Green Eagle Railroad

Eagle Pass & Maverick County, Texas

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Docket No. FD 36652
Volume II: Appendices

FINAL ENVIRONMENTAL IMPACT STATEMENT

LEAD AGENCY
Surface Transportation Board
Office of Environmental Analysis

COOPERATING AGENCY
United States Coast Guard

Decision ID No. 52673

APPLICANT
Green Eagle Railroad, LLC

VOLUME II

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Appendix A
Agency and Tribal Consultation

Appendix A summarizes agency and tribal consultation the Surface Transportation Board (Board)'s Office of Environmental Analysis (OEA) conducted during the development of ~~this Draft~~the Environmental Impact Statement (EIS). Consultation correspondence, including responses from agencies or tribes, is provided in the following attachments (for letters that OEA sent to multiple agencies or tribes, only an example is provided):

- Attachment 1: Agency Consultation
- Attachment 2: Tribal Consultation
- Attachment 3: Section 106 of the National Historic Preservation Act (NHPA) Consultation
- Attachment 4: Draft EIS Notification to Agencies and Tribes

A.1 Agency Consultation

A.1.1 Preliminary Consultation

OEA conducted preliminary consultation with federal, state, and local agencies in December 2023 to help determine whether to prepare an environmental assessment or an EIS. OEA sent letters (by U.S mail or email) to the federal, state, and local agencies listed in **Table A-1**.

Table A-1. Agencies That Were Sent Preliminary Consultation Letters

Agencies with Potential NEPA Action	
Federal Highway Administration (FHWA), Texas Division	U.S. Coast Guard (USCG)
General Services Administration (GSA)	U.S. Customs and Border Protection (CBP)
International Boundary and Water Commission (IBWC)	U.S. State Department
U.S. Army Corps of Engineers (USACE)	Texas Department of Transportation (TxDOT)
Other Federal Agencies	
Bureau of Indian Affairs (BIA), Southern Plains Region	National Oceanic and Atmospheric Administration (NOAA)
Environmental Protection Agency (EPA), Region 6	U.S. Department of Housing and Urban Development (HUD), San Antonio Field Office
Federal Emergency Management Agency (FEMA), Region 6	U.S. Fish and Wildlife Service (USFWS), Section 7 Consultations (Austin, TX)
State Agencies	
Railroad Commission of Texas	Texas General Land Office (GLO)

Texas Commission on Environmental Quality (TCEQ)	Texas Historical Commission (THC)
Texas Parks and Wildlife Department (TPWD)	
Local Agencies	
City of Eagle Pass Bridge General Manager	City of Eagle Pass Public Works Department
City of Eagle Pass Engineering	Maverick County Planning Department, Office of Floodplain Administrator
City of Eagle Pass Planning and Zoning Commission	Maverick County Planning Department, Office of Planning Director
City of Eagle Pass City Engineer and Floodplain Administrator	Maverick County Sheriff's Department
City of Eagle Pass Police Department	

The letters briefly described the proposed action and solicited comments to help OEA identify the appropriate scope of environmental review. Several of the letters were further tailored to the specific role of the recipient under NEPA or other applicable regulations such as Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA; 16 U.S.C. §§1531 *et seq.*), as follows:

- OEA invited the agencies with a potential NEPA action (see **Table A-1**) to be cooperating agencies for the NEPA process.
- OEA solicited from USFWS any information they may have regarding the potential occurrence of listed species near the proposed action in addition to what OEA had previously obtained through the IPaC tool.
- OEA solicited comments on the proposed action's potential to affect historical, architectural, archaeological, or other historic properties from THC and GLO (see also *Section A.3, Section 106 Consultation*).

An example of each type of letter is included in **Attachment 1**, except for the letter to THC, which is in **Attachment 3**. The attachments also include the responses that OEA received.

The following section summarizes the responses OEA received (the response from THC is summarized in *Section A.3, Section 106 Consultation)*.

A.1.1.2 Agencies with Potential NEPA Action

- **FHWA** (email dated January 3, 2024) responded that it has no role in the proposed action because it is a privately funded project on private property.
- **IBWC** (letter dated January 3, 2024) declined to be a cooperating agency as it does not have a flood control project or own property within the project area. However, IBWC indicated that it has responsibility under the 1970 Boundary Treaty Article IV to ensure that the construction of works do not obstruct the normal flow or flood flows of the Rio Grande River. The agency's Engineering Services Division should review hydraulic models of the proposed

construction projects. Additionally, IBWC noted the need for a permit from, or coordination with, the U.S. State Department, USCG, USACE, USFWS, and THC. IBWC indicated that the proposed action is within Segment 2304 Rio Grande Below Amistad Reservoir and that TCEQ has listed this segment as impaired on the Texas 303(d) list; Seco Creek and Elm Creek are tributaries to Segment 2304 and should be included in the environmental documentation; OEA should incorporate the Council on Environmental Quality (CEQ)'s January 2023 guidance on greenhouse gas emissions and climate change as well as CEQ guidance on environmental justice; and OEA should consider potential impacts from seismic activity in the area and nearby reinjection sites from oil and gas.

- **USACE** (email dated February 9, 2024) indicated that at the time of response, the proposed action appeared to need a Nationwide Permit 14 for Linear Transportation Projects. Given the potential impacts, USACE stated it did not need to be a cooperating agency. USACE provided detailed guidance on the wetland delineation process applicable to the proposed action. USACE also noted the need to consider threatened and endangered species and provided contact information for coordination with respect to Section 106.
- **USCG** (letter dated January 10, 2024) responded that the proposed action would require a bridge permit from the agency and requested to be a cooperating agency.
- **CBP** (email dated January 19, 2024) recommended that OEA prepare an EIS for the proposed action given its size and complexity, and the crossings over the Rio Grande River. CBP noted that the proposed action would affect the agency's operations.

A.1.1.3 Other Federal Agencies

- **BIA** (letter dated December 8, 2023) indicated that there are no tribal or Individual Indian trust lands in the vicinity of the proposed action.

A.1.1.4 State Agencies

- **TCEQ** (letter dated January 19, 2024) indicated that Maverick County is designated in attainment/unclassifiable for the National Ambient Air Quality Standards (NAAQS) for all six criteria air pollutants; therefore, Clean Air Act general conformity requirements do not apply. TCEQ recommended that the environmental assessment address actions to prevent surface and groundwater contamination. TCEQ also specified that the management of industrial and hazardous waste at the site, including waste treatment, processing, storage and/or disposal, is subject to state and federal regulations; construction and demolition waste must be sent for recycling or disposal at a facility authorized by the TCEQ; and special waste authorization may be required for the disposal of asbestos-containing material.
- **GLO** (letter dated December 14, 2023) stated that based on the information provided, the agency will not have any environmental issues or land use constraints. The agency reserved the right to review project materials before approving any easements. GLO noted that the State owns the bed of the Rio Grande from the left gradient boundary bank to the international boundary line; therefore, crossings would require an easement. GLO also requested that it be contacted once a final route has been determined so the agency can assess whether the proposed action would cross any additional stream beds or Permanent School Fund land that would require an easement.
- **TPWD** (letter dated January 8, 2024) provided several recommendations, including considering sediment control fence to control erosion and prevent wildlife from accessing

construction zones; minimizing trenches left open during construction; adopting several listed soil stabilization and revegetation methods; translocating rare species encountered during construction and reporting such encounters; and adopting measures to minimize light pollution that could affect wildlife. TPWD also made several recommendations on how to address impacts on vegetation and wildlife habitat; on measures to comply with federal regulations such as the Clean Water Act, Migratory Bird Treaty Act, and Endangered Species Act; and on measures to comply with State regulations pertaining to wildlife and vegetation, including the Species of Greatest Conservation Need listed in the letter.

A.1.1.5 Local Agencies

- The City of Eagle Pass Bridge General Manager; Chief of Police; City Engineer; Chairman of the Planning and Zoning Commission; and Public Works Director sent the same letter, which was also sent by the Mayor of Eagle Pass (dated January 5, 2024). The letter stated that there is currently no congestion at the Eagle Pass border crossing; the proposed action would have profound negative influence on population, growth, urbanization, industrial expansion, resource exploitation, and new and expanding technologies as well as negatively impact environmental quality; the proposed action would not assure a safe, healthful, productive, and aesthetically and culturally pleasing surrounding for all Americans; the proposed action would be detrimental to regional and local transportation systems and patterns; the proposed action would impede on prime agricultural land; the proposed action would cause significant increases in noise levels; the proposed action would have a detrimental effect on public health with respect to water pollution, air pollution, flooding, and public safety; and the proposed action would have significant detrimental financial impacts on Eagle Pass, requiring cutbacks in public services including firefighting and emergency medical services to all of Maverick County residents, including the Kickapoo Traditional Tribe of Texas.

A.1.2 Scoping Period

On March 29, 2024, OEA sent scoping letters (by U.S. mail or email) to the federal, state, and local agencies listed in **Table A-2**. The letters (example included in **Attachment 1**) announced the Board's intent to prepare an EIS and solicited comments. The scoping letters also provided information on the upcoming public scoping meetings. In addition, OEA separately reached out by email to USCG, IBWC, CBP, and GSA with a copy of the Notice of Intent (example included in **Attachment 1**).

The attachment also includes the responses that OEA received. The responses are summarized below.

- **USCG** (email dated April 16, 2024) provided a list of environmental laws and regulations that the EIS should address to satisfy USCG's requirements.
- **EPA** (letter dated April 29, 2024) recommended that the EIS:
  - Provide a detailed discussion of ambient air conditions (baseline or existing conditions); NAAQS and non-NAAQS pollutants; criteria pollutant nonattainment areas; hazardous air pollutants; and potential air quality impacts. EPA stated that the discussion should address potential construction, maintenance, and operational activities, and that a construction emissions mitigation plan should be included in the EIS. EPA specified that the EIS should identify all emission sources by pollutant from mobile sources (on and

off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. EPA also suggested that this information be used to identify appropriate mitigation measures.

- Discuss compliance with sections 402 and 303(d) of the Clean Water Act, including specific segments of the Rio Grande River near the project area that are impaired (if any).
- Address the need for a plan to revegetate areas cleared for construction. EPA stated that construction, operation, and maintenance activities would cause increased sedimentation and turbidity, which can affect threatened and endangered species in the area, and that best management practices should be implemented to reduce those risks. Furthermore, EPA recommended revegetation plans for disturbed areas and clarification on oil, fuel, and solid waste management spill and leak protocols.
- Analyze impacts from the generation and disposal of solid and hazardous waste.

Table A-2. Agencies That Were Sent Scoping Letters

Federal	
Bureau of Indian Affairs, Southern Plains Region	National Oceanic and Atmospheric Administration
Environmental Protection Agency, Region 6	U.S. Department of Housing and Urban Development, San Antonio Field Office
Federal Emergency Management Agency, Region 6	U.S. Fish and Wildlife Service, Section 7 Consultations (Austin, TX)
Federal Highway Administration, Texas Division	
State	
Railroad Commission of Texas	Texas General Land Office
Texas Commission on Environmental Quality	Texas Historical Commission
Texas Department of Transportation	Texas Parks and Wildlife Department
Local	
City of Eagle Pass Bridge System Department	City of Eagle Pass Public Works Department
City of Eagle Pass Engineering	Maverick County Planning Department, Office of Floodplain Administrator
City of Eagle Pass Planning and Zoning Commission	Maverick County Planning Department, Office of Planning Director
City of Eagle Pass Police Department	Maverick County Sheriff's Department

A.2 Tribal Consultation

A.2.1 Government-to-Government Consultation

OEA consulted with tribes pursuant to the NHPA, NEPA, and Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*. Consultation under Section 106 of the NHPA is discussed in *Section A.3, Section 106 Consultation*. EO 13175 requires that federal agencies conduct government-to-government consultations with federally recognized Indian tribes in

the development of federal policies (including regulations, legislative comments or proposed legislation, and other policy statements or actions) that have tribal implications.

This section contains a record of written consultation from OEA to federally recognized tribes. In December 2023, OEA sent letters to the leaders of seven tribes that OEA identified as having a potential interest in the proposed action:

- Apache Tribe of Oklahoma
- Comanche Nation, Oklahoma
- Kickapoo Traditional Tribe of Texas
- Kickapoo Tribe of Oklahoma
- Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Tonkawa Tribe of Indians of Oklahoma
- Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma

A sample letter is included in **Attachment 2**. The letters included a form to identify points of contact and indicate a preference for participation in the government-to-government consultation process. No tribes responded to this letter or requested government-to-government consultation.

On March 29, 2024, OEA sent the same seven tribes a scoping letter (see also *Section A.1.2, Scoping Period*), with copy to the respective tribes' Tribal Historic Preservation Officers (THPOs). A sample letter is in **Attachment 2**. OEA received no responses to these letters.

Section 106 correspondence with the tribes' THPOs is documented in the next section.

A.3 Section 106 Consultation

The NHPA Section 106 regulations at 36 C.F.R. Part 800 require federal agencies to consider the effects of their undertakings on historic properties listed or eligible for listing in the National Register of Historic Places prior to licensing or providing funds for a project. In considering project effects, federal agencies are required to consult with project applicants, State Historic Preservation Officers (SHPOs), THPOs, tribes, and other Section 106 Consulting Parties. Federal agencies must also make their findings available to the public and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

A.3.1 Initiation of Consultation

The December 11, 2023, preliminary scoping letter OEA sent to THC, which is the SHPO for Texas, in addition to requesting comments on the proposed action's potential to affect historical, architectural, archaeological resources (see *Section A.1.1, Preliminary Consultation* above) stated OEA's intent to initiate Section 106 consultation with the agency.

By email dated January 16, 2024, THC responded that the proposed action would require an archeological survey. THC noted that the agency has no historic resources survey information for aboveground resources in this area of Maverick County and is aware of no previously identified aboveground historic resources in the project area. THC indicated that for linear transportation projects, the agency often recommends an Area of Potential Effect (APE) that includes all parcels

wholly or partially within a 150-foot buffer of the project footprint. OEA's letter to THC and THC's response are included in **Attachment 3**.

In December 2023, OEA also sent preliminary consultation letters to the THPOs of the seven tribes listed above to inform them of the proposed line and the associated Commercial Motor Vehicle (CMV) Facility and solicit initial comments regarding potential effects to tribal cultural resources. A sample letter is in **Attachment 3**.

Only one tribe responded. By letter dated December 11, 2023 (included in **Attachment 3**), the Kickapoo Traditional Tribe of Texas stated that it does not own land near the proposed line or the associated CMV Facility and is not aware of any tribal cultural, historical, or sacred sites that could be affected.

OEA formally initiated Section 106 consultation with THC by letter dated April 4, 2024.

A.3.2 Meetings with THC

As part of the Section 106 consultation process, OEA met with THC, the SHPO for Texas, at the following dates:

- **April 26, 2024.** At this meeting, OEA presented an overview of the undertaking (the proposed line and the associated CMV Facility); draft Areas of Potential Effects (APEs) for archaeological resources and aboveground historic resources, respectively; and an overview of the proposed methodology to conduct archaeological and architectural surveys.
- **August 30, 2024.** At this meeting, OEA presented an overview of the archaeological and aboveground historic surveys, as well as a preliminary list of Section 106 consulting parties.

A.3.3 Section 106 Consulting Parties

On January 3, 2025, OEA invited the agencies, tribes, organizations, and persons listed in **Table A-3** to participate in the Section 106 process as consulting parties. An example of the invitation letter is included in **Attachment 3**. In addition to inviting the recipients to be consulting parties, the letter indicated that the reports documenting the Phase I Historic Resources Survey and the Phase I Archaeological Resources Survey prepared by OEA were available upon request. **Table A-3** also shows the responses received by OEA.

Table A-3. Agencies, Tribes, and Organizations Invited to be Section 106 Consulting Parties

Agency, Tribes, or Organization	Response
U.S. Coast Guard	None
U.S. Army Corps of Engineers	None
International Boundary and Water Commission	None
City of Eagle Pass	None
Maverick County	None
Apache Tribe of Oklahoma	None
Comanche Nation, Oklahoma	None
Kickapoo Tribe of Oklahoma	None
Kickapoo Traditional Tribe of Texas	None

Agency, Tribes, or Organization	Response
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	None
Tonkawa Tribe of Indians of Oklahoma	None
Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma	None
Pacuache Indian Nation of Texas	Accepted to be a Consulting Party; did not request copies of the survey reports (see **Attachment 3**).
Green Eagle, LLC	None

A.3.4 Submissions and Concurrence

On January 10, 2025, OEA submitted to THC, as the Texas SHPO, the following reports for review and concurrence:

- Phase I Archaeological Resources Survey for the Green Eagle Railroad Project, Maverick County, Texas.
- Phase I Historic Resources Survey for the Green Eagle Railroad Project, Maverick County, Texas.

On January 31, 2025, THC concurred with the findings documented in the reports, as follows:

> *The THC History Programs Division, led by Justin Kockritz, concurs with the findings of the Phase I Historic Resources Survey that all of the surveyed properties within the project's Area of Potential Effect are not eligible for listing in the National Register of Historic Places and therefore that there are no historic properties affected by the project as proposed. Regarding archeology, please specify in the final report whether site revisit forms were filed at TARL. The THC concurs that the portions of sites 41MV107, 41MV108, 41MV203, and 41MV277 that are within the APE are not eligible for listing on the NRHP or for designation as an SAL. The THC also concurs that further consultation is necessary when project design plans are finalized, and the specific areas of deeper impacts are known, the Surface Transportation Board's Office of Environmental Analysis will develop a plan to investigate deeply buried archaeological deposits through mechanically assisted excavation in coordination with the THC.*

THC's full response is included in **Attachment 3**.

A.4 Section 7 Consultation

Section 7 of the ESA requires federal agencies to ensure that actions they undertake, authorize, or fund are not likely to jeopardize threatened or endangered species or adversely modify designated critical habitat of listed species. To satisfy this requirement, Section 7 requires agencies to consult with USFWS or the National Oceanic and Atmospheric Administration (NOAA) when their proposed actions may affect listed species or critical habitat.

As noted above, OEA sent USFWS and NOAA preliminary scoping letters in December 2023 and scoping letters in March 2024. OEA received no responses to these letters. OEA did not consult further with NOAA because none of the protected marine species or critical habitats under the jurisdiction of NOAA has any potential to be affected by the proposed line and the associated CMV Facility. OEA obtained and reviewed an Official Species List from USFWS's online Information for Planning and Consultation (IPaC) system to identify any protected species or critical habitat under the jurisdiction of USFWS that the proposed line and the associated CMV Facility could affect. These species are identified in *Chapter 3, Section 3.10, Biological Resources*, and **Appendix K** of the Draft EIS.

During the preparation of the Draft EIS, OEA conducted informal consultation with USFWS through several meetings:

- **April 4, 2024**. At this meeting, OEA and USFWS discussed the potentially affected species; factors to consider when evaluating impacts; and data needs.
- **November 14, 2024**. At this meeting OEA and USFWS discussed the mussel survey OEA conducted in September 2024 and potential effects to protected mussels. Following this meeting, OEA initiated the preparation of a Biological Assessment (BA).
- **February 5, 2025**. At this meeting, OEA and USFWS discussed a preliminary draft of the BA that OEA had submitted to USFWS on January 23, 2025, for informal review.

Following the February 5, 2025, meeting, OEA completed the BA and submitted it to USFWS for review. The BA ~~is~~was included in the Draft EIS as **Appendix K**. ~~Consultation~~

On March 18, 2025, USFWS provided comments on the version of the BA included in the Draft EIS. OEA met with USFWS on April 1, 2025, to review and discuss these comments. On April 21, 2025, OEA notified USFWS by email that, based on the findings of the BA and USFWS's feedback, OEA would move forward with informal consultation.

On May 7, 2025, OEA submitted to USFWS an updated BA addressing the comments received on March 18, 2025. By letter dated June 16, 2025, USFWS concurred with the effect determinations made in the BA and with the conservation, minimization, and mitigative measures the BA identified. In the letter, USFWS stated that no further endangered species consultation is required unless the proposed action is ~~ongoing.~~subsequently modified in a manner that causes an effect on a listed species or designated critical habitat; new information reveals the proposed action may affect federally listed species or designated critical habitat in a manner or to an extent not previously considered; or a new species is listed or a critical habitat is designated under the ESA that may be affected by the proposed action. The June 16, 2025, letter is in **Appendix K** of the EIS.

A.5 Distribution of the Draft EIS

OEA notified the agencies listed in **Table A-4** of the availability of the Draft EIS, along with information on the scheduled public meetings and how to submit comments. OEA similarly notified the seven Native American tribes listed in *Section A.2, Tribal Consultation*. An example of the Draft EIS email notification sent to agencies and tribes is included in **Attachment 4**.

Table A-4. Agencies That Were Notified of the Draft EIS Release

Federal Agencies	
Federal Highway Administration, Texas Division	U.S. Coast Guard
General Services Administration	U.S. Customs and Border Protection
International Boundary and Water Commission	U.S. State Department
U.S. Army Corps of Engineers	National Oceanic and Atmospheric Administration
Bureau of Indian Affairs, Southern Plains Region	U.S. Department of Housing and Urban Development, San Antonio Field Office
Environmental Protection Agency, Region 6	U.S. Fish and Wildlife Service, Section 7 Consultations (Austin, TX)
Federal Emergency Management Agency, Region 6	
State Agencies	
Railroad Commission of Texas	Texas General Land Office
Texas Commission on Environmental Quality	Texas Historical Commission
Texas Department of Transportation	Texas Parks and Wildlife Department
Local Agencies	
City of Eagle Pass Bridge General Manager	City of Eagle Pass Public Works Department
City of Eagle Pass Engineering	Maverick County Planning Department, Office of Floodplain Administrator
City of Eagle Pass Planning and Zoning Commission	Maverick County Planning Department, Office of Planning Director
City of Eagle Pass City Engineer and Floodplain Administrator	Maverick County Sheriff's Department
City of Eagle Pass Police Department	Eagle Pass Housing Authority

OEA originally provided a 45-day comment period for the Draft EIS, with comments due on or before May 5, 2025. On May 20, 2025, OEA extended the comment period to June 2, 2025. The same agencies and tribes that were notified of the release of the Draft EIS were notified of the extension.

A.6 Distribution of the Final EIS

OEA notified the agencies listed in **Table A-4** of the issuance of the Final EIS. OEA similarly notified the seven Native American tribes listed in *Section A.2, Tribal Consultation*.

ATTACHMENT 1
Agency Consultation

Preliminary Consultation Letter to Federal Agencies with Potential NEPA Actions (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Ronald Johnsen
U.S. Coast Guard
Office of Environmental Management
2703 Martin Luther King Ave SE, Stop 7501
Washington, DC 20593-7103

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Ronald Johnsen:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental and historic review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA) and Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, (NHPA). Pursuant to NEPA, NHPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project. OEA is currently gathering information about the project and is requesting your input to assist us in determining the appropriate scope and level of the environmental review.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Request for Comments/Involvement

OEA would like to hear from your agency about whether this project would require permitting from your agency or whether your agency has any other requirements or concerns about the project. Because your agency may have to conduct a NEPA review of certain aspects of this project, OEA welcomes input on whether your agency might be interested in participating as a cooperating agency in OEA's NEPA review. OEA intends to reach out to potential cooperating agencies in the coming weeks to further discuss this project.

