Preferred Alternative)

No impacts to hazardous wastes and materials during the construction and operation of the Proposed Action are expected. No hazardous wastes, toxic substances, or contaminated sites are present on the Property, nor do any of the sites within the ASTM search radius pose a threat of contamination.

3.12.2.2 No Action Alternative

Under the No Action Alternative, the status quo will be maintained and no impacts to hazardousmaterials and wastes are expected.

3.12.2.3 Cumulative Impacts

No cumulative impacts would occur from implementation of the Proposed Action or the No Action Alternative.

3.13 Human Health and Safety

3.13.1 Affected Environment

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, recognizes a growing body of scientific knowledge that demonstrates that children may suffer disproportionately from environmental health risks and safety risks. Executive Order 13045 directs federal agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children. Persons under the age of 5 years old make of 6.9% of the Robstown population and 6.5% of the Nueces County population. Persons under 18 years old make up 22.3% of Robstown's population and 24.3% of Nueces County as a whole (USCB, 2022).

There are no schools, daycare facilities, or other child-occupied facility located within the immediate vicinity. Additionally, residential developments and communities are well over 700 ft in distance from the Site and are across major roadways. Health and safety services, including police, fire, and rescue services are available near the Property and within surrounding communities. The City of Robstown Fire Department and Emergency Medical Services Department provides emergency medical care, technical rescue, and fire and life safety prevention services. The nearest emergency medical care facility is in Calallen, Corpus Christi, at the Corpus Christi Medical Center ER, which is approximately 5 miles away.