Please submit your response within 30 days so that OEA may begin the process of identifying the appropriate scope of the environmental review for the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send your written comments to Andrea Poole, OEA's Project Manager for this case, by mail to:

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

We look forward to hearing from your agency. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosures:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

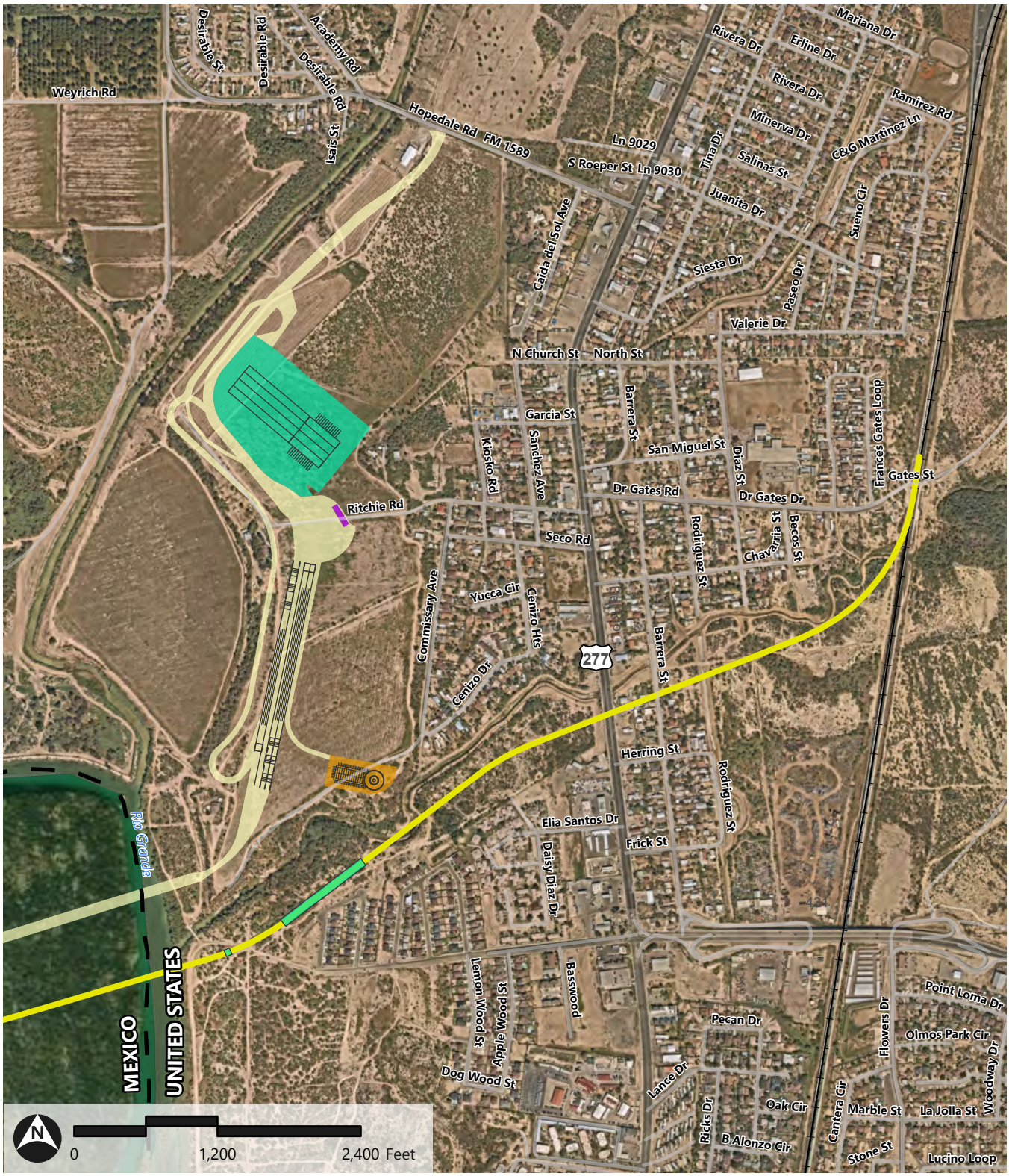
Figure 1: Project Overview

Border Crossing Location

Puerto Verde Holdings (PVH) Proposed International Commercial Transportation Corridor

Source: ArcGIS Online, NearMap

Figure 2: Project Overview - Maverick County, Texas



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Proposed Rail Line
Proposed Inspection Facility
US/MexicoCountry Boundary
Existing Union Pacific Railroad
Proposed Roadway
Proposed Inspection Facility
Proposed Operations Tower
Hazardous Materials Drip Pit

Source: ArcGIS Online, NearMap

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Attachment 2: Initial Agency and Tribal Distribution List

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

The below table lists all Federal and State elected officials; Federal, State and local agencies; and Tribal Nations contacted by the Office of Environmental Analysis (OEA) in connection with the above referenced Docket No. FD 36652.

Federal and State Elected Officials
- United States Senator John Cornyn
- United States Senator Ted Cruz
- United States Congressman Tony Gonzales
- State Representative Eddie Morales
- State Senator Roland Gutierrez
- Texas Governor Greg Abbott
- Ramsey English Cantú, County Judge, Maverick County, Texas
- Roberto Ruiz, County Commissioner, Maverick County, Texas
- Rolando Salinas Jr., Mayor, City of Eagle Pass, Texas

Federal
- Robert Houston, Staff Director, Communities, Tribes and Environmental Assessment, EPA - Region 6
- Christina Williams, Division Supervisor – USFWS Section 7 Consultations
- Arnold "Rob" Newman, Deputy District Engineer, Programs and Project Management, USACE – Fort Worth Regulatory District
- Tony Robinson, Regional Administrator, FEMA - Region 6
- Charlie Hart, Southern Border Executive, GSA – Greater Southwest Region 7
- Zuleika K. Morales-Romero, Field Office Director, US HUD – San Antonio Field Office
- Tom Bruechert, Texas Environmental Program Manager, FHWA – Texas Division
- Hilary Qualm, US Department of State – Mexico Desk Border Affairs Team
- Joel Saldivar, Realty Specialist, IBWC
- John Claudio, Realty Chief, IBWC
- Juliana Blackwell, Director, NOAA - National Geodetic Survey
- Terry Bruner, Deputy Regional Director – Indian Services, BIA – Southern Plains Region
- Ron Johnsen, US Coast Guard – Office of Environmental Management

- John Petrilla, Environmental Protection Specialist, US Customs and Border Protection

State

- Roberto Rodriguez, Supervising Engineer, Texas Department of Transportation - Laredo District Planning & Development
- Mark S. Wolfe, SHPO, Texas Historical Commission
- David Veale, District Leader, Texas Parks and Wildlife Department
- Steven Schar, Acting Deputy Executive Director/Chief of Staff, Texas Commission on Environmental Quality
- Christi Craddick, Chairman, The Railroad Commission of Texas
- Mark Lamber, Deputy Director of Archives and Records, Texas General Land Office
- Mark Havens, Chief Clerk, Texas General Land Office

County

- Monica Cruz, Planning Directory, Maverick County, Texas – Planning Department
- Rex McBeath, Floodplain Administrator, Maverick County, Texas – Planning Department
- Tom Schmerber, Sheriff, Maverick County Sheriff

Local

- Federico Garza, Chief of Police, City of Eagle Pass
- Homero Balderas, Bridge General Manager, City of Eagle Pass, Texas
- Luis Velez, Chairman of the Planning and Zoning Commission, City of Eagle Pass, Texas
- Daniel Ibarra, Public Works Director, City of Eagle Pass – Public Works Department
- Danny MaGee, City Engineer & Floodplain Engineer, City of Eagle Pass - Engineering

Tribal

- Durell Cooper, Chairman, Apache Tribe of Oklahoma
- Bobby Komardley, Chairman, Apache Tribe of Oklahoma
- Mark Woommavovah, Chairman, Comanche Nation, Oklahoma
- Martina Minthorn, THPO, Comanche Nation, Oklahoma
- Juan Garza, Chairman, Kickapoo Traditional Tribe of Texas
- Hector Gonzalez, THPO, Kickapoo Traditional Tribe of Texas
- Darwin Kaskaske, Chairman, Kickapoo Tribe of Oklahoma
- Kent Collier, NAGPRA, Kickapoo Tribe of Oklahoma
- Holly Houghten, THPO, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Eddie Martinez, President, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Russell Martin, President, Tonkawa Tribe of Indians of Oklahoma
- Lauren Norman-Brown, THPO, Tonkawa Tribe of Indians of Oklahoma
- Terri Parton, President, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma
- Gary McAdams, THPO, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma

Preliminary Consultation Letter to U.S. Fish and Wildlife

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Christina Williams
Division Supervisor
U.S. Fish and Wildlife Service
1505 Ferguson Land
Austin, TX 78754

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Christina Williams:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA). Pursuant to NEPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project. OEA is beginning the process of gathering information on the project area and project-related issues and concerns. We are writing to you to ask you for information on any environmental resources that the proposed project may affect and request your comments.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Initiation of Consultation with the U.S. Fish and Wildlife Service (USFWS)

The Board must evaluate the potential impacts of the proposed project on federally listed threatened and endangered species, in accordance with Section 7 of the Endangered Species Act, 16 U.S.C. 1536, the Section 7 implementing regulations at 50 C.F.R. Part 402, and the Board's environmental regulations at 49 C.F.R. Part 1105. OEA developed a preliminary list of federally listed species that occur or potentially occur in the project area using the USFWS's Information for Planning and Consultation (IPaC). The preliminary species list includes three Proposed Endangered species - tricolored bat, Mexican fawnsfoot, salina mucket - and one Candidate species (monarch butterfly). The species list also included the Threatened piping plover and rufa red knot, but according to IPaC, these two species are to be considered only for wind related projects. OEA will submit an official request for species list through IPaC, but would appreciate any additional information your agency may have on federally listed species in the project area. OEA also plans to submit a species record request to the Texas Natural Diversity Database to determine if there are any site-specific or site vicinity agency records for any of the federally listed species on the IPaC list.

Request for Comments

OEA requests your comments on the potential impacts of the proposed project. Please submit your response within 30 days so that we may begin the process of identifying the potential impacts of the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send your written comments to Andrea Poole, OEA's Project Manager for this environmental case, by mail to:

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

We look forward to hearing from your agency. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosures:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

Preliminary Consultation Letter to Texas General Land Office

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 11, 2023

Mark Lambert
Deputy Director of Archives and Records
Texas General Land Office
P.O. Box 12873, Room 131A
Austin, TX 78711

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Mark Lambert:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA). Pursuant to NEPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is beginning the process of gathering information on the project area and project-related issues and concerns. As part of the process, the Board must evaluate the potential impacts of the proposed project on historic properties, in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108 (NHPA), the Section 106 implementing regulations at 36 C.F.R. Part 800, and the Board's environmental regulations at 49 C.F.R. Part 1105. As part of the NEPA and Section 106 processes, OEA is requesting your initial comments regarding the potential for the proposed project to affect historical, architectural, archaeological, or other historic properties that may be in the project area.

Project Background

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in

Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Request for Comments

OEA requests that you provide information regarding the potential effects of the proposed project. Please submit your response within 30 days so that we may begin the process of identifying historic resources and start to evaluate the potential impacts of the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send written comments to Andrea Poole, OEA's Project Manager for this environmental case, by mail to:

Andrea Poole
Surface Transportation Board, OEA
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

We look forward to hearing from your agency. If you have any questions or would like to arrange a call or meeting, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

Preliminary Consultation Letter to Other Agencies (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Tony Robinson
Regional Administrator, Region 6
Federal Emergency Management Agency
FRC 800 North Loop 288
Denton, TX 76209

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Tony Robinson:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA) and Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, (NHPA). Pursuant to NEPA, NHPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project. OEA is currently gathering information about the project and is requesting your input to assist us in determining the appropriate scope and level of the environmental review.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Request for Comments

OEA requests your agency's comments on the potential impacts of the proposed project. Please submit your response within 30 days so that OEA may begin the process of identifying the appropriate scope of the environmental review for the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send your written comments to Andrea Poole, OEA's Project Manager for this case, by mail to:

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW

Washington, DC 20423

We look forward to hearing from your agency. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosures:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

Agency Responses to Preliminary Consultation Letters

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: (dpb)
Phone: (504) 671-2128
Fax: (504) 671-2133
D8DPBALL@uscg.mil

16530
January 10, 2024

Surface Transportation Board
Attn: Andrea Poole
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

Dear Ms. Poole,

Thank you for your letter dated December 7, 2023 providing information on the construction and operation of a new railroad bridge across the Rio Grande River near El Paso, Maverick County, Texas. Building an international railroad and commercial road bridge that connects the United States and Mexico at this location will require a Coast Guard bridge permit. We request to be made a cooperating agency for the project.

Coast Guard bridge permitting requirements are contained in the Coast Guard Bridge Permit Application Guide which can be found at the following website. I also emailed you a copy of this guide today. https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/.

Please call me if you need further information or would like to discuss.

Sincerely,

Doug Blakemore

Doug Blakemore
Bridge Administration Branch Chief
U.S. Coast Guard
By direction of the District Commander

INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO

OFFICE OF THE COMMISSIONER
UNITED STATES SECTION

January 3, 2024

Andrea Poole
Surface Transportation Board, Office of Environmental Analysis
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

Dear Ms. Poole:

The United States Section, International Boundary and Water Commission (USIBWC) is in receipt of the Surface Transportation Board (Board)'s December 7, 2023 letter requesting preliminary consultation on Docket No. FD 36652, Green Eagle Railroad in Maverick County, Texas, north of Eagle Pass. USIBWC provides the following comments on this public scoping request in accordance with the National Environmental Policy Act (NEPA).

Green Eagle Railroad, LLC (GER), owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a new bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line. The bridge is being proposed to be called the Puerto Verde Global Trade Bridge. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each. As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased, ownership of the facilities would be transferred to the General Services Administration, or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118.

The Board's letter noted the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental compliance documentation, including for NEPA and cultural resources laws. The letter also requests input on whether the USIBWC is interested in participating as a cooperating agency in OEA's NEPA review. The USIBWC commits to reviewing the Draft NEPA documents, but USIBWC declines to be a cooperating agency, as the USIBWC does not have a flood control project nor own property within the project area. However, the USIBWC does have authority for the bed and bank of the international stretch of river under the 1944 Water Treaty, as well as responsibility under the 1970 Boundary Treaty Article IV to ensure that the construction of works do not obstruct the normal flow or flood flows of the Rio Grande. Please see https://www.ibwc.gov/resources-info for information on work within the Rio Grande floodplain. USIBWC Engineering Services Division should review hydraulic models of the proposed construction projects. Please coordinate with USIBWC Realty Office for review procedures and treaty authorities https://www.ibwc.gov/organization/engineering/realty/.

In addition, USIBWC notes the following should be considered in the NEPA process.

- The project will connect facilities from the United States to Mexico and will need a Presidential Permit. Please coordinate with the U.S. Department of State for border crossings https://www.state.gov/presidential-permits-for-border-crossings/. Since this is an international project, USIBWC will need to be involved in the review of the NEPA documentation and the engineering design, per the Presidential Permitting process, to ensure the project meets U.S. and Mexican requirements. USIBWC notes that Docket FD-36652 contains an application for a Presidential Permit dated October 2023, submitted to the U.S. Department of State.
- For bridge supports in the river channel, the proponent will need permits from the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard (USCG) under the Clean Water Act Section 401/404 and Rivers and Harbors Act Sections 9 and 10.
- The proposed action is within Segment 2304 Rio Grande Below Amistad Reservoir, and the Texas Commission on Environmental Quality (TCEQ) has listed Segment 2304 as impaired for bacteria on the Texas 303(d) list. Additionally, the segment has concerns for ambient toxicity in water and ammonia in water. NEPA documentation should review potential impacts on Rio Grande water quality from the construction and long-term operation of the facilities and comply with Texas Surface Water Quality Standards.
- Proposed facilities are adjacent to or cross Rio Grande tributaries, including Seco Creek and Elm Creek. As contributing tributaries to Segment 2304, the tributaries should be included in the environmental documentation for water quality, wetlands, and permitting.
- The proponent will need to coordinate with the U.S. Fish and Wildlife Service (USFWS) for Endangered Species Act compliance; for example, this stretch of the Rio Grande has proposed Critical Habitat designation for the endangered Texas Hornshell.
- Texas Historical Commission (THC) should be consulted for cultural resources in this area and archeological survey.
- NEPA documentation should incorporate Council on Environmental Quality's (CEQ) January 2023 guidance on consideration of greenhouse gas emissions and climate change from the construction and operation of the facilities. Additionally, CEQ has guidance on Environmental Justice under NEPA which should be considered for potential impacts on nearby communities of Seco Mines and Fabrica.
- NEPA documents and engineering design for bridge supports should consider potential impacts from seismic activity in the area and nearby reinjection sites from oil and gas.

Please continue to keep USIBWC on the distribution list for this project. Contact Ms. Elizabeth Verdecchia, Natural Resources Specialist, Environmental Management Division, at (915) 832-4701 for any questions or comments.

Sincerely,

Gilbert G. Anaya, Ph.D.
Division Chief
Environmental Management Division

From: Bruechert, Tom (FHWA)
Sent: Wednesday, January 3, 2024 10:33 AM
To: Poole, Andrea <andrea.poole@stb.gov>
Cc: Leary, Michael (FHWA); Bales, Genevieve (FHWA)
; Lastrape, Krystal (FHWA)
Subject: RE: Puerto Verde Global Trade Bridge Project (Docket No. FD 36652) - Surface Transportation Board Request for Comment

Hi Andrea-

Thanks for your voicemail message. Happy New Year!

Based on internal discussion at FHWA, we are in agreement that our role is **none;** as this is *privately* funded project on private property.
No federal-aid funds are shown nor FHWA actions noted. It also includes a RR project that is not eligible for FA (highway) funding.
As currently proposed the private road seeks to connect to a TxDOT Farm to Market road.

Our current response to OEA, that was seeking an electronic response apparently, from FHWA on our "role" = The FHWA role would be N/A.
We do not plan on responding electronically on the STB Records page. Please use this e-mail for your purposes.
From multiple previous meetings, it appears that the private project sponsor (GER/PVH) is seeking a federal partner for NEPA.
We suggested that GER/PVH set up a meeting with all potential federal partners, but received this letter instead.
Hope this helps and please let us know if you'd like to discuss any further-

Tom Bruechert
Environmental Program Manager
FHWA – Texas Division

From: LEW, DENNIS (CTR)
To: Poole, Andrea
Cc: David Johnson; DOIRON, LYNN; BROWN, MICHELLE L
Subject: [External] RE: BPAM NEPA Mailbox / Puerto Verde Global Trade Bridge Project (Docket No. FD 36652) - Surface Transportation Board Request for Comment
Date: Monday, January 22, 2024 10:09:49 AM
Attachments: image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png

You don't often get email from dennis.lew@cbp.dhs.gov. Learn why this is important

Andrea,

The Field Operations Facilities Program Management Office (FOF PMO) has traditionally provided feedback for Presidential Permit applications. At the moment, however, they are severely short staffed, and I have been asked to provide assistance. A recent reorganization has landed all the CBP environmental planning staff, including what was formerly FOF Environmental, under the umbrella organization of the Energy and Environmental PMO (EE PMO) within the Enterprise Services (ES) organization of the Office of Facilities and Assets Management (OFAM). Part of the reason for the new organizational structure was to be able to have the flexibility to be provide additional support where needed across the traditional organizational "stovepipes."

I had formerly been supporting FOF Environmental and have reviewed Presidential Permit applications as part of that support.

Let me know if you have any additional questions.

Thanks,

Dennis

Dennis J. Lew, REM (CTR)
Environmental Specialist | Environmental Section
Office of Facilities and Asset Management
U.S. Customs and Border Protection

Every Day is Earth Day
Please consider the environment before printing this ***e***mail.

IMPORTANT NOTICE: This information is the property of the Department of Homeland Security and may contain sensitive data that is confidential or proprietary. If you have received this email in error, please notify the originator immediately. Your assistance is appreciated.

-----Original Message-----
From: Dephouse, Eric J CIV USARMY CESWF (USA)
Sent: Friday, February 9, 2024 3:34 PM
To: Poole, Andrea <andrea.poole@stb.gov>
Subject: SWF-2024-00079 Green Eagle Railroad, Line of Railroad-Docket No. FD 36652: Request for Additional Information
Importance: High

Andrea:

I received your message. As you're aware, I've been assigned USACE Project Number SWF-2024-00079 Green Eagle Railroad, Line of Railroad-Docket No. FD 36652, which appears incomplete. In order for us to continue our review of this project, please address the following:

1. Based on my initial review of the project, the project appears to need a Nationwide Permit 14 for Linear Transporation Projects for the Section 10 crossing of the Rio Grande River (404 impacts might also occur within the river and at other areas of the road and railway and associated infrastructure). Given the nature of the apparent impacts, it does not appear that USACE needs to be a cooperating agency but can be a participating agency in your review. Please have an NWP 14 application prepared by a consultant with experience working with our regulatory office. The NWP 14 application form is attached, along with a consultant list and other guidance for submittals to our office.

2. Please submit a “Delineation of Wetlands, Other Special Aquatic Sites, and Other Waters” (with no references to jurisdiction) with an additional “delineation concurrence exhibit” showing the features we are not regulating removed from the exhibit. Then, a new impact exhibit should be submitted using the delineation concurrence exhibit. The final

USACE letter language will include "This concurrence does not impart any determination relative to the jurisdictional status of any water features on the site."

A qualified specialist (biologist, ecologist or other specialist qualified in delineations) who is familiar with the Great Plains Region Regional Supplement to the 1987 Corps of Engineers Wetlands Delineation Manual, the USACE Regulatory Program (33 CFR Parts 320-331), and Pre-2015 Regulatory Regime/Post-Sackett Guidance should complete the delineation and delineation concurrence request, or preliminary jurisdictional determination/approved jurisdictional determination. Please include site assessment photos and a key showing the directions in which the photos were taken. The delineation should be performed by a professional with experience performing delineations in the Fort Worth District. I have attached a presentation from EPA/USACE for the Pre-2015 Regulatory Regime/Post Sackett guidance, which starts on page 35 of the pdf.

If you want a "preliminary jurisdictional determination" or "approved jurisdictional determination", please let me know so I can provide alternative guidance.

3. Please provide delineation concurrence impact exhibits for wetlands and other waters, based on the delineation, showing permanent and/or temporary impacts (in acres for wetlands/other open waters, and acres and LF for streams). The delineation concurrence impact exhibit should show the impact details overlaid on the most recent aerial imagery possible. (This guidance would be different if you wanted a "preliminary jurisdictional determination" or "approved jurisdictional determination").

4. Please perform a threatened & endangered species assessment consisting of 1) running a USFWS IPAC report for the project site (please ensure date report is generated is on the report) and 2) discussion documenting whether any species listed as endangered or threatened under the Endangered Species Act, proposed or candidate species, as listed on the IPAC report, might be affected by, or found in the vicinity of, the USACE permit area for the proposed project. If STB is lead for T&E, and some kind of consultation is required with the USFWS, we will need to see the FWS concurrence documentation prior to issuing our NWP verification letter.

5. Please contact Arlo McKee ([REDACTED]) to determine what, if any, additional Section 106 (National Historic Preservation Act) requirements apply to this project. I need verification from Arlo that Sec 106 issues have been addressed before finalizing the permit verification document. Please have your archeologist coordinate directly with Arlo in order to assist him in completing the 106 review.

6. FYI - we will wait to render our decision (issue permit verification letter) until such time as the presidential permit is issued (state dept) - we treat this permit issuance timing similar to that of a 408 approval by our District Engineer at a USACE federal project.