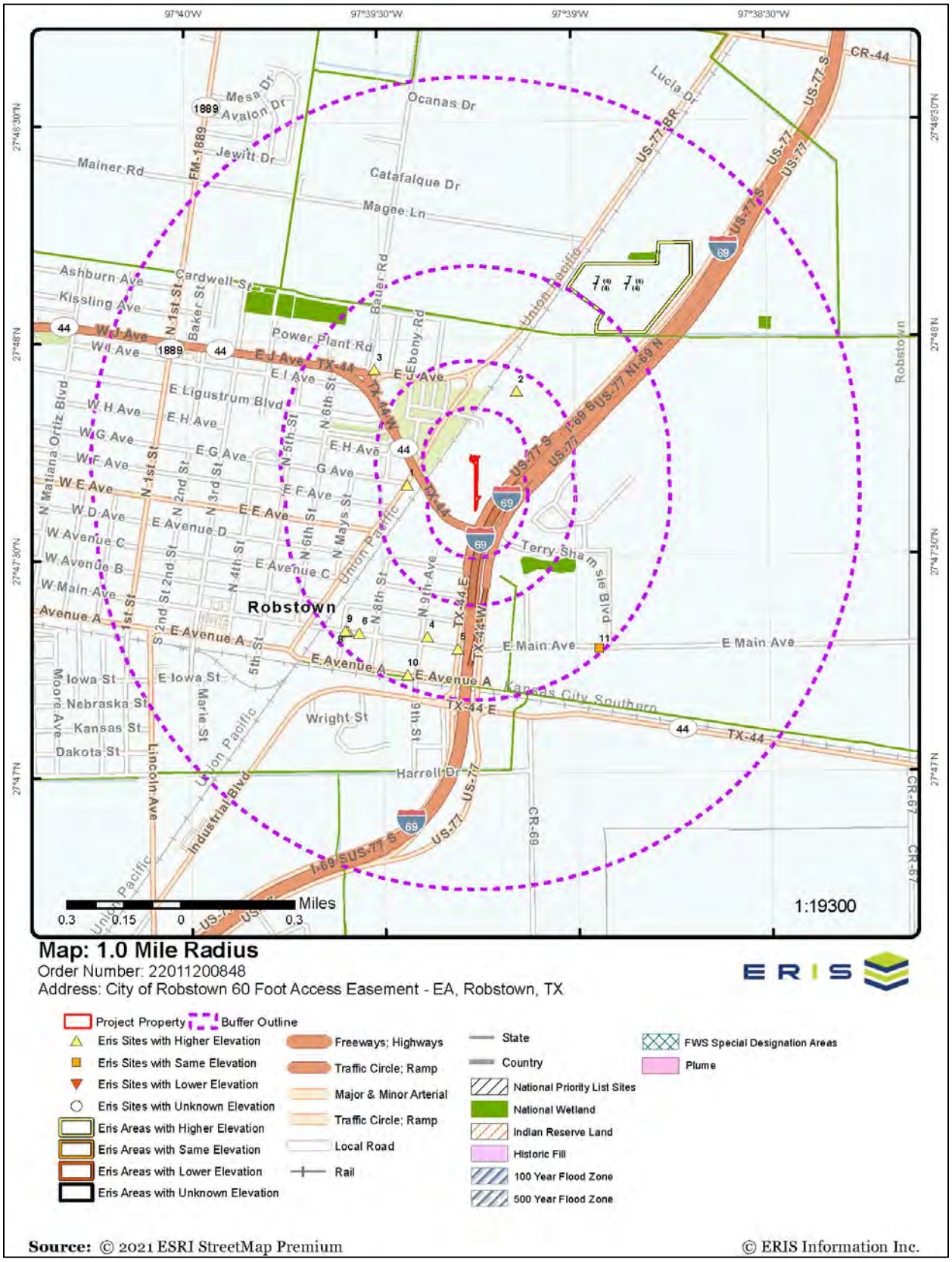

Figure 3-8. Overview of subject property with ASTM-recommended 1.0 mile search radii.