Based on the responses to the items above, additional completeness items may be required to continue our review of the submittal. Please email me responses that are small (30 MB or less) with attachments in pdf format. Large responses (greater than 30 MB) can be with multiple emails & the attachments split up, or if necessary, I can provide a link to the Department of Defense FTP site we use (no physical hardcopy is needed). If you have any further questions or concerns, please feel free to contact me at [REDACTED] or [REDACTED]

Respectfully,
Eric Dephouse

_____

Eric Dephouse
Project Manager
US Army Corps of Engineers
Fort Worth District CESWF-RDE
819 Taylor Street, Room 3A37
Fort Worth, Texas 76102-0300

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Kelly Keel, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

January 19, 2024

Andrea Poole
OEA's Project Manager
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Via: **E-mail**

Re: **TCEQ NEPA Request #2024-051. CONSTRUCTION AND OPERATION OF LINE GREEN EAGLE RAILROAD, DOCKET NO. FD 36652. Maverick County.**

Dear Ms. Poole,

The Texas Commission on Environmental Quality (TCEQ) has reviewed the above-referenced project and offers the following comments:

The proposed action is located in Maverick County, which is currently designated attainment/unclassifiable for the National Ambient Air Quality Standards for all six criteria air pollutants. Federal Clean Air Act, §176(c) general conformity requirements do not apply for this action.

We recommend the environmental assessment address actions that will be taken to prevent surface and groundwater contamination.

The management of industrial and hazardous waste at the site including waste treatment, processing, storage and/or disposal is subject to state and federal regulations. Construction and Demolition waste must be sent for recycling or disposal at a facility authorized by the TCEQ. Special waste authorization may be required for the disposal of asbestos containing material.

Thank you for the opportunity to review this project. If you have any questions, please contact the agency NEPA coordinator at (512) 239-5538 or NEPA@tceq.texas.gov

Sincerely,

Ryan Vise,
Division Director
External Relations

TEXAS GENERAL LAND OFFICE
COMMISSIONER DAWN BUCKINGHAM, M.D.

December 14, 2023

Andrea Poole
Surface Transportation Board, OEA
Docket No. FD36652
395 E Street SW
Washington, DC 20423

Re: Docket No. FD36652, Green Eagle Railroad - Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Dear Ms. Poole:

On behalf of Commissioner Buckingham, I would like to thank you for your letter concerning the above- referenced project.

Given the information provided, it does not appear that the General Land Office will have any environmental issues or land use constraints at this time. Due to the nature of the project though our office would need to review the project materials before approving any easements.

The State owns the bed of the Rio Grande from the left gradient boundary bank to the International boundary line within the bed of the Rio Grande and this crossing would require an easement.

When a final route for this proposed project has been determined, please contact me and we can assess the route to determine if the project will cross any additional streambeds or Permanent School Fund (PSF) land that would require an easement from our agency.

In the interim, if you would like to speak to me further on this project, I can be reached by email at [redacted] or by phone at [redacted].

Again, thank you for your inquiry.

Sincerely,

Jeff Burroughs
Manager, Right-of-Way Department
Leasing Operations

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Southern Plains Regional Office
P.O. Box 368
Anadarko, OK 73005

IN REPLY REFER TO:
NATURAL RESOURCES (405) 247-6673

DEC - 8 2023

Surface Transportation board
Office of Environmental Analysis
Andrea Poole
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

Dear Ms. Poole:

Thank you for the opportunity to comment on the proposal for Green Eagle Railroad to construct and operate a line of railroad in Maverick County, Texas (DOCKET No. FD 36652). A review of maps of the Bureau of Indian Affairs (BIA), Southern Plains Region, indicates that there are no tribal or Individual Indian trust lands in the vicinity of the proposed improvement area. The Southern Plains Region has no concerns that the proposed project will impact Indian trust lands within the Southern Plains Region's jurisdiction.

If any additional information is required, please contact David Anderson, Regional Environmental Scientist, at [redacted].

Sincerely,

ACTING Regional Director

cc: Regional Archeologist
Regional Director's Files

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Chairman-Emeritus
Houston

David Yoskowitz, Ph.D.
Executive Director

January 8, 2024

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

RE: Proposed Green Eagle Railroad, Construction and Operation Exemption-Line of Railroad, Maverick County, Texas
Docket No. FD 36652

Dear Ms. Poole:

This letter is in response to your request for information and scoping comments for the proposed project referenced above. Puerta Verde Holdings (PVH) has submitted a Presidential Permit Application for the proposed project. The Surface Transportation Board's (STB) Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation to evaluate the potential environmental impacts of the proposed project.

Project Description

Green Eagle Railroad, LLC (GER), owned by Puerta Verde Holdings, proposes to construct and operate a new double-tracked rail line in Maverick County, Texas. The proposed project corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel.

The proposed inspection and operation facilities for the new rail line and new roadway would include radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, a truck queue area, primary booths, and hazardous material emergency drip pits.

Texas Parks and Wildlife Department (TPWD)-Ecological and Environmental Planning Program staff have reviewed the information provided and offers the following comments and recommendations.

Construction Recommendations and Beneficial Management Practices (BMP)

General Construction Recommendation

Recommendation: TPWD recommends the judicious use and placement of sediment control fence to exclude wildlife from discrete construction areas,

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512.389.4800
www.tpwd.texas.gov

when applicable. In many cases, sediment control fence placement for the purposes of controlling erosion and protecting water quality can be modified minimally to also provide the benefit of excluding wildlife access to construction areas. The exclusion fence should be buried at least six inches and be at least 24 inches high. The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and disturbed areas have been revegetated with site-specific native species. Construction personnel should be encouraged to examine the inside of exclusion areas daily to determine if any wildlife species have been trapped inside the areas of impact and provide safe egress opportunities prior to initiation of construction activities.

Recommendation: If trenching or other excavation is involved in construction, TPWD recommends that contractors keep trenching/excavation and backfilling crews close together to minimize the amount of trenches/excavation areas left open at any given time during construction. TPWD recommends that any open trenches or excavation areas created during construction be covered overnight and/or inspected every morning to ensure no wildlife species have been trapped. Trenches left open for more than two daylight hours should be inspected for the presence of trapped wildlife prior to backfilling. If trenches/excavation areas cannot be backfilled the day of initial excavation, then escape ramps should be installed at least every 300 feets. Escape ramps can be short lateral trenches or wooden planks sloping to the surface at an angle less than 45-degrees (1:1).

Recommendation: For soil stabilization and revegetation of disturbed areas, TPWD recommends erosion and seed and mulch stabilization materials that avoid entanglement hazards to snakes and other wildlife species. Because the mesh found in many erosion control blankets or mats pose an entanglement hazard to wildlife, TPWD recommends the use of no-till drilling, hydromulching, and hydroseeding due to a reduced risk to wildlife. If erosion control blankets or mats containing netting must be used, the netting should be loosely woven, natural fiber material where the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic mesh matting and hydromulch containing microplastics should be avoided.

Recommendation: For encounters with rare species that will not readily leave the work area, TPWD recommends an authorized individual translocate the animal. Translocations of reptiles should be the minimum distance possible from the work area. Ideally, individuals to be relocated should be transported to the closest suitable habitat outside of the active construction area; preferably within 100 to 200 yards and not greater than one mile from the capture site. State listed species may only be handled by persons with appropriate

authorization from the TPWD Wildlife Permits Office. For more information regarding Wildlife Permits, please contact the Wildlife Permits Office at (512) 389-4647.

Recommendation: To aid in the scientific knowledge of a species' status and current range, TPWD encourages reporting encounters of protected and rare species to the TXNDD following the data submittal instructions found at the *TPWD Texas Natural Diversity Database: Submit Data* webpage. An additional method for reporting observations of species is through the iNaturalist community app where plant and animal observations are uploaded from a smartphone. The observer then selects to add the observation to specific TPWD Texas Nature Tracker Projects appropriate for the taxa observed, including Herps of Texas, Birds of Texas, Texas Eagle Nests, Texas Whooper Watch, Mammals of Texas, Rare Plants of Texas, Bees & Wasps of Texas, Terrestrial Mollusks of Texas, Texas Freshwater Mussels, Fishes of Texas, and All Texas Nature.

Presumably, lighting could be a significant component of the project for the purpose of safety and security. As a result of light pollution, "sky glow" can have negative impacts on wildlife and ecosystems by disrupting natural day and night cycles inherent in managing behaviors such as migration, reproduction, nourishment, sleep, and protection from predators.

Recommendation: As protection measures for wildlife, TPWD recommends utilizing the minimum amount of permanent night-time lighting fixtures needed for safety and security. TPWD recommends minimizing the project's contribution toward skyglow by focusing light downward, with full cutoff luminaries to avoid light emitting above the horizontal, and to use dark-sky friendly lighting that is on only when needed, down-shielded, as bright as needed, and minimizes blue light emissions. Appropriate lighting technologies, BMP, and other dark sky resources can be found at the International Dark-Sky Association and McDonald Observatory websites.

Impacts to Vegetation/Wildlife Habitat

Review of aerial photography and TPWD's Ecological Mapping System of Texas (EMST) indicates that portions of the proposed rail line would traverse riparian vegetation (e.g., Floodplain Evergreen Shrubland) associated with Seco Creek. Most of the proposed project is within areas defined as Urban, low or high intensity.

Recommendation: To the greatest extent practical, TPWD recommends aligning the proposed rail and road corridor and inspection facilities in

previously disturbed areas. TPWD recommends avoiding woodlands and shrublands when possible, reducing the amount of vegetation proposed for clearing, and minimizing clearing native vegetation, particularly mature, mast producing native trees and shrubs, and riparian or forested wetland areas (e.g., along Seco Creek parallel to the project corridor). After the proposed facility has been constructed, TPWD recommends restoring vegetation on the site and to focus on native plant species and communities that provide wildlife cover, food (e.g., fruit, mast, pollen), and breeding habitat. Colonization by invasive species, particularly invasive grasses and weeds, should be actively prevented. Vegetation management should include removing invasive species early on while allowing existing native plants to revegetate disturbed areas. TPWD recommends referring to the Lady Bird Johnson Wildflower Center Native Plant Database for regionally adapted native species that would be appropriate for landscaping and revegetation.

Landscaping for Monarch Butterflies and Pollinators

Significant declines in the population of migrating monarch butterflies (*Danaus plexippus*) have led to widespread concern about this species and the long-term persistence of the North American monarch migration. As part of an international conservation effort, TPWD has developed the *Texas Monarch and Native Pollinator Conservation Plan*. One of the broad categories of action in the plan is to augment larval feeding and adult nectaring opportunities.

Recommendation: TPWD recommends incorporating pollinator conservation and management into a revegetation and maintenance plan for the proposed project. TPWD recommends revegetation efforts include planting or seeding native milkweed (*Asclepias* spp.) and nectar plants as funding and seed availability allow. Information about monarch biology, migration, and butterfly gardening can be found on the Monarch Watch website. Information related to pollinator conservation in Texas, including planting recommendations, are available in the TPWD publication *Management Recommendations for Native Insect Pollinators in Texas* (available online).

Federal Regulations

Clean Water Act

Section 404 of the Clean Water Act (CWA) establishes a federal program to regulate the discharge of dredged and fill material into waters of the U.S., including wetlands. The U.S. Army Corps of Engineers (USACE) and the Environmental

Protection Agency (EPA) are responsible for making jurisdictional determinations and regulating wetlands and other waters under Section 404 of the CWA.

TPWD identified several aquatic resources in the project study area. These include:

- Rio Grande
- Seco Creek

as well as potential wetlands, and other features such as drainages, which may be natural or manmade.

Specific details were not provided regarding the construction of bridge pilings in the Rio Grande or the placement of other fill material that may be associated with the project. Such activities may be subject to the CWA.

> **Recommendation:** TPWD recommends avoiding or minimizing fill impacts to wetlands or other waters of the U.S. TPWD recommends consulting with the regulatory branch of the USACE pursuant to the CWA, including jurisdictional determinations, delineations, and mitigation. The USACE-Fort Worth District Regulatory Division should be contacted for more information on impacts to wetlands, permitting, and mitigation requirements.
>
> **Recommendation:** All waterways and associated floodplains, riparian corridors, and wetlands, regardless of their jurisdictional status, provide valuable wildlife habitat and protect waterways from sediment loads in runoff water and should be preserved to the maximum extent possible. Natural buffers contiguous to any wetland or aquatic system should remain undisturbed to preserve wildlife cover, food sources, and travel corridors. Bridge support structures should be located as far from waterbodies as possible to preserve riparian vegetation.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits taking, attempting to take, capturing, killing, selling, purchasing, possessing, transporting, and importing of migratory birds, their eggs, parts, or nests, except when specifically authorized by the Department of the Interior. This protection applies to most native bird species, including ground nesting species. The U.S. Fish and Wildlife Service (USFWS) Migratory Bird Office can be contacted at (505) 248-7882 for more information on potential impacts to migratory birds.

Biologically, the area of Texas in which the project is located is a highly productive area that provides a range of habitats including large tracts of undeveloped land, grasslands, pastures, brush, riparian corridors, freshwater habitats, and managed

lands. The diversity of habitats in the general area is suitable to support a diversity of wildlife species. In particular, the range of habitats provides areas of cover, feeding, nesting and loafing for many species of birds including grassland birds, Neo-tropical migrants, and raptors. The project area is also in the middle of the Central Migratory Flyway through which millions of birds pass during spring and fall migration.

Data from the eBird online application have documented more than 150 bird species, including state listed and species of greatest conservation need (SGCN), at eBird hotspots near the general project area.

Recommendation: TPWD recommends scheduling vegetation clearing to occur outside of the general bird nesting season (March 15 through September 15) to avoid adverse impacts to birds. If disturbance within the project area must be scheduled to occur during the nesting season, TPWD recommends any vegetation to be impacted (trees, shrubs, and grasses) or bare ground where occupied nests may be located should be surveyed for active nests by a qualified biologist prior to clearing. Nest surveys should be conducted no more than five days prior to scheduled clearing in order to maximize the detection of active nests, including recently constructed nests. If active nests are observed during surveys, TPWD recommends a 100-foot radius buffer of vegetation remain around nests until eggs have hatched and the young have fledged; however, the size of the buffer zone is dependent on various factors and can be coordinated with the local or regional USFWS office.

Raptor nesting occurs late winter through early spring; TPWD recommends construction activities be excluded from a minimum zone of approximately 325 feet surrounding any raptor nest during the period of February 1 through July 15.

Endangered Species Act

Federally listed animal species and their habitat are protected from take on any property by the Endangered Species Act (ESA). Take of a federally listed species can be allowed if it is incidental to an otherwise lawful activity and must be permitted in accordance with Section 7 or 10 of the ESA. Federally listed plants are not protected from take except on lands under federal jurisdiction or for which a federal nexus (i.e., permits or funding) exists. Any take of a federally listed species or its habitat without the required take permit (or allowance) from the USFWS is a violation of the ESA.

Suitable habitat for ocelots (*Leopardus pardalis*) consist of dense brush and thornscrub. Dense brush along natural drainage features (*e.g.*, rivers, arroyos, creeks, ephemeral streams) and in managed lands functions as corridors providing cover for individuals to move across the landscape. Clearing vegetation or illuminating woodland patches or corridors may affect the suitability of the area to function as suitable habitat for ocelots. Although the most recently documented individuals/populations of ocelots are located the Lower Rio Grande Valley, their absence from the project study area cannot be presumed.

> **Recommendation:** TPWD recommends, to the greatest extent practicable, routing the rail line and locating support structures, access roads, equipment storage and staging areas, etc. in areas that would avoid the clearing or fragmenting of dense patches of thornscrub or dense woody corridors in order to preserve ocelot habitat and habitat connectivity corridors.
>
> Additionally, the recommendations in the *General Construction Recommendations* section above regarding lighting should be implemented. In particular, only the minimum amount of lighting fixtures should be installed, and lighting should be directed away from areas that may be used by wildlife as travel corridors.

State Regulations

Aquatic Resources

Texas Parks and Wildlife Code (PWC) Section 1.011 provides TPWD authority to regulate and conserve aquatic animal life in public waters. Title 31, Chapter 57, Subchapter B, Section 57.157 of the Texas Administrative Code (TAC) regulates relocation of native fish, shellfish, freshwater mussels and clams, and plants in state waters, and Section 12.301 of the PWC identifies liability for wildlife taken in violation of the PWC or a regulation adopted under the PWC.

> **Recommendation:** During project planning and construction, TPWD recommends implementing measures to avoid impacts to aquatic organisms, including all native freshwater mussel species, regardless of state-listing status.

Under PWC section 12.015, 12.019, 66.015 and TAC 52.101-52.105, 52.202, and section 57.251-57.259, TPWD regulates the introduction and stocking of fish, shellfish, and aquatic plants into public waters of the state. The Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters allows for movement (i.e., introduction, stocking, transplant, relocation) of aquatic species in waters of the

state. Movement of aquatic species, even within the same river or creek, has potential natural resources risks (e.g., exotics, timing for survival success).

> **Recommendation:** If dewatering creeks or ditches in the project area is anticipated in order to complete the project, TPWD recommends coordinating those activities with regional TPWD Kills and Spills Team (KAST) biologist, Alex Nuñez (alex.nunez@tpwd.texas.gov), for the appropriate authorization. Additional information regarding the KAST program is available online at the TPWD website.
>
> The documents, *Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters (PWD-1019)* and *Guidelines for Aquatic Resource Relocation Plans* are available online at the TPWD website.

Parks and Wildlife Code – Chapter 64, Birds

PWC, section 64.002, regarding the protection of nongame birds, provides that no person may catch, kill, injure, pursue, or possess a bird that is not a game bird. PWC section 64.003, regarding destroying nests or eggs, provides that, no person may destroy or take the nests, eggs, or young and any wild game bird, wild bird, or wild fowl. PWC chapter 64 does not allow for incidental take.

Although not documented in the Texas Natural Diversity Database (TXNDD), many bird species which are not listed as threatened or endangered are protected by chapter 64 of the PWC and are known to be year-round or seasonal residents or seasonal migrants through the proposed project area.

> **Recommendation:** Please review the *Federal Regulations: Migratory Bird Treaty Act* section above for recommendations as they are applicable for compliance with Chapter 64 of the Parks and Wildlife Code.

Parks and Wildlife Code, Section 68.015

PWC regulates state listed threatened and endangered animal species. The capture, trap, take, or killing of state listed threatened and endangered animal species is unlawful unless expressly authorized under a permit issued by the USFWS or TPWD. A copy of *TPWD Guidelines for Protection of State-Listed Species*, which includes a list of penalties for take of species, can be found on the TPWD Wildlife Habitat Assessment Program website. State listed species may only be handled by persons with appropriate authorization from the TPWD Wildlife Permits Office. For more information regarding Wildlife Permits, please contact the Wildlife Permits Office at (512) 389-4647.

The potential occurrence of state listed species in the project area is primarily dependent upon the availability of suitable habitat. Direct impacts to high quality or suitable habitat therefore are directly proportional to the magnitude and potential to directly impact state listed species. State listed reptiles that are typically slow moving or unable to move due to cool temperatures are especially susceptible to being directly impacted (i.e., crushing by heavy equipment) during site preparation activities. Small wildlife such as lizards, turtles, and snakes are susceptible to falling into open pits, excavations, trenches, etc. left open and/or uncovered in a project area.

Please be aware that determining the actual presence of a species in a given area depends on many variables including daily and seasonal activity cycles, environmental activity cues, preferred habitat, transiency and population density (both wildlife and human). The absence of a species can be demonstrated only with great difficulty and then only with repeated negative observations, taking into account all the variable factors contributing to the lack of detectable presence.

Recommendation: TPWD recommends reviewing the most current TPWD annotated county lists of rare species for Maverick County. The annotated county lists are available online at the TPWD Wildlife Diversity website. Environmental documents prepared for the project should include an inventory of existing natural resources within the project area. Specific evaluations should be designed to predict project impacts upon these natural resources including potential impacts to state listed species.

Recommendation: Regarding potential wildlife entrapment in trenches and installing an exclusion fence in discrete locations within the larger project area, please see recommendations under the *General Construction Recommendations* above.

Exclusion fences are particularly effective in preventing reptile species from entering a construction area.

Recommendation: For encounters with rare species that will not readily leave the work area, please see recommendations pertaining to translocating individuals under the *General Construction Recommendations* above.

To avoid or minimize potential negative impacts to state listed species with potential to occur in the area, TPWD recommends the following:

Amphibians

There is potential for the South Texas siren (large form; *Siren* sp. 1) to occur in the project area. The south Texas siren occurs in wet areas including ditches, canals, arroyos, resacas, or shallow depressions. They are capable of aestivating during prolonged dry periods.

Recommendation: Contractors should be made aware of the potential to encounter South Texas sirens in the project area and should be instructed to implement BMP to avoid negatively impacting them if present in the project area. Near water bodies, TPWD recommends limiting impacts to adjacent vegetation, installing erosion control BMP, and locating staging areas and fuels or other hazardous chemicals away from water bodies to avoid potential spills or leaks into adjacent aquatic areas.

Fish

Occurrences of the state listed headwater catfish (*Ictalurus lupus*), proserpine shiner (*Cyprinella proserpina*), Rio Grande shiner (*Notropis jemezanus*), speckled chub (*Macrhybopsis aestivalis*), and Tamaulipan shiner (*Notropis braytoni*) have been documented in the TXNDD in the general project study area.

These fish species generally occupy clear rivers and streams with slow to moderate current over riffles and runs but may occur in sandy, muddy, or hard bottom streams.

Recommendation: For work that occurs within the Rio Grande, turbidity curtains should be properly installed and maintained to minimize water quality impacts (i.e., turbidity, sedimentation) in the river that could negatively impact fish and other aquatic resources.
If dewatering is anticipated to be necessary to construct any structures in the Rio Grande, please be aware that take of wildlife as a result of activities such as dewatering are prohibited per chapter 12 of the PWC (§12.301-Liability for Value of Fish, Shellfish, Reptile, Amphibian, Bird or Animal).

Prior to construction activities that may impact aquatic resources, an Aquatic Relocation Plan should be developed. Please contact the local Kills and Spills Team (KAST) biologist, Alex Nuñez (alex.nunez@tpwd.texas.gov), to begin coordination on the development of the Aquatic Relocation Plan for this project if work in the Rio Grande that would involve dewatering is anticipated.

Mammals

Black bear (*Ursus americanus*)

Historically, black bears occurred in the mountainous Trans-Pecos region of west Texas. However, over the past 15 years, black bear populations have increased and expanded into the western portions of the Edwards Plateau and South Texas Plains where they occur in more open grassland areas. Black bears are typically shy and elusive. They use travel corridors to move between feeding areas and bedding areas. Research grade observations of the black bear within and near the project study area have been documented in the iNaturalist application. Occurrences of black bear in the Eagle Pass area have increased in recent years.

Recommendation: To avoid attracting black bears to work areas, garbage containers, particularly if they contain food waste, should have lids that can be secured. If a black bear is observed within the project area, TPWD requests that the observation be reported to TPWD. For more information, please see the black bear fact sheet available on the TPWD website.

Mollusks

Mexican fawnsfoot (*Truncilla cognata*) and Salina mucket (*Potamilus metneckyayi*)

There is potential for the Mexican fawnsfoot (*Truncilla cognata*) and Salina mucket (*Potamilus metneckyayi*) to occur within the study area. The Mexican fawnsfoot has been documented in the Rio Grande less than one-half mile south of the proposed project corridor. The Salina mucket has been observed in the Rio Grande upstream of the project area. These species occur in flowing, shallow waters with mud, gravel, and sand substrates.

Recommendation: TPWD recommends implementing water quality BMP to ensure construction activities do not contribute to sedimentation or erosion impacts on waterways. TPWD also recommends preserving riparian corridors, revegetating disturbed areas, and locating equipment, fuel and material staging areas away from aquatic areas in order to minimize potential water quality impacts.

Reptiles

Texas horned lizard (*Phrynosoma cornutum*)

The Texas horned lizard can be found in open, arid, and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees. If present in the general project area, the Texas horned lizard could be impacted by ground disturbing activities. A useful indication that the Texas horned lizard may occupy an area is the presence of Harvester ant (*Pogonomyrmex* sp.) nests as they are the primary food source of horned lizards. Research grade observations of the Texas horned lizard within and near the project study area have been documented in the iNaturalist TPWD-sponsored Herps of Texas project.

Texas horned lizards may hibernate on-site in loose soils a few inches below ground during the cooler months from September/October to March/April. Construction in these areas could harm hibernating lizards. Horned lizards are active above ground when temperatures exceed 75 degrees Fahrenheit. If horned lizards (nesting, gravid females, newborn young, lethargic from cool temperatures or hibernation) cannot move away from noise and approaching construction equipment, they could be negatively affected by construction activities.

> **Recommendation:** TPWD recommends that a pre-construction survey be conducted to determine if horned lizards are present within the project area. As stated above, a useful indicator of potential occupancy is the presence of Harvester ant colonies. Surveys should be conducted during warmer months of the year when horned lizards are active.
>
> TPWD recommends avoiding disturbance of the Texas horned lizard and colonies of the Harvester ant during clearing and construction. TPWD recommends a permitted biological monitor be present during construction to attempt to capture and relocate Texas horned lizards if found. If the presence of a biological monitor is not feasible, state listed species observed during construction should be allowed to safely leave the site on their own.

Texas tortoise

The Texas tortoise occur primarily in thornscrub and open woodlands and brush. It feeds primarily on fruits of prickly pear and succulent plants. Texas tortoises have low fecundity; individuals take over 10 years to reach maturity and females do not reproduce every year. Nesting occurs in spring and summer. The Texas tortoise (*Gopherus berlandieri*) has a home range of approximately five to ten acres.

Research grade observations of the Texas tortoise within and near the project study area have been documented in the iNaturalist TPWD-sponsored Herps of Texas project. Suitable habitat for the Texas tortoise appears to occur within portions of the project study area. Tortoises are often found near or at the base of prickly pear cactus and may seek shade by crawling under parked vehicles.

Recommendation: TPWD recommends reviewing the Texas tortoise BMP document available online at TPWD's Wildlife Habitat Assessment Program homepage. Contractors and other staff should be made aware that in south Texas, the Texas tortoise is generally inactive from December through January and is therefore likely to be undetectable in a project area during this time. TPWD recommends a biological monitor be on site during any vegetation clearing to inspect sites subject to disturbance that may provide cover for tortoises (e.g., bases of prickly pear cactus) or provide sites for tortoise pallets (shallow excavations typically at the base of vegetation that are opportunistically occupied by tortoises). As indicated above, tortoises may seek cover (shade) underneath parked vehicles; therefore, TPWD recommends that before driving vehicles that have been parked within the project area, contractors should check underneath the vehicles to ensure no tortoises are present.

If a tortoise is located at the project site, it should be relocated only if it is found in an area in which imminent danger is present. Individuals that must be relocated should be transported to the closest suitable habitat outside of the proposed disturbance area but preferably within its five to ten acre range. After tortoises are removed from the immediate project area, TPWD recommends constructing an exclusion fence as described above under *General Construction Recommendations*.

Reduced speed limits should also be established and enforced in areas in which state listed reptiles could occur.

When inactive, tortoises may occupy the shallow depressions or pallets that are scratched out at the base of vegetative cover; tortoises may also be found sheltering in burrows.

Recommendation: If possible, TPWD recommends completing major ground disturbing activities before late fall or winter when reptiles become inactive and could be utilizing burrows in areas subject to disturbance. If ground disturbing construction activities must occur after October (e.g., to avoid migratory bird nesting season) in areas of suitable tortoise habitat, TPWD recommends surveying those areas for tortoises or indications of tortoise presence, e.g., the

presence of burrows or pallets under prickly pear. If tortoises or indications of tortoise presence is observed, TPWD-Ecological and Environmental Planning Program staff should be contacted.

Species of Greatest Conservation Need

In addition to state and federally protected species, TPWD tracks species considered to be SGCN that, due to limited distributions and/or declining populations, face threat of extirpation or extinction but currently lack the legal protection given to threatened or endangered species. Special landscape features, natural communities, and SGCN are rare resources for which TPWD actively promotes conservation, and TPWD considers it important to evaluate and, if necessary, minimize impacts to such resources to reduce the likelihood of endangerment and preclude the need to list SGCN as threatened or endangered in the future. These species and communities are tracked in the TXNDD. The most current and accurate TXNDD data can be requested from the TXNDD website.

Please note that the absence of TXNDD information in an area does not imply that a species is absent from that area. Given the small proportion of public versus private land in Texas, the TXNDD does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the TXNDD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within your project area. These data are not inclusive and **cannot be used as presence/absence data**. This information cannot be substituted for on-the-ground surveys.

Recommendation: Please review the current TPWD county list for Maverick County as rare and protected species could be present, depending on habitat availability. If during construction, the project area is found to contain SGCN or protected species, natural plant communities, or special features, TPWD recommends that precautions be taken to avoid impacts to them.

Suitable habitat for the following SGCN species may occur in the project area. The following BMP are provided to assist in project planning to avoid/minimize potential impacts.

SGCN Mammals

Cave myotis bat (*Myotis velifer*) and Tricolored bat (*Perimyotis subflavus*)

The cave myotis bat is the largest Myotis bat in Texas. It is a year-round resident in Texas with a distribution across the western two-thirds of the state. This species usually roosts in caves; however, they may also roost in old buildings, carports, attics, under bridges, in rock fissures, and cliff or barn swallow nests.

The tricolored bat is proposed endangered wherever found. It is a small insectivorous bat that is distinguished by its unique tricolored fur and often appears yellowish to nearly orange. During the winter, tricolored bats are often found in caves and abandoned mines, although in the southern United States, where caves are sparse, tricolored bats are often found hibernating in road-associated culverts where they exhibit shorter torpor bouts and forage during warm nights. During the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in Spanish moss, pine trees, and occasionally human structures. Tricolored bats face extinction due primarily to the range wide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent.

> **Recommendation:** If any suitable roosting structures occur in the study area that would be negatively impacted by the project, TPWD recommends they be surveyed for the presence of bats prior to disturbance. To prevent the introduction or spread of white-nose syndrome, cave surveys should adhere to the USFWS decontamination protocols. Additional information regarding white-nose syndrome are available on the TPWD-Wildlife Habitat Assessment Program website.

SGCN Reptiles

Mexican hog-nosed snake (*Heterodon kennerlyi*), Texas indigo snake (*Drymarchon melanurus erebennus*)

In South Texas, the Mexican hog-nosed snake occurs in thorn woodlands or grasslands near arroyos or other water bodies where they prey on small rodents.

The Texas indigo snake is the largest nonvenomous snake in North America and is typically associated with aquatic habitats including creeks, streams, ponds, and drainages. The riparian corridors along the Rio Grande and Seco Creek could provide suitable habitat for this species. Due to its high metabolism, the Texas indigo snake has a large home range in which it searches for prey and may be encountered away from aquatic habitats, its preferred habitat. Research grade observations of the Texas indigo snake near the project study area have been documented in the iNaturalist TPWD-sponsored Herps of Texas project.

Recommendation: Because all snakes are generally perceived as a threat and killed when encountered during vegetation clearing or site preparation, TPWD recommends project plans include comments to inform contractors of the potential for SGCN snakes to occur in the project area. The SGCN snakes described here are non-venomous; contractors should be advised to avoid impacts to these species and other snakes as long as the safety of the workers is not compromised. For the safety of workers and preservation of a natural resource, attempting to catch, relocate and/or kill non-venomous or venomous snakes is discouraged by TPWD. If encountered, snakes should be permitted to safely leave project areas on their own. TPWD encourages construction sites to have a "no kill" policy in regard to wildlife encounters.

Rio Grande river cooter (*Pseudemys gorzugi*)

The Rio Grande river cooter is a turtle species that inhabits rivers and their more permanent spring-fed tributaries. They may occupy slow moving bodies of water with a variety of substrates that may or may not contain aquatic vegetation. They consume a variety of plant and prey items and bask alongside other basking turtles.

Recommendation: TPWD recommends implementing the following BMP to avoid and/or minimize potential impacts to the Rio Grande river cooter that could occur as a result of the construction of the proposed project:

- Avoid impact to the shore, emergent rocks, logs, and vegetation mats as Rio Grande river cooters like to use these areas for basking.
- There is still much research needed on the precise nesting habits of this species; therefore, protection of the riparian areas along the Rio Grande should be emphasized as it is assumed that river cooter females bury their eggs in the soil near the water. TPWD recommends avoiding disturbance of these types of areas to avoid disturbing nesting turtles or their nests.
- TPWD recommends avoiding construction during the breeding and nesting season of this species (spring and summer).

Reticulate collared lizard (*Crotaphytus reticulatus*)

Occurrences of the reticulate collared lizard have been documented in the TXNDD within the general project area. Reticulate collared lizards are large lizards known to bask on elevated dirt mounds such as those along the edges of unimproved roads throughout south Texas. They generally occur in areas void of vegetation (i.e., bare rock, gravel) and in typical shrubland/chaparral habitat. Also, both reticulate collard lizards and Texas horned lizards are especially active during the spring

(April-May) mating season and are more likely to be negatively impacted by construction activities during this period.

Recommendation: When approached, reticulate collared lizards will typically flee to the base of a shrub and remain motionless. Contractors should be made aware of the potential to encounter reticulate collared lizards in the project area. If encountered, contractors should allow the lizards to escape; contractors should also be instructed to avoid negatively impacting any lizards encountered.

Tamaulipan spot-tailed earless lizard (*Holbrookia subcaudalis*)

The spot-tailed earless lizard (STEL) (*Holbrookia lacerata*) occurs in central and southern Texas. It has been determined that these are distinct and separate populations; therefore, the STEL had been split into two subspecies, the plateau STEL and the Tamaulipan STEL (*Holbrookia subcaudalis*). Habitat for this species includes moderately open prairie-brushlands, particularly flat areas free of vegetation or other obstructions. They also occur in old and new fields, graded roadways, disturbed areas and in areas of active agriculture including row crops. The proposed project is located in an area in which the distribution ranges for the two subspecies overlap. Occurrences of the Tamaulipan STEL have been documented in the TXNDD within the general project area.

Recommendation: TPWD recommends implementing the following BMP to avoid and/or minimize potential impacts to the Tamaulipan STEL. TPWD notes that implementing the following BMP could also help minimize impacts to a variety of native wildlife species that may inhabit the project area.

• A major threat to the Tamaulipan STEL is road traffic, as this species has exhibited behavior indicating that they prefer roads and tend to cross roads often, potentially for thermoregulation. TPWD recommends reducing the amount of roads, both temporary and permanent, planned to be constructed for the proposed project. TPWD also recommends reducing speed limits in the project area to at least 15 mph (or slower) to help prevent vehicle-induced mortality of this species.

• This species prefers a mixture of bare ground and sparse vegetation, including disturbed areas. TPWD recommends avoiding impacts to suitable habitat for this species. Areas disturbed by project-related construction activities within suitable habitat for the Tamaulipan STEL should be revegetated with site-specific native, patchy vegetation rather than sod-forming grasses.

• This species utilizes burrows for shelter. TPWD recommends identifying

locations of burrows on the project site and avoiding impacts to burrows if feasible.

• TPWD recommends providing contractor training for the identification, behavior, and habitat requirements of the Tamaulipan STEL. It is important for construction personnel to be able to identify this species and to be on the lookout for them during construction and to avoid impacting them if encountered on-site.

I appreciate the opportunity to review and comment on this project. Please contact me at REDACTED if we may be of further assistance.

Sincerely,

Russell Hooten

Russell Hooten
Ecological and Environmental Planning Program
Wildlife Division

/rh 51827

January 5, 2024

Office of Environmental Analysis
Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E. Street SW
Washington, DC 20423

RE: Response to Docket No. FD 36652, Green Eagle Railroad—Construction and Operation Exemption—Line of Railroad in Maverick County, Texas; Preliminary Consultation

Dear Danielle Gosselin:

The City of Eagle Pass (hereinafter referred to as "City") currently operates two international bridges, and a rail line already exists, all of which are underutilized and undercrowded. At the moment, our community is suffering an immigration crisis where in a moment's notice, our international bridges can easily be closed for lack of Customs and Border Protection (CBP) staff to manage the bridge because they are busy dealing with the border crisis. Only one of the two bridges is open twenty-four hours a day, seven days a week. The current inspection station for commercial traffic hours of operation is limited to Monday-Friday 8:00am-11:00pm, Saturday & Sunday 8:00am-3:00pm, it is difficult to believe CBP will open an inspection station for a new bridge that is ran nonstop, given their staff shortage caused by the immigration crisis. The same operational challenges exist with the Mexican Customs with their limited staff and hours.

ABSENCE OF "EXISTING CONGESTION AT THE CURRENT BORDER CROSSING"

The current commercial capacity at the Port of Eagle Pass (Camino Real International Bridge) is under fifty percent (50%), the Port of Eagle Pass has an estimated capacity of supporting 2,500 commercial trucks under its existing infrastructure. To date, 850-900 trucks are processed per day. In a proactive measure to ensure the growth of our international bridge, the City of Eagle Pass has made considerable investments to improve and expand the Port of Eagle Pass.

The Camino Real International Bridge Access Expansion and Realignment Project will improve the efficiency of commercial trucks by separating commercial truck and passenger vehicles as commercial trucks exit the Port and enter the United States. The project will also double the crossing lanes on the Bridge from the current six lanes to twelve, ensuring an expedited crossing. The realignment project has been approved, funded with the effort of Congressman Gonzalez, and is currently being finalized.

The International Bridge Toll System Upgrade project is the installation of a state-of-the-art toll system that will bring free flow toll tags for all commercial crossings, further accelerating their crossing.

GREEN EAGLE RAILROAD AND PUENTE VERDE INTERNATIONAL BRIDGE WOULD HAVE A PROFOUND NEGATIVE INFLUENCE ON POPULATION, GROWTH, HIGH-DENSITY URBANIZATION, INDUSTRIAL EXPANSION, RESOURCE EXPLOITATION, AND NEW AND EXPANDING TECHNOLOGICAL ADVANCES AND WOULD NEGATIVELY IMPACT THE IMPORTANCE OF RESTORING AND MAINTAINING ENVIRONMENTAL QUALITY.

The proposed development of a railroad and commercial transportation corridor via an international bridge near the Rio Grande poses several challenges and opportunities for the local community and environment. The project would require careful assessment and planning to ensure that the water and sewer systems, the utility infrastructure, and the stormwater management systems can support the increased demand and activity without compromising the quality of the of the Rio Grande River, the only water source for our community, and the current infrastructures.

There are concerns over the projected development's potential effect on the environment because it includes more power generating facilities. The concerns include which types of energy sources will be used, potential emissions and adherence to environmental regulations to minimize any adverse effect on the air and water quality near residential areas and waterways. An assessment on the power supply would be required to prevent overloads and ensure a stable power supply.

The proposed rail line is located in the back yard of neighborhoods and noise and air pollution are a concern for the citizens of those neighborhoods.

The proposed rail transportation project in Maverick County poses several challenges and risks for the safety and security of the residents and the wildlife in the area. The City of Eagle Pass, which is growing at a rate of 7% or 2,000 citizens per year, needs to consider the potential impacts of the construction and operation of the rail lines and the bridge facility, especially regarding the transportation of hazardous materials and the response of law enforcement in case of a major incident. The location of the rail line and international bridge is outside of the city limits and Maverick County Sheriff's Department would be the law enforcement agency responsible for that area. The Maverick County Sheriff's Department is already stretched to its base and may not have the resources or the vision to handle the increased demands of the project. Moreover, the project will disrupt the natural habitat of the wildlife in the area, forcing them to co-exist with the human population and creating problems for the Eagle Pass Police Department, which also handles the Animal Control Unit. The project should be thoroughly studied and evaluated before any plans for construction are initiated, as the security and safety of the residents and the wildlife are the priority.

GREEN EAGLE RAILROAD AND PUERTO VERDE INTERNATIONAL BRIDGE FAILS TO ASSURE A SAFE, HEALTHFUL, PRODUCTIVE, ESTHETICALLY, AND CULTURALLY PLEASING SURROUNDINGS FOR ALL AMERICANS.

The Green Eagle Railroad and Puerto Verde International Bridge project is a major transportation corridor that connects the United States and Mexico. The project poses several security and environmental challenges that need to be addressed before it can be implemented. Given the international nature of the corridor, security measures such as surveillance and monitoring systems would be crucial to ensure the safety of both the development and the surrounding residential areas. The planned fencing, video surveillance and security patrols along the rail line may also have potential effects on nearby ecosystems, such as wildlife habitats, water quality, and vegetation. Moreover, the project would involve the construction of sturdy, well-maintained, and adequately secured fencing along the rail line to prevent unauthorized access, especially near residential areas. However, fencing near residential areas should also be aesthetically pleasing and in harmony with the surrounding environment. Fencing should not negatively impact property values or community aesthetics. Furthermore, the project would require ongoing maintenance of the fencing to address wear and tear, prevent breaches, and respond promptly to any security or safety issues. These issues raise questions about the feasibility, cost-effectiveness, and sustainability of the project.

The Green Eagle Railroad and Puerto Verde International Bridge project also raises serious concerns about the safety and well-being of the citizens residing in the target area of construction. Maverick County Law Enforcement is not in sync with the citizens ratio to population and therefore the County may not be ready for such a project. County Law Enforcement may not be prepared to provide its citizens the required safety measurements. Emergency response routes and plans should be required before commencing construction including emergency, fire and hazard response.

Moreover, the area in question will be built in the Hopedale Subdivision which is known as one of the most beautiful rural areas in our community with farmland and high-priced homes. Esthetically the industrial construction, and future commercial international bridge that leads out to the entrance of this subdivision would destroy the appeal and value of the homes in this area. The potential impacts on the local community, such as disruptions to daily life and damage to residential properties, would be a significant concern, as these projects could affect the quality of life and well-being of the residents.

THE GREEN EAGLE RAIL LINE AND PUERTO VERDE INTERNATIONAL BRIDGE WILL IMPOSE DETRIMENTAL EFFECTS ON REGIONAL AND LOCAL TRANSPORTATION SYSTEMS AND PATTERNS

The proposed Green Eagle Rail Line is to cross Del Rio Blvd, a five-lane high traffic road. This road is the only road that serves as an entrance and exit from the North of our city to Highway 277. The construction of railroad lines, bridges, and roadways could increase traffic congestion and alter traffic flows in the area. This road that the proposed rail line would be passing over, is a

roadway owned by the Texas Department of Transportation who would have to conduct a series of studies, and designate alternative traffic routes before construction.

If the Puerto Verde Bridge is open to commercial vehicles, this will cause a massive increase of commercial traffic on Veterans Boulevard, a highly trafficked boulevard with residential areas nearby, affecting the normal commuting of the residents.

The projected increase in transportation activity could also strain the existing road infrastructure, imposing upgrades, or maintenance. The impact on existing transportation routes could affect the accessibility and mobility of both residential and commercial areas, raising concerns about the design, capacity, and maintenance costs of these roads and bridges. Additionally, safety measures, such as traffic controls, signalization, and signage, would need to be in place to minimize the risk of accidents.

The potential disruptions to local transportation systems would need to be assessed and addressed, especially in the event of a flood. The vulnerability of critical infrastructure, such as roads, bridges, and utilities, to flooding is a major concern, as these elements are essential for community functionality and safety. The placement of structures on the Rio Grande River makes them susceptible to extreme weather or flood events, which could compromise their functionality and safety.

THE GREEN EAGLE RAIL LINE AND PUERTO VERDE INTERNATIONAL BRIDGE WILL IMPEDE ON PRIME AGRICULTURAL LAND

The proposed International Bridge is to be located on current prime agricultural land. Development of this magnitude along a FEMA floodplain will require a thorough stormwater management plan to ensure it can handle heavy rainfall and prevent flooding, safeguarding both the development and surrounding residential areas. The development may alter natural water flow pat erns and increase the risk of flooding, requiring comprehensive floodplain management strategies to safeguard both the development and nearby residential areas.

THE GREEN EAGLE RAIL LINE AND PUERTO VERDE INTERNATIONAL BRIDGE WILL CAUSE A SIGNIFICANT INCREASE IN NOISE LEVEL DECIBELS

One of the potential environmental impacts of the proposed development project is noise pollution. The initial construction phase, the proposed rail line, and commercial roadway will generate significant noise, impacting the quality of life for residents in the vicinity. The estimated decibels of a train horn are approximately 110 dBs, the residents in this area are used to a calm, and quiet neighborhood and did not purchase their properties with the knowledge of a rail line to be developed in their backyards. The City of Eagle Pass has already closed two rail intersections of the current rail line to mitigate the noise complaints of residents in the area, the proposed rail line would provoke new noise complaints and the County may not have the resources to address them. Additionally, noise generated by construction and operational activities near waterways could have detrimental effects on aquatic ecosystems, such as disturbing fish migration or breeding patterns.

THE GREEN EAGLE RAIL LINE AND PUERTO VERDE INTERNATIONAL BRIDGE WILL HAVE A DETRIMENTAL EFFECT ON PUBLIC HEALTH REGARDING WATER POLLUTION, AIR POLLUTION, FLOODING AND PUBLIC SAFETY.

Another potential environmental impact of the proposed development project is water pollution. Proximity to waterways leading to the Rio Grande River raises concerns about potential water pollution from construction activities, operations processes, or accidental chemical spills affecting the river ecosystem. Adequate measures would need to be in place to protect water quality, such as using best management practices, spill prevention and response plans, and erosion and sediment control plans. Impact on stormwater runoff needs careful consideration as well. If not properly managed, stormwater can pick up pollutants from roads and construction sites and transport them into local water bodies, affecting water quality and aquatic ecosystems. Potential disturbances of riverbed sediments are key concerns, as they may release contaminants or alter the habitat of aquatic organisms. Inspection stations and operation facilities may introduce additional risk due to improper containment and management of radiation portal monitors, which could pose a threat to human and environmental health.

Currently, hazardous waste sites do not exist anywhere near the proposed project site. In case of a hazardous spill, the City of Eagle Pass Fire Department, servicing both City and County, would be the responsible entity to respond along with the Emergency Operations Centers. Due to the current migrant crisis in our community, the City of Eagle Pass Fire Department is presently overburdened.

The potential disruptions to local transportation systems would need to be assessed and addressed, especially in the event of a flood. The vulnerability of critical infrastructure, such as roads, bridges, and utilities, to flooding is a major concern, as these elements are essential for community functionality and safety. The placement of structures on the Rio Grande River makes them susceptible to extreme weather or flood events, which could compromise their functionality and safety.