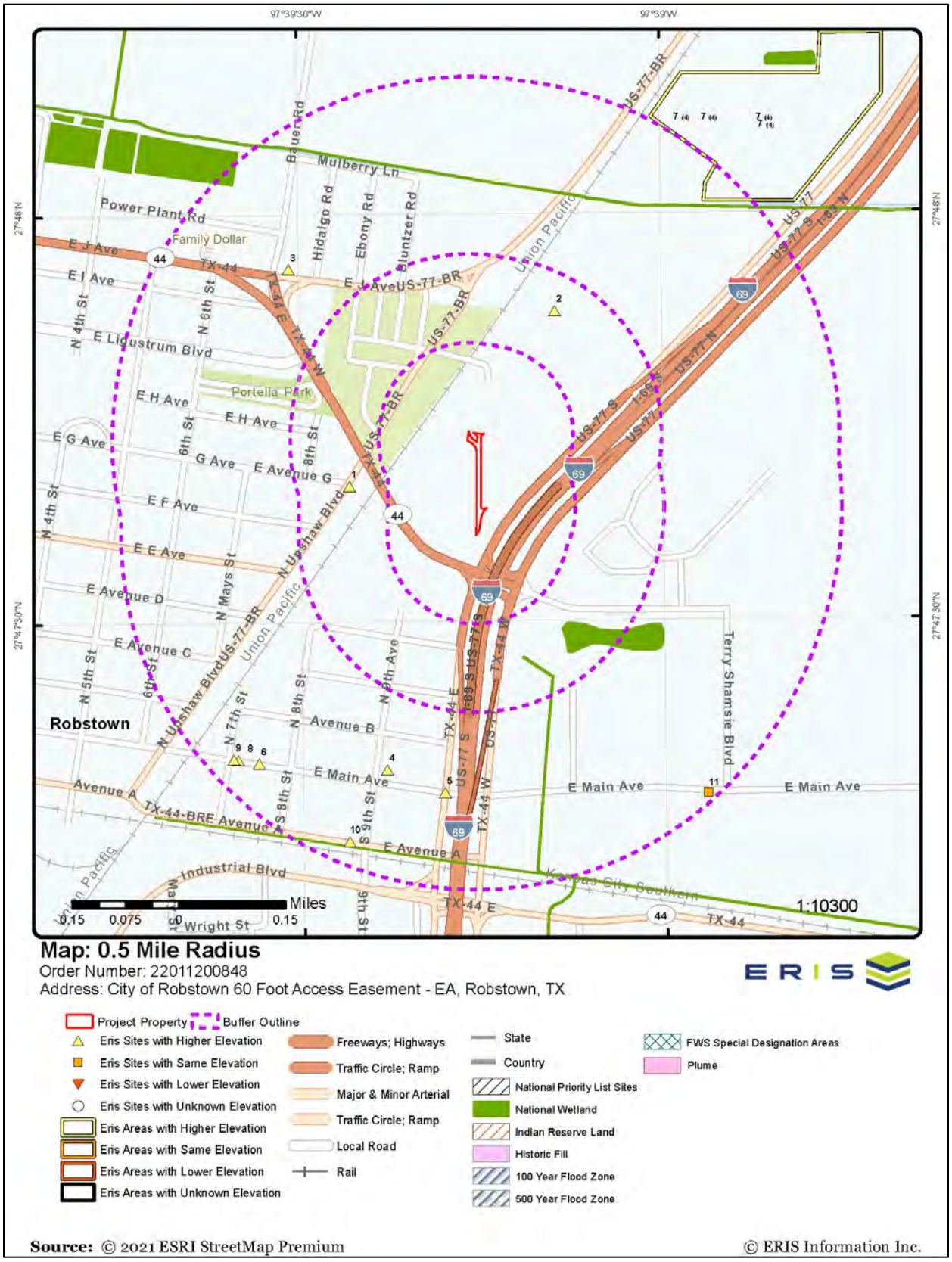

Figure 3-9. Overview of subject property with ASTM-recommended 0.5 mile search radii.

Additional emergency and medical services are available in the greater Corpus Christi area. The City of Robstown Police Department provides security and law enforcement services near the Property and in surrounding areas. The Nueces County Sheriff's Department also provides security and law enforcement services to the City of Robstown.

3.13.2 Environmental Consequences

3.13.2.1 Proposed Action (Preferred Alternative)

Impacts to human health and safety would be less than significant. The construction and operation of the Proposed Action would have a negligible impact on the need for emergency services. Since there are no schools, daycare facilities, or other child-occupied facility located within the immediate vicinity the Site, there would be no effect on the protection of the children.

3.13.2.2 No Action Alternative

Under the No Action Alternative, the status quo will be maintained and no impacts to human health and safety are expected.

3.13.2.3 Cumulative Impacts

No cumulative impacts would occur because of implementation of the Proposed Action or the No Action Alternative. The construction of the roadway would not substantially increase the demand for police, fire, and emergency services or affect the protection of the children.

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4.0 Findings and Conclusions

Based on the analysis in this EA, CEI concludes that neither of the alternatives considered – the Proposed Action and the No Action Alternative – would constitute a major federal action with significant impact to the environment nor to public health and safety. It is recommended that a FNSI be issued to complete the NEPA process. A summary of the potential impacts and mitigation measures aimed at limiting adverse impacts associated with theproposed action is provided in Table 4-1 below.

Table 4-1. Summary of Potential Impacts and Measures to Minimize Impacts for the Proposed Action (Preferred Alternative)