The proposed development project may have significant effects on the communities to be traversed by the line, including impacts on essential public services, public roads, and adjoining properties. The project may result in a potential influx of new residents or workers associated with the development, which may strain local community services such as schools, healthcare facilities, and emergency services. The project may raise possible concerns about traffic flow, particularly near schools. Transportation plans should be in place to minimize disruptions during peak school hours, and safety measures, such as crosswalks and traffic signals, should be considered. Additionally, the project may have a potential impact on school bus routes and bus stops. Large freight vehicles could necessitate adjustments to ensure the safety of students traveling to and from school. Furthermore, specialized healthcare facilities, equipped to handle potential accidents or spills in water bodies, may need to be considered to ensure the safety of both the environment and the community. Access to healthcare services for residents may be affected by the development, given that our community is already a medically underserved community. The project would also require consideration of public facilities such as parking, access roads, and service infrastructure.

The possible introduction of hazardous materials through rail transportation would need proper emergency response planning, adequate access to the proposed rail and roadway for quick response to potential incidents, and coordination with local public safety agencies to prevent disruptions and contamination. Adequate emergency response infrastructure, including fire stations and medical facilities, should be in place to address potential accidents or emergencies associated with the rail and roadway activities. Finally, an approved emergency evacuation plan, a flood warning system, clear communication strategies, and a development design to ensure resident safety in case of an incident involving construction, flooding, or hazardous materials should be established.

ENVIRONMENTAL JUSTICE

Based on information available, the proposed project will have significant detrimental financial effects for the City of Eagle Pass. The City relies heavily on revenues generated through tolls on the City's two international bridges. As a border community, these resources are used to offset the higher public safety costs necessary to meet the demands of cross border traffic. The proposed project is projected to result in short- term revenue losses of $4.5 million to $6 million annually or approximately 17% of the City's operating budget.

The City will be required to make drastic cuts to city services and to eliminate, at a minimum, 75 full-time positions, including at a minimum 30 police officer and firefighter/EMT positions. The City of Eagle Pass provides fire and EMS services to all Maverick County, including the Kickapoo Traditional Tribe of Texas, and emergency medical service call response times will be significantly impacted. Low-income residents living in distant colonies and tribal residents will be most affected by delayed response times to emergency calls.

Sincerely,

_____

Luis Vélez
Chairman of the Planning and Zoning Commission
City of Eagle Pass

Scoping Letter to Agencies (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

BIA, Southern Plains Region
David Anderson
Regional Environmental Scientist

March 29, 2024

By email

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas.
Notice of Intent to Prepare an Environmental Impact Statement

Dear Mr. Anderson:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board's Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts. Therefore, pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11), OEA issued a Notice of Intent to Prepare an Environmental Impact Statement (EIS) in the *Federal Register* on March 29, 2024. This begins the Scoping Public Comment period for the project. The Board will take comments through April 29, 2024.

OEA invites your agency to provide scoping comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS.

As part of the scoping public comment period, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas

Online Public Scoping Meeting

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Comments may also be submitted:

- Electronically through the Board's website, www.stb.gov, by clicking on the "E_FILING" link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. **Please refer to Docket No. FD 36652 in all correspondence.**

We look forward to hearing from your agency. For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Scoping Email to Agencies (Sample)

From: Poole, Andrea
To: Blakemore, Douglas A CIV USCG D8 (USA); Sugarman, Shelly H CIV USCG (USA)
Cc: Stephanie Roberts; Laurent Cartayrade
Subject: [External] RE: Puerto Verde Global Trade Bridge Project (Docket No. FD 36652) - Surface Transportation Board Request for Comment
Date: Tuesday, April 9, 2024 1:04:13 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Doug and Shelly,

Hello, and sorry I missed you on the phone.

STB has determined that the Green Eagle Railroad and international bridge project will be reviewed as an EIS. The Attached NOI details the public meetings and I hope you will be able to attend the virtual meeting. Let me know if there is anything in particular you would like OEA to address at the scoping meetings.

I'm using Adobe Acrobat.
Here's the 52087 NOI.pdf for you to review.

Once we have completed scoping, OEA will develop a final scope of study for the EIS and post it in the federal register. I will provide that for your review sometime in May. I would like to ensure it meets your needs for the scope of the EIS.

Feel free to give me a call back at your convenience.

Best regards,

Andrea

Agency Responses to Scoping Letters

From: Blakemore, Douglas A CIV USCG D8 (USA)
Sent: Tuesday, April 16, 2024 4:46 PM
To: Poole, Andrea
Cc: Blakemore, Douglas A CIV USCG D8 (USA)
Subject: RE: Puerto Verde Global Trade Bridge Project (Docket No. FD 36652) - Surface Transportation Board Request for Comment

Andrea, the EIS should address all environmental items listed in our BPAG (and below) in order for the Coast Guard to adopt the bridge related portions of the EIS when prepared.

1. National Environmental Policy Act -
2. Environmental Effects Abroad -
3. Clean Water Act - Section 401
4. Wetlands - Executive Order 11990 - Protection of Wetlands
5. Coastal Zone Management Act -
6. Floodplains - Executive Order 11988,
7. Wild and Scenic Rivers –
8. Coastal Barrier Resources Act -
9. Land and Water Conservation Fund Act –
10. National Marine Sanctuaries Act -
11. Marine Protected Areas - Executive Order 13158
12. Endangered Species Act - Section 7 of the Endangered Species Act of 1973 (ESA) (16
13. Fish and Wildlife Coordination Act –

14. Magnuson-Stevens Fishery Conservation and Management Act
15. Marine Mammal Protection Act
16. Migratory Bird Treaty Act
17. Bald and Golden Eagle Protection Act
18. Invasive Species - Executive Order 13112
19. Section 106 - Section 106 of the National Historic Preservation Act of 1966
20. Clean Air Act
21. Actions to Address Environmental Justice in Minority or Low-Income Populations -
Executive Order 12898
22. Hazardous Materials, Substances or Wastes

Please let me know if you need further information on this project scoping or if you would like to discuss.

Doug Blakemore
Eighth Coast Guard District
Bridge Administration Branch
500 Poydras Street
New Orleans, LA 70130

REGION 6
DALLAS, TX 75270

April 29, 2024

VIA Electronic Mail

Andrea Poole
Surface Transportation Board
1001 G Street N, Suite 1125
Washington, D.C. 20001

Re: Proposed Green Eagle Railroad Construction and Operation Exemption in Eagle Pass
Dear Andrea Poole,

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the request for comments on the Draft Environmental Impact Statement (EIS) for the Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board. The Draft EIS assesses the potential environmental effects of the Project in accordance with the requirements of the National Environmental Policy Act (NEPA). The staff concludes that approval of the proposed Project, with appropriate mitigating measures, that would not constitute a major federal action significantly affecting the quality of the human environment.

To assist in the EIS process for this Project, EPA has identified significant areas for your attention. We offer the following comments for your consideration:

Air Quality Comments

EPA recommends that the environmental document provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed Project. Such an evaluation is necessary to understand the potential impacts from temporary, long-term, or cumulative degradation of air quality.

EPA recommends the environmental document describe and estimate air emissions from potential construction, maintenance, and operation activities, as well as proposed mitigation measures to minimize those emissions. EPA recommends an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics):

EPA recommends the environmental document provide a detailed discussion of ambient air conditions, NAAQS, and criteria pollutant nonattainment areas in the vicinity of the Project for existing conditions.

EPA recommends the environmental document estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed Project and discuss the timeframe for release of these emissions over the lifespan of the Project and describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions. The environmental document should also consider any expected air quality/visibility impacts to Class I Federal Areas identified in 40 CFR Part 81, Subpart D for quantify emissions.

EPA recommends the environmental document specify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.

EPA recommends the environmental document include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. We recommend all applicable local, state (e.g., coordination of land-clearing activities with the state air quality agency to determine air quality conditions such as atmospheric inversions prior to performing open burning activities), or Federal requirements (e.g., certification of non-road engines as in compliance with the EPA Tier 4 regulations found at 40 CFR Parts 89 and 1039) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from any potential construction-related activities.

Water Quality

EPA recommends to please identify the specific segments of the Rio Grande River near the Project area that are impaired (if any) as well as the segment where this Project will take place. Additionally, if the waters haven't been monitored in this segment, it should be clarified that designated uses for this segment have not been assessed and it is unknown whether this segment is fully supported or impaired.

EPA recommends Construction, operation, and maintenance of the proposed Project will cause increased sedimentation and turbidity in localized areas. Increased turbidity and sedimentation can adversely affect threatened and endangered species in the area. Please identify if there are any endangered species in the area, and if so, EPA recommends further specifying what best

management practice will be in place to reduce the risk of increased sedimentation and turbidity in the waterbody during construction and operation of this Project.

EPA suggests it is presumed that they will store oil, fuel, and other fluids necessary for construction and operation of these two bridges along the Rio Grande. EPA would like additional clarification regarding the protocols for if a spill/leak occurs and the mitigation actions that will take place during clean up.

EPA recommends to bridge construction activities requiring the placement of permanent fill, clearing of trees and vegetation, and soil disturbance. One of the proposed actions to minimize the effect of construction and clearing is to revegetate disturbed areas. EPA recommends including a monitored plan to revegetate the area to help local species thrive, as well as limit erosion along the shoreline.

Solid Waste

EPA recommends that the potential (in)direct and cumulative impacts of solid and hazardous waste from the proposed action and operation/maintenance of the new railroad line and associated facilities.

EPA recommends including estimates of solid and hazardous waste amounts and types produced from the proposed action's construction and operation including the expected storage, disposal, and management plans for solid and hazardous waste.

EPA recommends including a response plan for an accidental release of hazardous material and include how State and Federal hazardous waste management regulations, including transboundary regulations, would be applied in the construction and operation of the proposed facilities.

National Pollutant Discharge Elimination System (NPDES) Comments

EPA recommends that the construction activity operators be required to obtain Clean Water Act (CWA) Section 402 and 40 CFR § 122.26(b)(15)(i) NPDES permit coverage to discharge stormwater from the construction activities and construction support activities because it appears that this Project will include construction activities in areas upland from a waterbody in close proximity to a waterbody.

For 40 CFR § 122.26(b)(15)(i) NPDES regulations (applicable to State NPDES programs, see § 123.25) which authorize the discharge of stormwater from construction activities, all entities associated with a construction Project who: 1) meet the NPDES Permitting Authority's Construction General Permit (CGP) definition of "operator," 2) cause an earth disturbance of 1 acre or greater, or less than one acre if part of a larger common plan of development or sale that ultimately disturbs 1 acre or greater, and 3) discharge stormwater from their construction activities (including any on- and off-site construction support activities), are required to obtain NPDES permit coverage via the CGP (if all permit eligibility requirements are met) or other

NPDES permit from the NPDES Permitting Authority prior to beginning construction activities and/or construction support activities.

EPA's 2022 CGP definition of construction activities refer to "earth-disturbing activities, such as the clearing, grading, and excavation of land, and other construction-related activities (e.g., grubbing; stockpiling of fill material; placement of raw materials at the site) that could lead to the generation of pollutants. Some of the types of pollutants that are typically found at construction sites are: sediment; nutrients; heavy metals; pesticides and herbicides; oil and grease; bacteria and viruses; trash, debris, and solids; treatment polymers; and any other toxic chemicals." Therefore, clearing, grading and excavation of land for any of the Project's proposed facilities on areas upland from a waterbody and not considered a jurisdictional wetland area that results in earth disturbance and/or construction support activities (e.g., equipment staging yards, materials storage areas, excavated material disposal areas, laydown areas, etc.), are considered construction-related activities that require NPDES permit coverage.

EPA suggests that because the overall earth disturbance of this Project is greater than 1 acre, the larger common plan of development or sale is triggered at each location, therefore stormwater discharges from all construction activities and on-site or off-site construction support activities (i.e., borrow pits, staging areas, material storage areas, temporary work areas, etc.) are required to obtain NPDES permit coverage via the CGP or other NPDES permit (except any portion of the Project's construction activities that is covered by a CWA 404 permit) regardless if the smaller Project's earth disturbance is less than 1 acre at each location. In Texas, the Texas Commission on Environmental Quality (TCEQ) is the NPDES permitting authority.

EPA appreciates the opportunity to review the environmental issues for the proposed action and are available to discuss EPA's comments. Please send our office an electronic copy of environmental documents when they are electronically filed with the Office of Federal Activities using the following link: https://www.epa.gov/sites/default/files/2021-01/documents/e-nepa-guide-on-registration-and-preparing-an-eis-for-electronic-submission.pdf. If you have any questions, please contact Tanisha Hinton, Project review lead at [REDACTED].

Sincerely,

Robert Houston
Branch Manager
Environmental Justice, Community Engagement and
Environmental Review Division

ATTACHMENT 2
Tribal Consultation

Government-to-Government Consultation Letter (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 11, 2023

Juan Garza
Chairman
Kickapoo Traditional Tribe of Texas
2212 Rosita Valley Road
Eagle Pass, TX 78852

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Government-to-Government Consultation

Chairman Garza:

The purpose of this letter is to determine your tribe's interest in formal government-to-government consultations with the Surface Transportation Board (Board) regarding the above-referenced project.

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Board to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA). Pursuant to NEPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is interested in knowing your tribe's interest in consulting with OEA regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, OEA has attached a comment card regarding any future involvement your tribe may want in the overall NEPA process (see Attachment 1: Consultation Questionnaire). I respectfully request that you complete the card and return it to Andrea Poole of my staff at your earliest convenience. Please note that OEA is also writing to the tribe's cultural resources contact pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 2: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 2: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Contact Information

If you have any questions or would like to discuss the project in more detail please to do not hesitate to contact Andrea at [REDACTED] (cell) or by email at [REDACTED]. We look forward to hearing from you.

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Consultation Questionnaire
Attachment 2: Maps

ATTACHMENT 1: CONSULTATION QUESTIONNAIRE

Kickapoo Traditional Tribe of Texas

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

☐ We have no interests associated with the proposed project and further consultation with our Tribe is not required.
☐ We want to continue to receive project information by mail and participate in the public involvement process.
☐ We have an interest in proposed project and want to participate in government-to-government consultation.

Name of the Kickapoo Traditional Tribe of Texas designated contact for the proposed project:

_____ Phone: _____
Please print e-mail: _____

Signed: _____ Date: _____

Please mail to: Andrea Poole
Surface Transportation Board, OEA
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

Or Email to: [REDACTED]

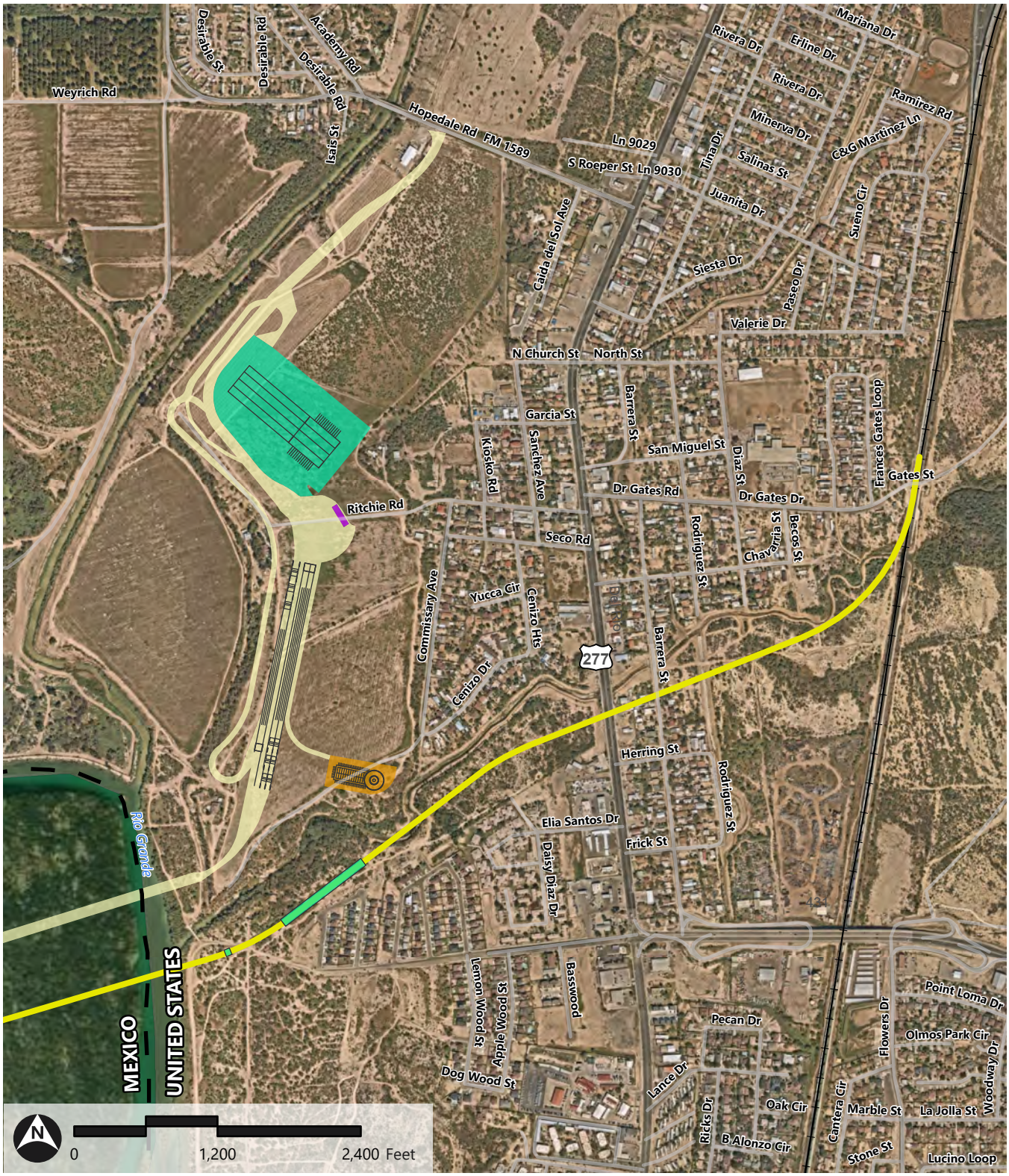
Attachment 2 - Figure 1: Project Overview

Border Crossing Location

Puerto Verde Holdings (PVH) Proposed International Commercial Transportation Corridor

Source: ArcGIS Online, NearMap

Attachment 2 - Figure 2: Project Overview - Maverick County, Texas



Path: \\vhb.com\temp\VDI\SPelletier\39646.00\Project\Puerto Verde.aprx (SPelletier, 11/13/2023)

Proposed Rail Line
Proposed Inspection Facility
US/MexicoCountry Boundary
Existing Union Pacific Railroad
Proposed Roadway
Proposed Inspection Facility
Proposed Operations Tower
Hazardous Materials Drip Pit

Source: ArcGIS Online, NearMap

Scoping Letter to Tribes (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Durell Cooper, Chairman
Apache Tribe of Oklahoma
511 East Colorado

Anadarko, OK 73005

March 29, 2024

By email

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas.

Notice of Intent to Prepare an Environmental Impact Statement

Dear Chairman Cooper:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board's Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts. Therefore, pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11), OEA issued a Notice of Intent to Prepare an Environmental Impact Statement (EIS) in the Federal Register on March 29, 2024. This begins the Scoping Public Comment period for the project. The Board will take comments through April 29, 2024

As part of the scoping process, OEA is inviting you to provide comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS. We also invite you to share the information in this letter with other persons as you find appropriate. Note that we are copying your Tribal Historic Preservation Officer or head of cultural resources on this scoping letter.

As part of the scoping public comment period, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room)

		3295 Bob Rogers Drive Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive Eagle Pass, Texas

Online Public Scoping Meeting

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Comments may also be submitted:

- Electronically through the Board's website, www.stb.gov, by clicking on the "E_FILING" link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. **Please refer to Docket No. FD 36652 in all correspondence.**

OEA will be contacting your Tribal Historic Preservation Officer or head of cultural resources at a later time to continue the Section 106 Consultation process initiated by our letter from December 2023. For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

C: Sterling Chalepah, THPO

ATTACHMENT 3
Section 106 Consultation

December 11, 2023, Letter to SHPO and Response

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 11, 2023

Mark Wolfe
State Historic Preservation Officer
Texas Historical Commission
P.O. Box 12276
Austin, TX 78701

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Mark Wolf:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA). Pursuant to NEPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is beginning the process of gathering information on the project area and project-related issues and concerns. As part of the process, the Board must evaluate the potential impacts of the proposed project on historic properties, in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108 (NHPA), the Section 106 implementing regulations at 36 C.F.R. Part 800, and the Board's environmental regulations at 49 C.F.R. Part 1105. As part of the NEPA and Section 106 processes, OEA is requesting your initial comments regarding the potential for the proposed project to affect historical, architectural, archaeological, or other historic properties that may be in the project area.

Project Background

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in

Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Initiation of Section 106 Consultation

OEA would like to initiate consultation with your office for the project as currently proposed. OEA will define the Area of Potential Effects (APE) for historic properties in accordance with 36 C.F.R. Part 800 and 49 C.F.R. Part 1105.8. The proposed APE once defined, will include the entirety of the project where ground disturbance is expected to occur, a buffer to account for refinements to the alignment or construction methods, access roads, staging, and potential visual and auditory effects that may occur beyond the limits of disturbance. The APE will be further refined as additional information about the proposed project and its potential to affect cultural resources becomes available.

Request for Comments

OEA requests that you provide information regarding the potential effects of the proposed project. Please submit your response within 30 days so that we may begin the process of identifying historic properties and start to evaluate the potential impacts of the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send written comments to Andrea Poole, OEA's Project Manager for this environmental case, by mail to:

Andrea Poole
Surface Transportation Board, OEA
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

We look forward to hearing from your agency. If you have any questions or would like to arrange a call or meeting, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

David Johnson

From: Poole, Andrea
Sent: Tuesday, January 16, 2024 1:41 PM
To: Tabachnick, Alan; David Johnson
Subject: [External] FW: Cultural Resources for Green Eagle Railroad: Initial consultation

FYSA. This will be posted to DCMS.

Many thanks, Andrea

Andrea

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Tuesday, January 16, 2024 1:34 PM
To: Poole, Andrea; reviews@thc.state.tx.us **Subject:** Green Eagle Railroad

You don't often get email from noreply@thc.state.tx.us. Learn why this is important

TEXAS HISTORICAL COMMISSION
real places telling real stories

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202404181
Date: 01/16/2024
Green Eagle Railroad
Eagle Pass
Eagle Pass,TX

Description: Construction and operation of a new railroad line.