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Land Use and Airspace		X		The construction of the proposed roadway would change the land use to a developed and maintained road. The intended use as a roadway is consistent with the current county zoning and compatible surrounding land uses.	None required.
Topography, Geology, and Soils		X		The Proposed Action would result in soil disturbance and soil compaction during construction of the roadway and related infrastructure. The roadway would not be expected to have significant impacts to soils offsite as all activities would occur within the 60-ft easement and access is readily available to the north and south utilizing existing roadways and paved lots.	BMPs will be implemented to minimize impacts to the soil by controlling runoff, erosion, and sedimentation by utilizing geotextiles, land grading, and silt fencing during construction.
Hydrology and Water		X		The implementation of the Proposed Action would not result in significant impacts to water resources as there are no natural water features or wetlands within the Site. The property is within the 100-year floodplain and is designated as Zone A2 but the previous construction of the existing CHS facility and the TEMF addition incorporated appropriate floodplain mitigation measures to ensure that there are no additional impacts to the floodway or local drainage flow. No jurisdictional wetlands or potential wetlands occur on or adjacent to Site. Additionally, there are no groundwater wells or national wild or scenic rivers within the immediate vicinity of the Site.	Since proper floodplain mitigation measures have already been taken, no additional impacts will occur to the floodway or local drainage flow. Additionally, a 2% slope from the centerline of the roadway is incorporated into the design as well as drainage ditches for stormwater runoff on either side of the roadway. BMPs will be utilized during construction to prevent any runoff.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Biological		X		The Proposed Action would result in less than significant impacts to wildlife and habitats. No critical habitats were identified for the listed species in the vicinity of the project. No suitable habitats were identified during the site visit that would support federally and state listed protected species.	None required.
Cultural			X	Implementation of the Proposed Action would not result in impacts to cultural resources since there are no known archaeological sites on the Property. The 2013 cultural resource survey and findings from PAR Environmental Services, the 2020 Section 106 and SHPO concurrence and 2021 tribal responses all determined that no archaeological sites, historic properties, or tribal sites within the property will be affected. Additionally, the CEI Desktop Assessment resulted in a finding that the project has no potential to affect cultural resources and therefore has no regulatory requirement to undertake tribal consultation.	In the unlikely event that archaeological deposits or features are encountered during construction, work should cease in the immediate vicinity of those remains and the Archaeology Division of the THC, as well as the Alabama-Coushatta Tribe of Texas and the Tonkawa Tribe of Oklahoma, will be contacted for further consultation.
Air Quality and Climate Change		X		The Proposed Action would result in minor, temporary, and localized impacts to air quality from construction activities. Construction activities would create exhaust emissions and generate dust from site work. Mobile source emissions would only affect the area temporarily during construction of the roadway. No long-term impacts to overall air quality are anticipated, as there would be no increase in daily traffic due to the shutdown of the current roadway. The proposed roadway will serve as a replacement for the current roadway, no increase in GHGs or effects on climate change in the future are expected. Impacts may be lessened as municipal employees would no longer have to wait for railroad crossings prior to entering the Public Works Yard.	Best management practices will be implemented during construction including water down the construction areas to limit dust, minimize running times for fuel-burning equipment, and properly maintaining engines for construction equipment to avoid unnecessary emissions.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Noise		X		Implementation of the Proposed Action would result in minor, short-term, less than significant, direct impacts during construction activities at the Site. Noise levels during the construction of the roadway would not exceed 85 dba within 50 feet. Since the nearest residences are ~700ft or more, noise levels would have no increase. Impacts from the operation of the roadway would have no measurable increases in the surrounding area noise levels as vehicular traffic capacity will not increase but only be re-routed. Implementation of the Proposed Action is anticipated to have no significant noise impact on the environment.	None required.
Visual		X		The Proposed Action will have minor, less than significant impacts on visual resources of the area, as it is already within an industrial zone. Residences and viewers traveling along the three main roadways would see the proposed roadway alongside adjacent properties that are similar in land used and consistent with the zoning. Additionally, the final design of lighting will not impact area residents by any increase in light pollution as there is already a significant amount within the area.	None required.
Socioeconomics		X		Since the minority population and poverty rates in the area are both higher than the county average, there would be no disproportionate adverse impacts on these populations from the Proposed Action and it would have less than significant impacts to socioeconomics. The Proposed Action would not cause any decreases in jobs, nor would it cause any disproportionally high or adverse human health or environmental impacts on these populations. No socioeconomic impacts or effects are expected on environmental justice or the protection of children.	None required.

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
Transportation		X		The Proposed Action would result in minor, less than significant, temporary impacts to traffic during construction of the roadway from trucks and slower-moving equipment entering and leaving the Site. Due to the vicinity of the Site to already existing major roadways and highways, traffic on local streets would not be impacted. Additionally, the railway shut down of the current Public Works Compound entrance will reroute daily traffic to the proposed roadway rather than increasing it. No significant impact to the area's transportation systems is expected after the roadway is operational.	None required.
Utilities			X	Implementation of the Proposed Action would not have significant impacts on local utilities or public services. The nature of the project would not necessarily require most of these utilities other than water or electric during the construction phase. Drainage ditches are incorporated in the design of the project on either side of the roadway within the access easement and would tie into existing storm drainage.	None required.
Hazardous Materials and Wastes		X		No impacts to hazardous wastes and materials during the construction and operation of the Proposed Action are expected. No hazardous wastes, toxic substances, or contaminated sites are present on the Property, nor do any of the sites within the ASTM search radius pose a threat of contamination.	To protect adjacent properties from construction related pollution and runoff, best management practices will be put into place by the contractor prior to any work. Specifically, soil stabilization practices may include temporary seeding, permanent planting, sodding, seeding, and soil retention blankets; structural practices may include silt fence, erosion control logs, rock filter dam, and rock bedding at construction exits. If hazardous substances, wastes, petroleum odors or other indicators of potential release or potential contamination are encountered during construction on the project site, all work/activities will halt, personnel will vacate the area and the site will be

Resource Evaluated	Level of Impact Expected			Summary of PotentialImpact	Mitigation Measures
	Significant	Less Than Significant	No Impact		
					temporarily closed with temporary fencing or caution tape. The contractor will notify the City of Robstown immediately, and work will not be permitted until the situation is assessed and remedied, per TCEQ regulations.
Health and Human Safety		X		Impacts to human health and safety would be less than significant. The construction and operation of the Proposed Action would have a negligible impact on the need for emergency services. Since there are no schools, daycare facilities, or other child-occupied facility located within the immediate vicinity the Site, there would be no effect on the protection of the children.	Not required.

5.0 References

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