Dear Andrea Poole:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz, Amy Borgens and Mary Galindo, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

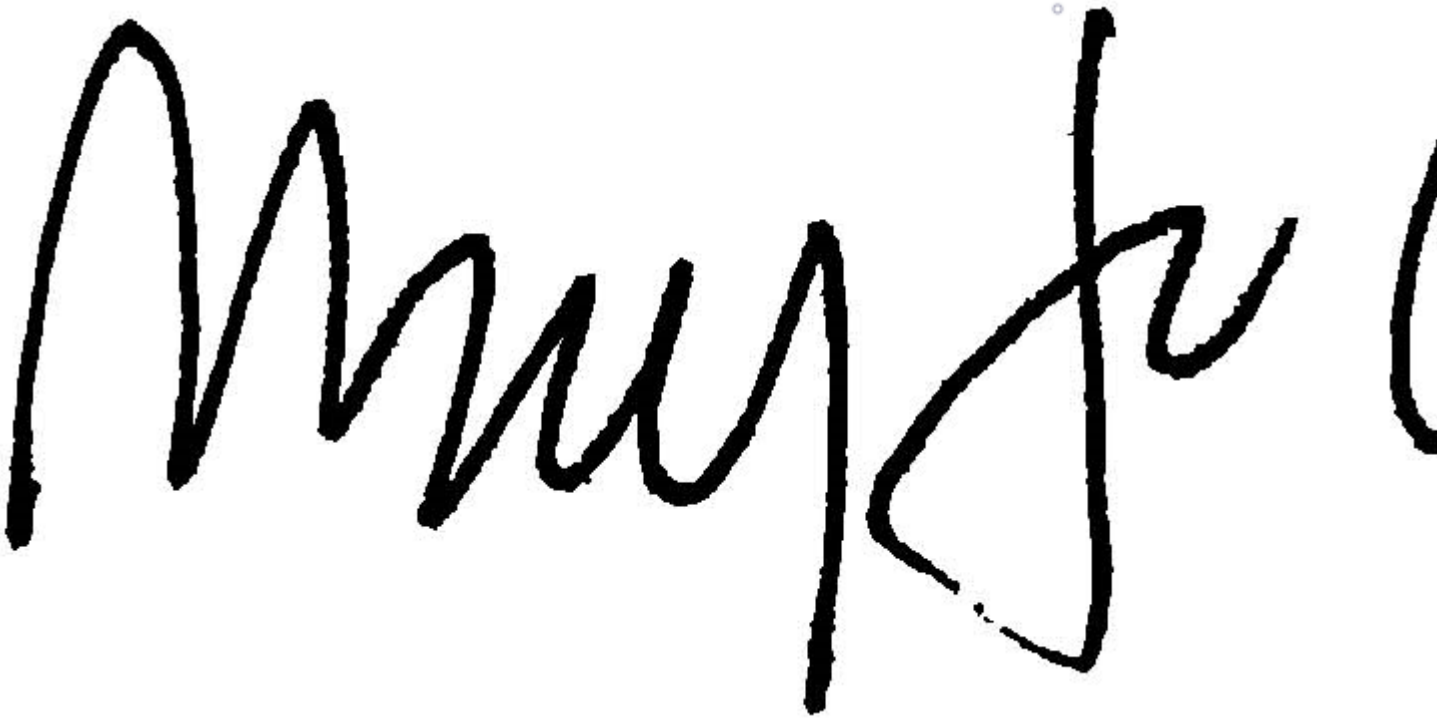
- An archeological survey is required. You may obtain lists of archeologists in Texas through the Council of Texas Archeologists and the Register of Professional Archaeologists. Please note that other qualified archeologists not included on these lists may be used. If this work will occur on land owned or controlled by a state agency or political subdivision of the state, a Texas Antiquities Permit must be obtained from this office prior to initiation of fieldwork. All fieldwork should meet the Archeological Survey Standards for Texas. A report of investigations is required and should be produced in conformance with the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation and submitted to this office for review. Reports for a Texas Antiquities Permit should also meet the Council of Texas Archeologists Guidelines for Cultural Resources Management Reports and the Texas Administrative Code. In addition, any buildings 45 years old or older that are located on or adjacent to the tract should be documented with photographs and included in the report. To facilitate review and make project information available through the Texas Archeological Sites Atlas, we appreciate the submittal of survey area shapefiles via the Shapefile tab on eTRAC concurrently with submission of the draft report. Please note that while appreciated for Federal projects this is required for projects conducted under a Texas Antiquities Permit. For questions on how to submit these, please visit our video training series at:
https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC

We have the following comments: Thank you for the early notification of this proposed project. The THC History Programs Division staff, led by Justin Kockritz, notes that we have no historic resources survey information for aboveground resources in this area of Maverick County and we are aware of no previously identified aboveground historic resources in the project area. For linear transportation projects, we have often recommended an Area of Potential Effect (APE) that includes all parcels wholly or partially within a 150-foot buffer of the project footprint, though the specifics of the project and the location may dictate otherwise. The THC Archeology Division staff, led by Mary Jo Galindo, notes that there are several previously recorded archeological sites within the proposed APE. We look forward to further consultation, including the identification of any historic properties within the APE when available.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: REDACTED.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,



for Bradford Patterson, Chief Deputy State Historic Preservation Officer
Deputy Executive Director, Texas Historical Commission

Please do not respond to this email.

Letter to THPOs (Sample) and Response

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 11, 2023

Hector Gonzalez
Tribal Historic Preservation Officer
Kickapoo Traditional Tribe of Texas
P.O. Box 2505
Eagle Pass, TX 78852

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Dear Hector Gonzalez:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA). Pursuant to NEPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is beginning the process of gathering information on the project area and project-related issues and concerns. As part of the environmental review process, OEA is requesting your initial comments regarding the potential for the proposed project to affect tribal cultural resources that may be in the project area. Information collected will assist us in preparing the appropriate NEPA document for the proposed project.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico

for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Initiation of Section 106 Consultation

OEA would like to initiate consultation with your office for the project as currently proposed. OEA will define the Area of Potential Effects (APE) for historic properties in accordance with 36 C.F.R. Part 800 and 49 C.F.R. § 1105.8. The proposed APE once defined, will include the entirety of the project where ground disturbance is expected to occur, a buffer to account for refinements to the alignment or construction methods, access roads, staging, and potential visual and auditory effects that may occur beyond the limits of disturbance. The APE will be further refined as additional information about the proposed project and its potential to affect cultural resources becomes available.

Request for Comments

OEA requests that you provide information regarding the potential effects of the proposed project. Please submit your response within 30 days so that we may begin the process

of identifying historic properties and start to evaluate the potential impacts of the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats. In addition, OEA has sent separate letters to the tribes listed in Attachment 2: Initial Agency and Tribal Distribution List.

You may also send written comments to Andrea Poole, OEA's Project Manager for this environmental review case, by mail to:

Andrea Poole
Surface Transportation Board, OEA
Docket No. FD 36652
395 E Street SW
Washington, DC 20423

We look forward to hearing from you. If you have any questions or would like to arrange a call or a meeting, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

TRADITIONAL COUNCIL

CHAIRMAN
Juan Garza Jr., Kisisika

SECRETARY
Freddie Hernandez Sr., Kisakodita

TREASURER
David Treviño, Wapikaoda

MEMBERS
Kendall Scott, Metaa
Daniel Gonzalez Sr., Pietanakaaka

KICKAPOO

TRADITIONAL TRIBE OF TEXAS

2212 Rosita Valley Rd.
Eagle Pass, Texas 78852

TRIBAL COUNCIL

December 11, 2023

Ms. Andrea Poole
Project Manager
Surface Transportation Board, OEA
395 E Street SW
Washington, DC 20423

Re: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

Dear Ms. Poole:

Our office is in receipt of a letter dated December 11, 2023, by which the Surface Transportation Board, Office of Environmental Analysis, requests that the Kickapoo Traditional Tribe of Texas provide information to your office regarding the potential effects that the above-referenced proposed project may pose to our Tribe.

In response to said request, we wish to advise you that the Kickapoo Traditional Tribe of Texas does not own land located in close proximity to the proposed project area, nor would this endeavor affect any of the Tribe's cultural, historical, or sacred sites that we are aware of. Nevertheless, the Tribe appreciates the opportunity it was granted to comment on this matter.

Should you have further questions or concerns with respect to this matter, please do not hesitate to contact this office at [REDACTED].

Respectfully,

Jason C. Nelson
General Counsel

April 4, 2024, Letter to SHPO

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 4, 2024

Edward Lengel
State Historic Preservation Officer
Texas State Historic Preservation Office
1511 Colorado Street
Austin, TX 78701

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Initiation of Section 106 Process for the Puerto Verde Global Trade Bridge, Maverick County, Texas

Edward Lengel:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of the process, the Board must evaluate the potential impacts of the proposed project on historic properties, in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), the Section 106 implementing regulations (36 C.F.R. Part 800), and the Board's environmental regulations (49 C.F.R. Part 1105). The Board's Office of Environmental Analysis (OEA) is requesting your initial comments regarding the potential for the proposed rail line to affect historical, architectural, archaeological, or other historic properties that may be in the project area.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferronex Rio Escondido rail line.

The proposed rail line would be part of an international commercial transportation corridor between Piedra Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the

rail line and roadway, and a control tower that would service both the roadway and rail line. This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars, and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 188. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Initiation of Section 106 Consultation

OEA would like to initiate consultation with your office for the project as currently proposed by GER. OEA has defined the Area of Potential Effects (APE) for historic properties in accordance with 36 C.F.R. Part 800 and 49 C.F.R. § 1105.8. The proposed APE will include the entirety of the proposed rail line where ground disturbance is expected to occur, and a 150-foot buffer to account for potential staging, and visual, auditory, and other atmospheric effects that may occur beyond the limits of immediate ground disturbance (Attachment 1).

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, and no National Historic Landmarks are located within the proposed project's APE.

Field surveys for both historic properties and archaeological sites will be conducted, and the Criteria of Eligibility will be applied in consultation with the SHPO and other consulting parties, to determine if any of these sites are eligible for inclusion in the NRHP.

Request for Comments

OEA requests that you provide information regarding your interest in participating as a Consulting Party under Section 106 and the potential effects of the proposed project. Please

submit your response within 30 days so that we may begin the process of identifying historic properties and start to evaluate the potential impacts of the proposed project.

Also, on behalf of the Board, in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Alabama-Coushatta Tribe of Texas, Apache Tribe of Oklahoma, Caddo Nation, Comanche Nation, Jicarilla Apache Nation, Kickapoo Tribe of Oklahoma, Kickapoo Traditional Tribe of Texas, Mescalero Apache Tribe, Tonkawa Tribe of Oklahoma, Wichita and Affiliated Tribes, and Ysleta del Sur Pueblo.

All filings and other submissions can be submitted electronically through the Board's website at https://stb.gov. To submit a comment on this proceeding, select "File an Environmental Comment" (below the "Need Assistance?" button) on the Board's home page. Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send written comments to Andrea Poole, OEA's Project Manager for the environmental review by mail to:

Andrea Poole
Surface Transportation Board, OEA
Docket No. FD 36616
395 E Street SW
Washington, DC 20423

While paper filings are once again being accepted in accordance with the Board's regulations, stakeholders are strongly encouraged to continue to submit filings via the Board's e-filing system and to consent to e-service of decisions.

We look forward to your participation in the environmental review process. If you have any questions or would like to arrange a call or meeting, please feel free to contact Andrea Poole of my staff at [REDACTED] or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Proposed Area of Potential Effects Map

Figure 1. Proposed Area of Potential Effects Map.

Consulting Party Invitation Letter (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

January 3, 2025

Gilbert Anaya
Chief of Environmental Management Division
International Boundary and Water Commission
4191 North Mesa St.
El Paso, TX 79902-1423

By email

Re: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Section 106 Consulting Party Invitation

Dear Gilbert Anaya:

The purpose of this letter is to invite you to participate as a consulting party in the Section 106 process for the above-referenced project. As you know on December 14, 2023, Green Eagle Railroad, LLC (GER), a non-carrier subsidiary of Puerto Verde Holdings (PVH), filed a petition for exemption with the Surface Transportation Board (Board) pursuant to 49 United States Code (U.S.C.) §10502 in Docket No. FD 36652. The petition requested Board authority to construct and operate approximately 1.3 miles of new common carrier rail line in Eagle Pass and Maverick County, Texas. The proposed rail line would be part of an international commercial transportation corridor proposed by PVH, the Puerto Verde Global Trade Bridge project (PVGTB Project), consisting of a new border crossing for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas (See Attachment 1: Map).

In addition to the proposed rail line, the PVGTB Project in the United States includes a new commercial motor vehicle (CMV) road; a control tower; and inspection facilities (collectively, associated CMV Facility). Only the proposed rail line requires licensing authority from the Board. The U.S. Coast Guard, the International Boundary Water Commission, and the U.S. Army Corps of Engineers have permitting roles in the PVGTB Project and are participating, as appropriate, in the Board's environmental review process.

As part of the approval process, the Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement (EIS), in accordance with the National

Environmental Policy Act (42 U.S.C. §§ 4321-4370m-11), that will assess the potential environmental impacts of two build alternatives (Northern and Southern Rail Alternatives) and the associated CMV Facility (See Attachment 1: Map). The EIS is also assessing the potential impacts on historic properties in accordance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and the Section 106 implementing regulations (36 C.F.R. Part 800).

As part of the preparation of the Draft EIS, OEA conducted a Phase 1 Historic Resources Survey and a Phase 1 Archaeological Resources Survey. OEA is submitting the results of those surveys to the Texas Historical Commission and will make those survey reports available to consulting parties upon request. The final redacted reports will also be posted on the Board's website (www.stb.gov).

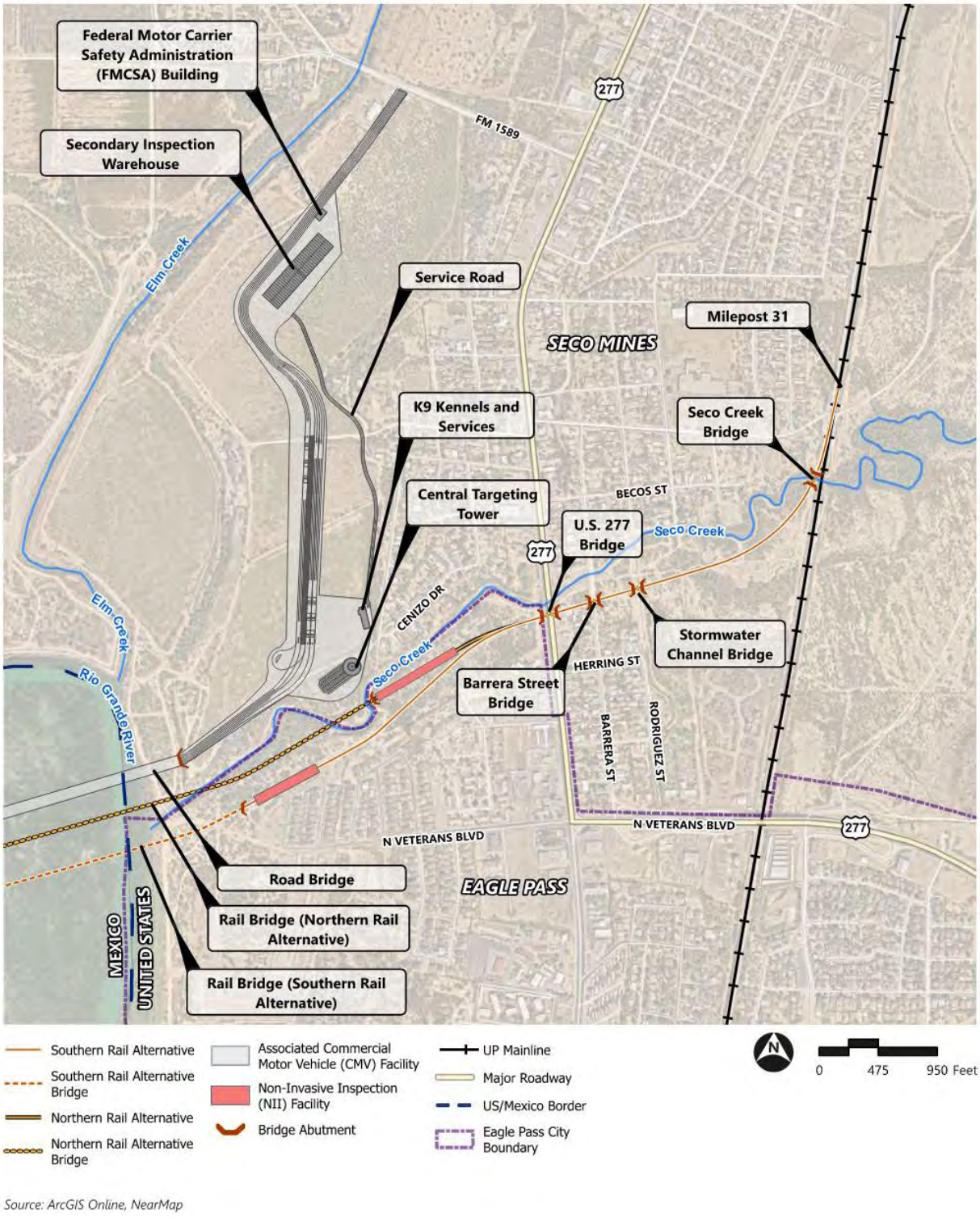
Please complete the attached Consultation Questionnaire to provide feedback on your interest in participating in the Section 106 process by January 17, 2025. Additional information on this project and the Board's environmental and historic review process is available on the Board-sponsored project website at www.greeneaglerreis.com. If you have any questions or would like to discuss the proposal in more detail, please contact Alan Tabachnick at [REDACTED (email address: [REDACTED). We look forward to your participation in the Board's environmental and historic review process.

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosure:
Attachment 1: Map
Attachment 2: Questionnaire

Attachment 1: Map



Source: ArcGIS Online, NearMap

Attachment 2: Questionnaire

International Boundary and Water Commission

Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make further comments:

_____ We have no interest in the proposed line and associated CMV Facility and further consultation with our agency/Tribe is not necessary.

_____ We want to continue to receive project information by mail and participate in the public involvement process for the EIS.

_____ We have an interest in the proposed line and associated CMV Facility and want to participate as a Consulting Party in the Section 106 process.

International Boundary and Water Commission designated contact for the proposed line and associated CMV Facility:

Name:_____ Email:_____.
Phone:_____.
Signed: _____ Date:_____.

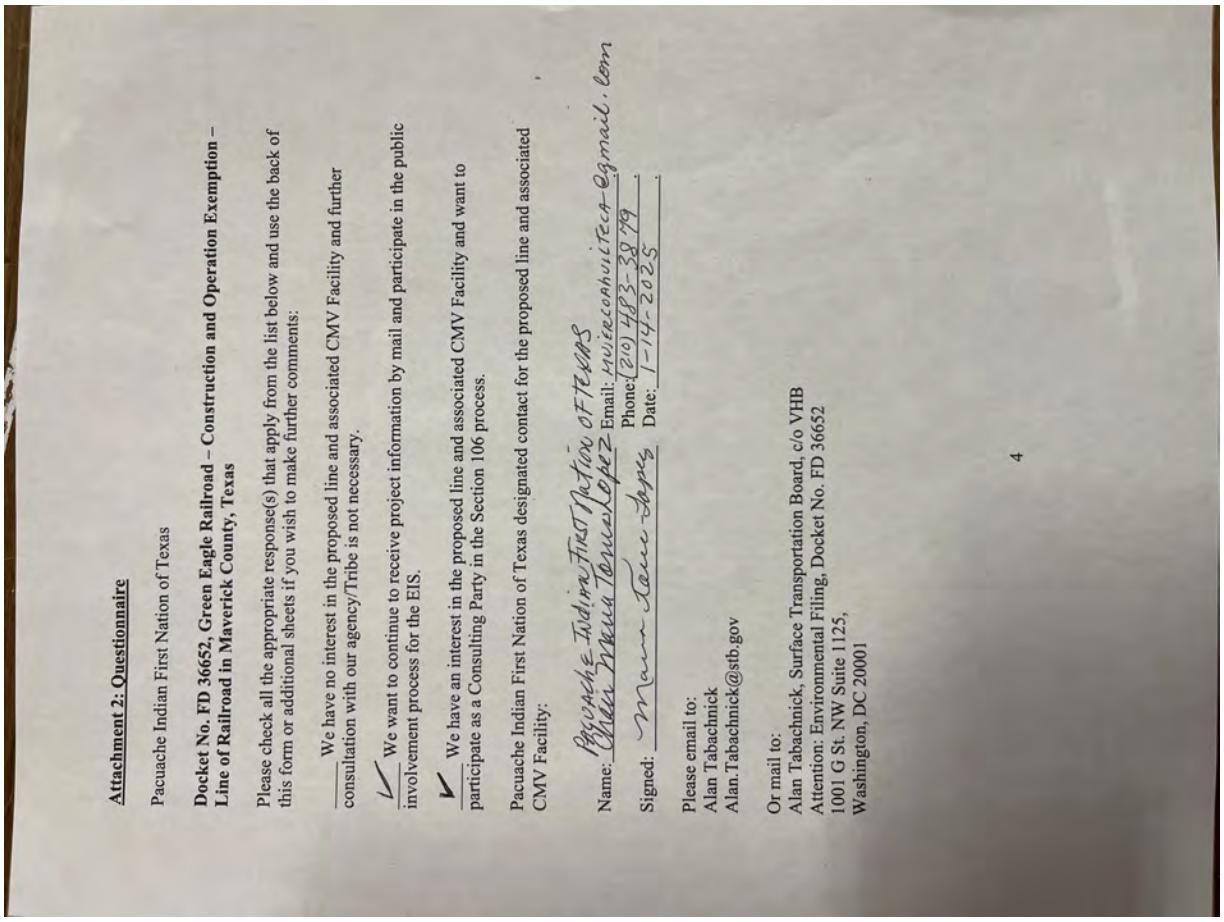
Please email to:
Alan Tabachnick
[REDACTED]

Or mail to:
Alan Tabachnick, Surface Transportation Board, c/o VHB
Attention: Environmental Filing, Docket No. FD 36652
1001 G St. NW Suite 1125,
Washington, DC 20001

Response To Consulting Party Invitation Letter

From: maria torres
To: REDACTED; Green Eagle RR EIS
Subject: Fwd: Response to our Acceptance Acknowledgment Section 106 Consultation Party Invitation proposed Green Eagle Railroad Dockett No. 36652
Date: Wednesday, January 15, 2025 1:18:49 AM

---------- Forwarded message ---------
From: **Maria Torres** <REDACTED>
Date: Wed, Jan 15, 2025 at 12:14 AM
Subject: Re: Response to our Acceptance Acknowledgment Section 106 Consultation Party Invitation proposed Green Eagle Railroad Dockett No. 36652
To: <REDACTED>



Attachment 2: Questionnaire

Pacuache Indian First Nation of Texas

Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make further comments:

____ We have no interest in the proposed line and associated CMV Facility and further consultation with our agency/Tribe is not necessary.

✓ We want to continue to receive project information by mail and participate in the public involvement process for the EIS.

✓ We have an interest in the proposed line and associated CMV Facility and want to participate as a Consulting Party in the Section 106 process.

Pacuache Indian First Nation of Texas designated contact for the proposed line and associated CMV Facility:

Name: Pacuache Indian First Nation of Texas Email: huizcoahuiteca@gmail.com
Signed: Maria Louise Lopez Phone: (210) 483-3879
Date: 1-14-2025

Please email to:
Alan Tabachnick
Alan.Tabachnick@stb.gov

Or mail to:
Alan Tabachnick, Surface Transportation Board, c/o VHB
Attention: Environmental Filing, Docket No. FD 36652
1001 G St. NW Suite 1125,
Washington, DC 20001

4

THC Concurrence

Laurent Cartayrade

Subject: FW: [External] Green Eagle Railroad

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Friday, January 31, 2025 3:06 PM
To: Andrew Pappas; reviews@thc.state.tx.us **Subject:** [External] Green Eagle Railroad

TEXAS HISTORICAL COMMISSION
real places telling real stories

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202504905
Date: 01/31/2025
Green Eagle Railroad (Permit 31809)
800 Ritchie Road
Eagle Pass,TX 78852

Description: Green Eagle Railroad, LLC (GER) proposes to construct a new rail line, carrier facilities, and two bridges spanning the Rio Grande. Project is being permitted by the Surface Transportation Board.

Dear Andrew Papas:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Justin Kockritz and Mary Galindo, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- THC/SHPO concurs with information provided.
- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

- Property/properties are not eligible for listing in the National Register of Historic Places.

Archeology Comments

- This draft report is acceptable. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submission of tagged pdf copies of the final report including one restricted version with all site location information (if applicable), and one public version with all site location information redacted; an online abstract form submitted via the abstract tab on eTRAC; and survey area shapefiles submitted via the shapefile tab on eTRAC. For questions on how to submit these please visit our video training series at: https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We have the following comments: The THC History Programs Division, led by Justin Kockritz, concurs with the findings of the Phase I Historic Resources Survey that all of the surveyed properties within the project's Area of Potential Effect are not eligible for listing in the National Register of Historic Places and therefore that there are no historic properties affected by the project as proposed. Regarding archeology, please specify in the final report whether site revisit forms were filed at TARL. The THC concurs that the portions of sites 41MV107, 41MV108, 41MV203, and 41MV277 that are within the APE are not eligible for listing on the NRHP or for designation as an SAL. The THC also concurs that further consultation is necessary when project design plans are finalized, and the specific areas of deeper impacts are known, the Surface Transportation Board's Office of Environmental Analysis will develop a plan to investigate deeply buried archaeological deposits through mechanically assisted excavation in coordination with the THC.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: [REDACTED].

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

ATTACHMENT 4

Draft EIS Notification to Agencies and Tribes

Green Eagle RR EIS

From: Green Eagle RR EIS
Sent: Friday, March 14, 2025 12:09 PM
To: Green Eagle RR EIS
Subject: Green Eagle Railroad: Availability of the Draft Environmental Impact Statement
Attachments: Green Eagle DEIS_Flyer_English.pdf; Green Eagle DEIS_Flyer_Español.pdf

Dear Interested Party,

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is pleased to announce that the Draft Environmental Impact Statement (Draft EIS) for Green Eagle Railroad's proposed construction and operation of a 1.3-mile rail line in Eagle Pass and Maverick County, Texas, is available for review and comment. The proposed line is part of the larger Puerto Verde Global Trade Bridge project that also includes a new commercial motor vehicle (CMV) crossing between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The Draft EIS analyzes the potential environmental impacts of both the proposed rail line, which requires a license from the Board, and the CMV crossing because they would be built as a single port of entry for freight rail and CMV traffic between Mexico and the United States.

The Draft EIS is available for viewing or downloading on the Board-sponsored project website at www.greeneaglerreis.com and on the Board's website at www.stb.gov under Docket No. FD 36652.

Information on how to submit comments on the Draft EIS and the three public meetings that OEA will be holding is provided on the Board-sponsored project website and in the attached flyer. *All comments must be submitted on or before May 5, 2025*.

Sincerely,

Danielle Gosselin

Director
Office of Environmental Analysis
Surface Transportation Board

Appendix B
Public Involvement

The Surface Transportation Board (Board)'s Office of Environmental Analysis (OEA) conducted public involvement activities to inform the public, including elected officials, of the scoping period, the availability of the Final Scope of Study, and the availability of the Draft and Final Environmental Impact Statement (~~Draft~~ EIS) for the Green Eagle Railroad project.

B.1 Scoping Notification and Information Materials

OEA developed its public scoping approach to provide the public with opportunities to comment on the scope of the Draft EIS so that OEA can assess issues raised by the public and consider those concerns in developing the Draft EIS.

Most residents in Eagle Pass and Maverick County identify as Hispanic or Latino, and speak a language other than English at home, predominantly Spanish. Therefore, OEA took a range of measures to facilitate communication with, and commenting from, persons whose primary or unique language is Spanish.

Attachment 1 includes the following materials used to notify the public of the scoping period and the Final Scope of Study (for letters and emails sent to multiple parties, **Attachment 1** provides only one example).

B.1.1 Board Decision Documents

- Federal Register Notices
  - Notice of Intent to Prepare an EIS, March 29, 2024
  - Notice of Availability of the Final Scope of Study for the EIS, July 8, 2024
- Press Releases
  - Notice of Intent, March 29, 2024
  - Final Scope of Study, July 8, 2024

B.1.2 Preliminary Scoping Materials

- Letters to Elected Officials
  - Federal
    - John Cornyn, U.S. Senator (Texas)
    - Ted Cruz, U.S. Senator (Texas)
    - Tony Gonzales, U.S. Representative (Texas 23rd District)
  - State
    - Texas Governor Greg Abbott
    - State Senator Roland Gutierrez (Texas Senate District 19)
    - State Representative Eddie Morales (State District 74)

  - Local
    - Ramsey English Cantú, Maverick County Judge
    - Roberto Ruiz, County Commissioner (Precinct 4)
    - Rolando Salinas, Jr., Mayor of Eagle Pass

B.1.3 Scoping Notification Materials

- Letters to Elected Officials
  - Federal
    - John Cornyn, U.S. Senator (Texas)
    - Ted Cruz, U.S. Senator (Texas)
    - Tony Gonzales, U.S. Representative (Texas 23rd District)
  - State
    - Texas Governor Greg Abbott
    - State Senator Roland Gutierrez (Texas Senate District 19)
    - State Representative Eddie Morales (State District 74).
  - Local
    - Ramsey English Cantú, Maverick County Judge
    - Gerardo "Jerry" Morales, County Commissioner (Precinct 1)
    - Rosanna "Roxi" Rios, County Commissioner (Precinct 2)
    - Olga Ramos, County Commissioner (Precinct 3)
    - Roberto Ruiz, County Commissioner (Precinct 4)
    - Rolando Salinas, Jr., Mayor of Eagle Pass
    - William Davis, Mayor Pro-Tem, Eagle Pass
    - Monica Cruz, Council Member, Eagle Pass
    - Mario Garcia, Council Member, Eagle Pass
    - Elias Diaz, Council Member, Eagle Pass
- Letters to Community Organizations, Services, and Businesses
  - Sent to the organizations, services, and businesses listed in **Table B-1**.
- Flyer
  - Enclosed with the letters to organizations, services, and businesses, with invitation to post and/or distribute.
- Postcards
  - Sent to 724 adjacent property owners.
- Banner ads
  - Published over the 30-day scoping comment period and targeted to Eagle Pass zip codes.
- Board-sponsored project website (www.greeneaglerreis.com)

Table B-1. Organizations, Services, and Businesses That Were Sent a Scoping Letter

Access Church
Ambassadors for Christ Inc
Armando Cerna Elementary School
Benavides Elementary School
Border Trade Advisory Committee - Rio Grande Valley/Tamaulipas Region
Boys & Girls Club of America
Bres Group
Camino De Salvacion
CC Winn High School
Central 57 Imports & Exports
Central Transport
Christian Church
City of Eagle Pass Bridge System
City of Eagle Pass International Center for Trade ICT
Community Action Social Services & Education Inc.
Eagle Pass - Maverick County Economic Development Alliance (EPMCEDA)
Eagle Pass Church of Christ
Eagle Pass Extension Center
Eagle Pass Fire Department Station #1 - Safety Complex
Eagle Pass Fire Department Station #2 - Della L. Willars
Eagle Pass Fire Department Station #3 - Cardona
Eagle Pass Fire Department Station HQ
Eagle Pass High School
Eagle Pass Housing Authority
Eagle Pass I.S.D Police
Eagle Pass Junior High School
Eagle Pass Police Department
Eagle Pass Agriculture Department
Eagle Pass Golf Course
Eagle Pass Public Library
Eden Learning Center
Elim Christian Center
First United Methodist Church
Glass Elementary School
Graves Elementary School
Iglesia Apostolica de la fe en Cristo Jesus
Iglesia Bautista
Iglesia Gap
Iglesia Palabra De Vida
Iglesia Torre Fuerte
JMJ Express Carriers LLC
Jowar International Inc.

Juan N. Seguin Elementary School
Kennedy Hall School
Knights of Columbus
L&A International Services LLC
Language Development Center
Liberty Elementary School
Lighthouse Baptist Church
Loma de la Cruz Center
Luther's Library
Maverick County
Maverick County Parks and Recreation
Maverick County Sheriff Department
Maverick Express Carriers LLC
Middle Rio Grande Workforce
Mission: Border Hope
Nellie Mae Glass Elementary School
Our Lady of Lourdes Catholic Mission
Our Lady Refuge Church/School
Rainbow Ministries
Real Path Baptist Church
Redeemer Episcopal Church
Redeemer Episcopal School
Regional Human Services
Roy P. Benavidez Center
Sacred Heart Catholic Church
San Luis Elementary School
San Luis Neighborhood Center
Seco Mines Community Center
Seco Mines Elementary School
Servants Hearts Ministries
Southwest Border AHEC
Southwest Texas Junior College at Eagle Pass
St. Joseph Catholic Church
Sul Ross State University
Texas Department of Public Safety
The Church of Jesus Christ of Latter-Day Saints
The City of Eagle Pass
The City of Eagle Pass - Community Development
The Potter's House Christian Fellowship
TRA Transport LLC
Tree of Life Church
Trinity Logistics Group
US Customs and Border Protection - Eagle Pass Border Patrol Station
V&V Logistic Corp.

Word of Life Church
Alcalosa (Logistics)

B.2 Distribution of the Draft EIS

OEA made the Draft EIS available for public review and comments on the Board's website and on the Board-sponsored project website on March 14, 2025.

OEA notified elected officials and the general public of the release and availability of the Draft EIS, scheduled public meetings, other means to provide comments, and the deadline for comments through the following means: (copies are in **Attachment** *2*).

- Press Release
- Federal Register Notice, March 21, 2025
- Email with attached flyer
- Postcard
- Banner ad
- Board-sponsored project website

OEA originally provided a 45-day comment period for the Draft EIS, with comments due on or before May 5, 2025. On May 20, 2025, in response to requests for an extension, OEA extended the comment period to June 2, 2025. The Notice of Extension of Comment Period for the Draft EIS was posted on the Board's website on May 20, 2025. OEA also sent an email notification to approximately 207 elected officials, organizations, and individuals on the EIS's mailing list. The notice of extension and a sample notification email are included in **Attachment 2**.

B.2.1 Elected Officials

OEA notified the following elected officials of the release of the Draft EIS.[1]

- Federal
  - John Cornyn, U.S. Senator (Texas)
  - Ted Cruz, U.S. Senator (Texas)
  - Tony Gonzales, U.S. Representative (Texas 23rd District)
- State
  - Texas Governor Greg Abbott
  - State Senator Roland Gutierrez (Texas Senate District 19)
  - State Representative Eddie Morales (State District 74)
- Local
  - Ramsey English Cantú, Maverick County Judge
  - Gerardo "Jerry" Morales, County Commissioner (Precinct 1)
  - Rosanna "Roxi" Rios, County Commissioner (Precinct 2)

[1] Federal elected officials and the Governor of Texas were sent a letter instead of an email and flyer.

- Olga Ramos, County Commissioner (Precinct 3)
- Roberto Ruiz, County Commissioner (Precinct 4)
- Rolando Salinas, Jr., Mayor of Eagle Pass
- William Davis, Mayor Pro-Tem, Eagle Pass
- Monica Cruz, Council Member, Eagle Pass
- Mario Garcia, Council Member, Eagle Pass
- Elias Diaz, Council Member, Eagle Pass

B.2.2 Organizations, Services, Businesses, and Individuals

OEA sent an email to approximately 150 individuals or organizations to notify them of the release of the Draft EIS by email. OEA also mailed a postcard to approximately 680 individuals and to the organizations, services, and businesses listed in **Table B-2**.

Table B-2. Organizations, Services, and Businesses That Were Notified of the Availability of the Draft EIS (Postcard)

Access Church
Alcalosa (Logistics)
Ambassadors for Christ Inc
Armando Cerna Elementary School
Beautiful Gate Baptist Church
Benavides Elementary School
BK 515 Investments, LLC.
Border Trade Advisory Committee - Rio Grande Valley/Tamaulipas Region
Boys & Girls Club of America
Bres Group
Buildtech Developers, LLC
Camino De Salvacion
CC Winn High School
Central 57 Imports & Exports
Central Transport
Christian Church
City of Eagle Pass Bridge System
City of Eagle Pass International Center for Trade ICT
Community Action Social Services & Education Inc.
DIP Company
Dos Republicas Coal Partnership
Eagle Pass - Maverick County Economic Development Alliance (EPMCEDA)
Eagle Pass Church of Christ
Eagle Pass Commercial Company
Eagle Pass Extension Center
Eagle Pass Fire Department Station #1 - Safety Complex
Eagle Pass Fire Department Station #2 - Della L. Willars

Eagle Pass Fire Department Station #3 - Cardona
Eagle Pass Fire Department Station HQ
Eagle Pass High School
Eagle Pass Housing Authority
Eagle Pass Independent School District
Eagle Pass I.S.D Police
Eagle Pass Junior High School
Eagle Pass Police Department
Eagles Pass Agriculture Department
Eagle Pass Golf Course
Eagle Pass Public Library
Eden Learning Center
Elim Christian Center
E.P. Dreams Investments, LLC
First United Methodist Church
F L Enterprises, LLC
Glass Elementary School
Golden Retriever Productions, Inc.
Graves Elementary School
HCS Texas Holdings, LLC
Hopedale Estates, LTD
Iglesia Apostolica de la fe en Cristo Jesus
Iglesia Bautista
Iglesia Gap
Iglesia Palabra De Vida
Iglesia Torre Fuerte
JMJ Express Carriers LLC
Jowar International Inc.
Juan N. Seguin Elementary School
Kennedy Hall School
Knights of Columbus
L&A International Inc.
Language Development Center
Liberty Elementary School
Lighthouse Baptist Church
L&M Homes, LLC.
Loma de la Cruz Center
Lusura Co. & Management, Inc.
Luthers Library
Margon Developers of USA Corp.
Maverick County Dev Corporation
Maverick County Parks and Recreation
Maverick County Sheriff Department

Maverick Express Carriers LLC
MDC Coast 10, LLC
Middle Rio Grande Workforce
Mission: Border Hope
M&S Family Properties, LLC
Nellie Mae Glass Elementary School
Neutze Properties, LTD.
Our Lady of Lourdes Catholic Mission
Our Lady Refuge Church/School
Rainbow Ministries
Real Path Baptist Church
Redeemer Episcopal Church
Redeemer Episcopal School
Regional Human Services
Roy P. Benavidez Center
Sacred Heart Catholic Church
San Luis Elementary School
San Luis Neighborhood Center
Seco Mines Community Center
Seco Mines Elementary School
Servants Hearts Ministries
Southwest Border AHEC
Southwest Texas Junior College at Eagle Pass
St. Joseph Catholic Church
Sul Ross State University
Texas Department of Public Safety
The Church of Jesus Christ of Latter-Day Saints
The City of Eagle Pass - Community Development
The Potter's House Christian Fellowship
Tree of Life Church
TRA Transport LLC
Trinity Logistics Group
V&V Logistics Corp.
WCB Investments, LTD
Weyrich Farm Investments, LLC
Word of Life Church
YY Home Builders
Zadro Land, LLC

B.3 Distribution of the Final EIS

OEA made the Final EIS available on the Board's website and on the Board-sponsored project website.

OEA notified elected officials and the general public of the release of the Final EIS through the following means:

- Notice of Availability of Final EIS on Board's website
- Press Release
- Federal Register Notice
- Postcard
- Email notification
- Board-sponsored project website

B.3.1 Elected Officials

OEA notified the following elected officials of the release of the Final EIS.

- Federal
  - John Cornyn, U.S. Senator (Texas)
  - Ted Cruz, U.S. Senator (Texas)
  - Tony Gonzales, U.S. Representative (Texas 23rd District)
- State
  - Texas Governor Greg Abbott
  - State Senator Roland Gutierrez (Texas Senate District 19)
  - State Representative Eddie Morales (State District 74)
- Local
  - Ramsey English Cantú, Maverick County Judge
  - Gerardo "Jerry" Morales, County Commissioner (Precinct 1)
  - Rosanna "Roxi" Rios, County Commissioner (Precinct 2)
  - Olga Ramos, County Commissioner (Precinct 3)
  - Roberto Ruiz, County Commissioner (Precinct 4)
  - Aaron Valdez, Mayor of Eagle Pass
  - William Davis, Mayor Pro-Tem, Eagle Pass
  - Jessica Rey Ramon, Council Member, Eagle Pass
  - Mario Garcia, Council Member, Eagle Pass
  - Elias Diaz, Council Member, Eagle Pass

B.3.2 Organizations, Services, Businesses, and Individuals

OEA sent an email to approximately 188 individuals or organizations to notify them of the release of the Final EIS by email. OEA also mailed a postcard to approximately 680 individuals and to the organizations, services, and businesses listed in **Table B-2** above.

ATTACHMENT 1
Public Notification Materials: Scoping

Notice of Intent to Prepare an EIS

52087 SERVICE DATE – MARCH 29, 2024
OEA

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36652

GREEN EAGLE RAILROAD – CONSTRUCTION AND OPERATION EXEMPTION – LINE OF RAILROAD IN MAVERICK COUNTY, TEXAS

AGENCY: Surface Transportation Board

ACTION: Notice of intent (NOI) to prepare an environmental impact statement (EIS); notice of initiation of the scoping process; request for comments on scope of EIS, and notice of public scoping meetings.

SUMMARY: On December 14, 2023, Green Eagle Railroad, LLC (GER), a subsidiary of Puerto Verde Holdings (PVH), filed a petition under 49 U.S.C. § 10502 with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) connection at approximate UP milepost 31. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The Board's Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts; therefore, the preparation of an EIS is appropriate pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11). In addition to the Line, the PVGTB Project in the United States includes an approximately 1.3-mile roadway and other infrastructure as described below. Only the Line requires licensing authority from the Board. The Line and the roadway would cross the Rio Grande River via two new bridges. Separately from the Board's final decision on GER's petition under 49 U.S.C. §10502, the proposed bridges would require permits from the U.S. Coast Guard (USCG) and the U.S. Army Corps of Engineers (USACE). USCG will participate as a Cooperating Agency in the EIS process.

DATES: Comments on the scope of the EIS are due by April 29, 2024. In addition to receiving written comments on the scope of the EIS, OEA will host three public scoping meetings: two in-person public meetings on April 16, 2024, and a virtual public meeting on April 23, 2024. See below for additional details.

ADDRESSES: Interested parties are encouraged to file scoping comments electronically through the Board's website at www.stb.gov by clicking on the "File an Environmental Comment" link. Scoping comments submitted by mail should be addressed to: Andrea Poole, Surface Transportation Board, c/o VHB, Attention: Environmental Filing, Docket No. FD 36652, 1001 G Street NW, Suite 1125, Washington, DC 20001. Please refer to Docket No. FD 36652 in all correspondence, including E-filings, addressed to the Board.

FOR FURTHER INFORMATION CONTACT: Andrea Poole, Office of Environmental Analysis, Surface Transportation Board, c/o VHB, 1001 G Street NW, Suite 1125, Washington, DC 20001; send an email to contact@greeneaglerreis.com; or or call either (202) 493-0624 (888) 319-2337. If you require an accommodation under the Americans with Disabilities Act in order to submit a comment, please call (202) 245-0245. For information about the environmental review process for the Line and the EIS, you may visit the Board-sponsored Project website at www.greeneaglerreis.com or the Board's website at www.stb.gov.

SUPPLEMENTARY INFORMATION

Purpose and Need for the Proposed Action

Board authority is required for the construction and operation of a new common carrier railroad line such as this (49 U.S.C. §10901; 49 U.S.C. §10502). The proposed federal action here is the Board's decision to authorize with appropriate conditions or to deny GER's request for authority to construct and operate the Line. The Line is not a federal government-proposed or sponsored project. Thus, the project's purpose and need should be informed by both the private applicant's goals and the Board's enabling statute—the Interstate Commerce Act as amended by the ICC Termination Act, Pub. L. No. 104-188, 109 Stat. 803 (1996).

GER's purpose for constructing and operating the Line is to develop an economically viable solution to meet the need for border infrastructure improvements at Eagle Pass that increases safety and facilitates binational trade between the United States and Mexico. According to GER, the Line would resolve rail and truck congestion, reduce cross border wait times and route rail traffic around the urban center of Eagle Pass.

Proposed Action

The Line would be a secure, double-tracked rail corridor with no roadway/rail at-grade crossings extending from the interchange point with UP at approximate UP milepost 31 on the Eagle Pass Subdivision near UP's Clark's Park yard for approximately 1.3 miles southwest to the United States/Mexico border. The Line would cross the Rio Grande River on a newly constructed bridge. The Line would be fully fenced, monitored, and patrolled by security personnel. In addition to the Line, which requires Board authority, the PVGTB Project would include a new commercial motor vehicle roadway

that would cross the Rio Grande on a new bridge; a control tower; and inspection facilities for both the Line and the roadway. U.S. Customs and Border Protection (CBP) would operate the inspection facilities. PVH would either lease the facilities to CBP; transfer ownership of the facilities to the General Services Administration (GSA); or operate the inspection facilities as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. A variety of commodities would move to and from Mexico over the Line and roadway. Trains operating on the Line would consist of approximately 150 cars with two locomotives on the front end and one on the rear end, for an approximate train length of 9,300 feet. Parts of the PVGTB Project other than the Line are outside the jurisdiction of the Board but will be considered as appropriate when evaluating environmental impacts of the Line in the EIS.

Alternatives

The preliminary alternatives being considered by OEA include authorizing the Line (Proposed Action) and the No-Action alternative. OEA reviewed alternative routes for the Line that GER had evaluated. Compared to the Proposed Action, these routes appear to raise substantial operational feasibility issues and would have greater environmental impacts than the Proposed Action, including a greater number of residences and structures displaced, more stream crossings, potential for several roadway/rail at-grade road crossings, and impacts to a park. Therefore, OEA intends to analyze only the Proposed Action and the No-Action alternative in the EIS. OEA welcomes oral and written comments on alternatives during scoping.

EIS and Board Process

The first stage of the EIS process is scoping. Scoping is an open process for determining the range of issues that should be examined and assessed in the EIS. Following scoping, OEA will prepare a Draft EIS that analyzes the construction and operation of the Line, including those issues raised during the scoping period, as appropriate. The Draft EIS will identify and analyze reasonable alternatives and set forth OEA's preliminary recommendations for environmental mitigation measures. The Draft EIS will be made available for public and agency review and comment for 45 days. OEA will then prepare and issue a Final EIS that addresses the substantive comments on the Draft EIS and sets forth OEA's final recommended environmental mitigation. The Board will consider the Draft EIS, the Final EIS, public comments, and any final environmental mitigation proposed by OEA, as well as the transportation merits, in reaching its decision on GER's request for authority to construct and operate the Line.

The scope of the issues that will be analyzed in the Draft EIS may include potential impacts related to:

- Transportation
- Air quality and climate change
- Noise and vibration
- Biological resources
- Water resources
- Visual resources
- Cultural resources
- Land use
- Geology and soils
- Energy resources
- Socioeconomics
- Environmental justice
- Cumulative impacts
- Transboundary impacts, as appropriate

Anticipated Permits and Other Authorizations

Based on information provided by GER and PVH and through OEA's ongoing discussions with federal and state agencies, OEA anticipates the following permits and authorizations would be required to construct and operate the Line and the PVGTB Project:

- Clean Water Action Section 401 certification and Section 402 and 404 permits
- Rivers and Harbors Act Section 9 and 10 permits
- Endangered Species Act Section 7 compliance
- National Historic Preservation Act Section 106 compliance
- International Boundary and Water Commission authorization for work in the bed and bank of the international stretch of the Rio Grande
- Presidential Permit
- Texas General Land Office (GLO) easement authorization for the bed of the Rio Grande to the international boundary line

- Maverick County development permits, including a floodplain development permit

Schedule for the Decision-Making Process

Following issuance of the NOI, OEA will coordinate with USCG to develop the Draft EIS. Formal consultation under the Endangered Species Act (16 U.S.C. §1531-1544), if required, and compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), may affect some of the anticipated timeframes. A preliminary schedule for this proceeding is set forth below:

- Scoping: Second Quarter 2024
- Draft EIS and Public and Agency Comment Period: Second Quarter 2025
- Final EIS: Fourth Quarter 2025
- Board's final decision and all required permits from other agencies: Prior to construction

Request for Comments

In addition to announcing that the Board will prepare an EIS for this proposed action, through this NOI, OEA is soliciting written comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS. As part of the scoping process, OEA will hold public meetings to gather input from the public (see dates and locations below). After the close of the scoping comment period on April 29, 2024, OEA will review and address all comments as part of the environmental review process.

Scoping Meeting Dates: OEA will hold three public scoping meetings on the following dates (times in Central Standard Time).

- Tuesday, April 16, 2024, 11:30 AM-1:30 PM in person at the Eagle Pass International Center for Trade, 3295 Bob Rogers Drive, Eagle Pass, TX 78852
- Tuesday, April 16, 2024, 6:00-8:00 PM in person at the same location
- Tuesday, April 23, 2024, 6:00 to 8:00 PM online (for information on how to access the online meeting, visit www.greeneaglerreis.com).

The public meetings will consist of an open house session followed by a public comment session. At the public comment session, OEA will give a brief presentation and then members of the public will have the opportunity to speak. Each participant will be given three minutes in which to provide comments. Oral comments will be recorded. Persons wishing to make an oral comment are encouraged, but not required, to pre-register. To pre-register or for more information on how to attend the public scoping meetings, please visit the public involvement page on the Board-sponsored Project website (www.greeneaglerreis.com). OEA will consider all comments equally regardless

of how the comments are received. It is not necessary to attend a public scoping meeting to provide scoping comments. OEA will be accepting comments through the scoping comment period, which ends on April 29, 2024.

Submitting Comments: Interested parties are encouraged to file their scoping comments electronically through the Board's website at www.stb.gov by clicking on the "File an Environmental Comment" link. Please refer to Docket No. FD 36652 in all correspondence, including E-filings, addressed to the Board. Scoping comments may also be submitted by mail to: Andrea Poole, Surface Transportation Board, c/o VHB, Attention: Environmental Filing, Docket No. FD 36652, 1001 G Street NW, Suite 1125, Washington, DC 20001. All comments received will become part of the public record and will be available on the Board's website.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Notice of Availability of Final Scope of Study

52192 SERVICE DATE – JULY 8, 2024
OEA

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36652

GREEN EAGLE RAILROAD—CONSTRUCTION AND OPERATION EXEMPTION—LINE OF RAILROAD IN MAVERICK COUNTY, TEX.

AGENCY: Lead: Surface Transportation Board (Board); Cooperating: United States Coast Guard (USCG).

ACTION: Notice of availability of the final scope of study for the environmental impact statement (EIS).

SUMMARY: On December 14, 2023, Green Eagle Railroad, LLC (GER), a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Board for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas (Proposed Action). The purpose of this Notice is to inform stakeholders—including members of the public; elected officials; Tribes; Federal, State, and local agencies; and organizations—interested in or potentially affected by environmental and historic impacts related to the Line and the PVGTB Project of the availability of the Final Scope of Study (Final Scope) for the EIS.

FOR FURTHER INFORMATION CONTACT: Andrea Poole, Office of Environmental Analysis, Surface Transportation Board, c/o VHB, 1001 G Street NW, Suite 1125, Washington, DC 20001; send an email to contact@greeneaglerreis.com; call (202) 934-3330; or call OEA's toll-free number (888) 319-2337. Reference Docket No. FD 36652 in all communications. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245. For information about the environmental review process, you may visit the Board-sponsored project website at www.greeneaglerreis.com or the Board's website at www.stb.gov.

SUPPLEMENTARY INFORMATION:

Background

GER proposes to construct and operate an approximately 1.3-mile rail line that would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) connection at approximately UP milepost 31. The Line would cross the Rio Grande River on a new rail bridge (Rail Bridge) and be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge project (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The Board's Office of Environmental Analysis (OEA) determined that construction and operation of the Line has the potential to result in significant environmental impacts; therefore, the preparation of an EIS is appropriate pursuant to the National

Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11) and related environmental laws, including section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. 306108). In addition to the Line, the PVGTB Project in the United States includes a new commercial motor vehicle roadway that would cross the Rio Grande River on a new road bridge (Road Bridge) separate from the Rail Bridge; a control tower; and inspection facilities. Only the Line requires licensing authority from the Board. Separately from the Board's final decision on GER's request for authority to construct and operate the Line under 49 U.S.C. 10502, the proposed bridges would require permits from USCG and the U.S. Army Corps of Engineers (USACE). In addition, the Line and the PVGTB Project would require authorization from the International Boundary and Water Commission (IBWC) to ensure that the Line and the PVGTB Project do not obstruct the normal flow or flood flows of the Rio Grande River. USCG will participate as a Cooperating Agency in the EIS process. Because USCG, USACE, and IBWC will have actions related to the Proposed Action that require NEPA review, the EIS in this proceeding will analyze the impacts of all the related actions, as appropriate.

The Board's Role in this Proceeding

Board authority is required for the construction and operation of a new common carrier railroad line such as the Line (49 U.S.C. 10901; U.S.C. 10502). The Board will review GER's request for authority to construct and operate the Line through two parallel but distinct processes: (1) the transportation-related process that will examine whether the Line satisfies the criteria for an exemption under section 10502; and (2) the environmental review process that is being conducted by OEA.

Interested persons and entities may participate in either, or both, processes but if interested persons or entities are focused on potential environmental and historical impacts on communities, such as noise, vibration, air emissions, grade crossing safety and delay, emergency vehicle access, and other similar environmental issues, the appropriate forum is OEA's environmental review process.

Environmental Review Process

On March 29, 2024, OEA issued a Notice of Intent (NOI) to inform interested agencies, Tribes, and the public of its decision to prepare an EIS and to initiate the formal scoping process under NEPA. The NEPA process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on the request for authority is made. OEA is responsible for ensuring that the Board complies with NEPA and related environmental statutes, including section 106 of the NHPA and section 7 of the Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.). USCG is participating in the environmental and historic review process as a Cooperating Agency pursuant to Council on Environmental Quality (CEQ) regulations at 40 Code of Federal Regulations (CFR) 1501.8. OEA and USCG will prepare this EIS in accordance with NEPA and related environmental laws, the Board's environmental regulations (49 CFR part 1105), and USCG's NEPA implementing regulations (COMDTINST 5090.1). The EIS is intended to provide the Board; USCG; USACE; IBWC; other Federal, State, and local agencies; federally recognized Tribes; and the public with clear and concise information on the potential environmental and historic impacts of the

Proposed Action, an alternative route that OEA believes would be reasonable, the No-Action Alternative, and all the related actions. Additional information on OEA's scope of environmental analysis for the EIS is described below.

Purpose and Need

The proposed Federal action here is the Board's decision to authorize with appropriate conditions or to deny GER's request for authority to construct and operate the Line. The Line is not a Federal Government-proposed or sponsored project. Thus, the project's purpose and need should be informed by both the private applicant's goals and the Board's enabling statute—the Interstate Commerce Act (ICC), as amended by the ICC Termination Act, Public Law 104-188, 109 Stat. 803 (1996).

GER's purpose for constructing and operating the Line is to develop an economically viable solution to meet the need for border infrastructure improvements at Eagle Pass that increases safety and facilitates binational trade between the United States and Mexico. According to GER, the Line would resolve rail and truck congestion, reduce cross border wait times, and route rail traffic around the urban center of Eagle Pass.

Proposed Action and Alternatives

Proposed Action

According to GER, the Line would be a secure, double-tracked rail corridor with no roadway/rail at-grade crossings, extending from the interchange point with the UP tracks at approximately UP milepost 31 on the Eagle Pass Subdivision near UP's Clark's Park Yard, for approximately 1.3 miles southwest to the United States/Mexico border. The Line would cross the Rio Grande River on the Rail Bridge and would be elevated on a 100-foot-wide earthen embankment. The total width of the Line, including the service roads, would be approximately 160 feet. A non-intrusive inspection (NII) facility and noise barriers would be located within the right-of-way. The Line would be fully fenced, monitored, and patrolled by security personnel on a service road. In addition to the Line, which requires Board authority, the PVGTB Project would include a new commercial motor vehicle roadway that would cross the Rio Grande River on the Road Bridge; a control tower; and truck inspection facilities. Customs and Border Protection (CBP) would operate the inspection facilities. PVH would either lease the facilities to CBP; transfer ownership of the facilities to the General Services Administration (GSA); or operate the inspection facilities as a privately owned Central Examination Station under 19 CFR part 118. A variety of commodities would move to and from Mexico over the Line and roadway. Trains operating on the Line would consist of approximately 150 cars with two locomotives on the front end and one on the rear end, for an approximate train length of 9,300 feet.

USCG will issue a decision on a proposed Federal action whether to grant or deny GER's request for a permit to construct and operate the proposed bridges across the Rio Grande River and will participate as a Cooperating Agency in the EIS process. Permits will also be required from USACE and IBWC. The EIS will analyze the impacts of constructing and operating the Line as well as the other parts of the PVGTB Project, as appropriate.

Alternatives to be carried forward in the EIS

The EIS will analyze and compare the potential impacts of construction and operation of the Proposed Action, reasonable alternative routes, and the No-Action Alternative (denial of construction and operation authority). Following consultation with USCG; USACE; IBWC; other appropriate Federal, State, and local agencies; Tribes; other affected stakeholders; the public; and GER, OEA has determined that the reasonable alternatives that the EIS will analyze in detail are:

- **Proposed Action (Southern Rail Alternative)**, GER's preferred route. GER originally proposed a route that would have diverged from the UP mainline at approximate milepost 31, crossed Seco Creek, curved to the south of Seco Creek on an embankment, crossed over Rodriguez Street, Barrera Street, and U.S. 277 (Del Rio Boulevard) using bridges with an embankment in between, traversed an undeveloped area, crossed Seco Creek in two locations, and continued to and across the Rio Grande River. On June 27, 2024, GER sent OEA a letter modifying its original route. The modified route departs the UP mainline at the same location as the originally proposed route and follows the same route as the original route until the crossing over U.S. 277. West of U.S. 277, the modified route curves slightly to the south of the originally proposed route to avoid potential impacts associated with crossing Seco Creek and continues to and across the Rio Grande River. This route is now GER's preferred alternative route and is referred to as the Southern Rail Alternative below.

- **Northern Rail Alternative**. Based on information obtained through the scoping process (including data collection, technical evaluations, and an additional site visit), OEA developed the Northern Rail Alternative as another reasonable build alternative for consideration in the EIS. The Northern Rail Alternative would follow a similar route as the Southern Rail Alternative from the UP mainline to U.S. 277 but diverge to the north approximately 0.1 mile west of U.S. 277 to minimize visual impacts to the residences south of Seco Creek. The Northern Rail Alternative would cross Seco Creek slightly to the north of GER's originally proposed route, continue straight, and curve to cross Seco Creek and the Rio Grande River on the Rail Bridge. Under this alternative, the Rail Bridge would be located a little farther north than the Rail Bridge associated with the Southern Rail Alternative.

Additional information, including a map showing the routes of both rail alternatives, can be found on the Board-sponsored project website at www.greeneaglerreis.com.

Alternatives considered but not carried forward in the EIS

OEA reviewed and dismissed from detailed analysis several other rail routes that GER had considered. Those routes would have run farther north than the Southern and Northern Rail Alternatives, from the UP Clark's Park Yard and along or near FM 1588 (Thompson Road), through residential areas, industrial areas, and open space before crossing the Rio Grande River. OEA determined that those routes would be infeasible because to connect with the UP mainline, the routes would have to cross the existing yard track used for switching, which would interfere

with existing rail operations. In addition, some of the routes would displace numerous residences or industrial properties. The routes would also require longer bridges across the Rio Grande River than either the Southern or the Northern Rail Alternatives. Therefore, the EIS will carry forward the Southern Rail Alternative, the Northern Rail Alternative, and the No-Action Alternative for detailed analysis in the EIS.

Summary of Scoping Process

In December 2023, OEA conducted preliminary consultation with Federal, State, and local agencies as well as federally recognized Native American Tribes and elected officials to determine whether to prepare an Environmental Assessment or an EIS. OEA received responses from the Mayor of Eagle Pass; the Maverick County Judge; USCG; IBWC; CBP; USACE; the Federal Highway Administration (FHWA); the Bureau of Indian Affairs; the Texas Commission on Environmental Quality; Texas Parks and Wildlife; the Texas General Land Office; the Texas Historical Commission; the City of Eagle Pass (Bridge General Manager, Chief of Police, City Engineer, Chairman of the Planning and Zoning Commission, and Public Works Director); and Kickapoo Traditional Tribe of Texas.

As part of this effort, OEA identified eight agencies (FHWA; GSA; IBWC; Texas Department of Transportation; USACE; USCG; CBP; and U.S. State Department) that would potentially need to permit or otherwise authorize parts of the PVGTB Project. OEA invited these agencies to participate in the NEPA process as Cooperating Agencies. Only USCG accepted OEA's Cooperating Agency invitation.

Based on initial information provided by GER, preliminary consultation with agencies and elected officials, and preliminary analysis, OEA determined that the preparation of an EIS is appropriate in this case. The scoping process began on March 29, 2024, when OEA issued the NOI and published the NOI in the *Federal Register*. The NOI announced OEA's intent to prepare an EIS, solicited comments on the scope of the EIS, and provided information on public scoping meetings. Simultaneously with the issuance of the NOI, OEA sent scoping letters to potentially interested Federal, State, and local agencies as well as six federally recognized Native American Tribes.

To inform the public of the issuance of the NOI and the public meetings, OEA posted online Google banner advertisements (banner ads) focusing on the Eagle Pass area; mailed postcards to 723 property owners in the vicinity of the Line and other parts of the PVGTB Project; and sent letters to 78 community leaders in the Eagle Pass area along with a flyer that could be shared with their respective communities. OEA sent letters to Federal, State, and local elected officials in Eagle Pass and Maverick County and issued a press release.

During scoping, which lasted from March 29 through April 29, 2024, OEA hosted three public meetings to receive oral comments: two in-person meetings in Eagle Pass (April 16, 2024, from 11:30 a.m. to 1:30 p.m. and from 6:00 to 8:00 p.m., Central Daylight Time [CDT]) and one online meeting (April 23, 2024, from 6:00 to 8:00 p.m. CDT). OEA also established a Board-sponsored project website at www.greeneaglerreis.com to provide current information about the

Line and the PVGTB Project. OEA set up a toll-free phone line and a dedicated email address for the public to raise questions and concerns.

As part of the planning effort for the scoping process, OEA determined that a majority of residents in Eagle Pass and Maverick County reported as Hispanic or Latino and speak a language other than English at home, predominantly Spanish. Therefore, OEA has and will continue to take appropriate measures to facilitate communication with Spanish speakers. For example, all public scoping materials were made available in both English and Spanish. OEA also provided simultaneous interpretation and translation services from English to Spanish and from Spanish to English at the in-person public scoping meetings held in Eagle Pass and at the public scoping meeting held online. In addition, this Final Scope is being made available in Spanish as well as English.

In total, during scoping, OEA received 174 comments, 41 of which were oral comments given at the public scoping meetings and 133 of which were written comments. OEA summarized and responded to the substantive comments received below.

Summary of Scoping Comments

- **Purpose and Need**: Commenters questioned the need for the PVGTB Project, noting that the existing commercial motor vehicle crossing at Eagle Pass has sufficient capacity to accommodate present and future commercial vehicles. Other commenters noted the development and economic benefits to be derived from the PVGTB Project. The Purpose and Need for the Line and the PVGTB Project is discussed above.
- **Proposed Action and Alternatives**: Commenters suggested alternative alignments for the Line through undeveloped areas farther to the north of Eagle Pass than GER's originally proposed rail route. Commenters questioned the efficiency of the Line because of its length and alleged deficiencies in operational planning. Some commenters asked that OEA consider routing traffic to and from the proposed truck screening facility (part of the PVGTB Project) via a new north-south road perpendicular to FM 1589 and connecting to U.S. 277 across from FM 1588. As noted above, the EIS will evaluate the Southern Rail Alternative, the Northern Rail Alternative, and the No-Action Alternative. The EIS will also discuss alternatives considered but not carried forward for detailed analysis.
- **Freight Rail Safety:** Commenters expressed concerns about the potential transportation of hazardous materials through inhabited areas and the associated risk of accidental spills and contamination, referencing the 2023 accident in Palestine, Ohio, and emphasizing the risk of spill-induced injuries or fatalities, such as cancer risks and other illnesses. The U.S. Environmental Protection Agency (EPA), the only Federal agency that submitted scoping comments, recommended that the EIS include a response plan for the accidental release of hazardous materials and a discussion of how applicable regulations would be applied to the construction and operation of the Line and associated facilities. Commenters also noted the benefits of moving rail traffic away from the downtown area of Eagle Pass and of constructing a secure rail line. As

described below in the Final Scope, the EIS will assess rail safety impacts, including the risks of derailments and accidental spills, as appropriate.

- **Roadway Capacity:** Commenters raised concerns about the congestion that the roadway part of the PVGTB Project could create on local roads, especially along U.S. 277 (Del Rio Boulevard) and FM 1589 (Hopedale Road), which provides access to and from the Hopedale neighborhood. Commenters stated that the proposed roadway would conflict with existing roadway plans and asked that impacts on existing infrastructure be considered. Commenters were also concerned that increased congestion could affect emergency vehicle response times. As described below in the Final Scope, the EIS will address traffic and roadway system impacts and will consider potential mitigation measures to address impacts related to traffic and roadway systems, as appropriate.
- **Roadway Safety**: Commenters raised concerns about the risks associated with the transportation of hazardous materials by truck. A commenter suggested that the PVGTB Project would improve safety, considering the current congestion involving automobiles and trucks in Eagle Pass and noting a recent accident involving hazardous materials that occurred off Veterans Boulevard because of heavy traffic. As described below in the Final Scope, the EIS will analyze roadway safety impacts, as appropriate.
- **Noise and Vibration:** Commenters expressed concerns about train noise on houses and schools near the Line, including potential health effects from noise. A commenter observed that the City of Eagle Pass has spent approximately 15 years trying to establish quiet zones for the existing grade crossings that would no longer be traversed by trains if the Board approves the Line. Commenters also raised concerns about vibration from both construction and operation of the Line, especially since some potentially affected houses are old and may, in the view of the commenters, suffer structural damage. As described below in the Final Scope, the EIS will address noise and vibration impacts and will consider potential mitigation measures to address impacts related to noise and vibration, as appropriate.
- **Air Quality and Climate Change:** Commenters raised concerns regarding potential air quality impacts on human health and communities due to emissions from rail traffic. EPA submitted scoping comments recommending that the EIS provide a detailed discussion of ambient air conditions (baseline or existing conditions); National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants; criteria pollutant nonattainment areas; hazardous air pollutants; and potential air quality impacts. EPA stated that the discussion should address potential construction, maintenance, and operational activities, and that a construction emissions mitigation plan should be included in the EIS. EPA specified that the EIS should identify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. EPA also suggested that this information be used to identify appropriate mitigation measures. The Final Scope reflects that the EIS will consider air quality impacts in accordance with applicable regulations and guidance, as appropriate.
- **Cultural Resources:** Commenters expressed concerns about potential impacts on Native American burial grounds and historic cemeteries known to be present in the

project area. The Final Scope reflects that the EIS will consider impacts on cultural and tribal resources as well as potential mitigation measures to address impacts on cultural resources, as appropriate.

- **Water Resources:** Commenters raised concerns regarding impacts from construction in the floodplains of the Rio Grande River, Seco Creek, and Elm Creek, and how construction could affect flood levels. Commenters also expressed concerns about the potential effects of an accidental spill from the proposed bridges across the Rio Grande River on water quality as well as on the area's water supply because the drinking water intake is located downstream of the proposed bridges (as opposed to upstream of the existing bridges). EPA's scoping comments recommended that the EIS discuss compliance with sections 402 and 303(d) of the Clean Water Act (CWA), including specific segments of the Rio Grande River near the project area that are impaired (if any). The Final Scope reflects that the EIS will consider potential impacts on water resources, as well as potential mitigation measures to address impacts on water resources, as appropriate.
- **Biological Resources:** Commenters expressed concerns about impacts on the local ecosystem, especially species dependent on access to local waterbodies, which may be cut off from their water sources. EPA's scoping comments recommended that the EIS address the need for a plan to revegetate areas cleared for construction. EPA stated that construction, operation, and maintenance activities would cause increased sedimentation and turbidity, which can affect threatened and endangered species in the area, and that best management practices should be implemented to reduce those risks. Furthermore, EPA recommended revegetation plans for disturbed areas and clarification on oil, fuel, and solid waste management spill and leak protocols. The Final Scope reflects that the EIS will consider impacts on wildlife and vegetation, as appropriate.
- **Land Use:** Commenters raised concerns about impacts on land that was previously used for mining or as a landfill. Commenters asked that potential impacts on UP's tracks, network, and operations be considered, as well as the impacts on Clark's Park Yard. Commenters also expressed concerns about the Line impeding vehicular movements on private property. EPA recommended that the EIS analyze impacts from the generation and disposal of solid and hazardous waste. The Final Scope reflects that the EIS will consider impacts on land use and impacts from the generation and disposal of solid and hazardous waste, as appropriate.
- **Socioeconomics:** Commenters raised concerns regarding potential impacts on property values and the loss of bridge revenues for the City of Eagle Pass. Commenters also suggested that the Line and the PVGTB Project would generate economic benefits on both sides of the border, including new jobs, more housing, and improved trade relations. Commenters also requested that the need for additional CBP personnel be evaluated. NEPA requires agencies to evaluate the "environmental impact" and any unavoidable adverse "environmental effects" of a proposed action. A potential change in property values would not be an effect on the environment. Therefore, the Final Scope reflects that the EIS will not consider impacts to property values. The Final Scope will consider impacts from the potential generation of jobs, as appropriate.

- **Environmental Justice:** Commenters noted that the Line would run through low-income neighborhoods that have previously been subject to adverse impacts from past projects. The Eagle Pass Housing Authority noted that the Line would be located close to two of the Authority's housing developments, subsidized by the U.S. Department of Agriculture and the U.S. Department of Housing and Urban Development, respectively. The Final Scope reflects that the EIS will consider potentially disproportionate impacts on low-income and minority communities and address environmental justice issues, as appropriate.

Based on the comments received during scoping and OEA's independent analysis, OEA has prepared the Final Scope of Study for the EIS, which is detailed below.

Final Scope:

Environmental and Historic Impact Analysis

The EIS will address the potential environmental and historic impacts of the Line and the PVGTB Project, as appropriate. OEA will evaluate only the potential environmental and historic impacts of operational and physical changes that are related to the Line, the alternatives described above, and other parts of the PVGTB Project, as appropriate.

The EIS will analyze potential direct, indirect, and cumulative impacts on the environment for the Proposed Action, each reasonable alternative, and other parts of the PVGTB Project, as appropriate.[1] The EIS will also analyze the impacts of the No-Action Alternative. Impact areas assessed will include freight rail safety; grade crossing safety and delay; roadway safety and capacity; noise and vibration; air quality and climate change; energy; geology and soils; cultural resources; hazardous materials release sites; biological resources; water resources (including wetlands and other waters of the United States); land use; socioeconomics; visual resources; environmental justice; cumulative impacts; and transboundary impacts, as described below.

Environmental Impact Categories

1. Freight Rail Safety

The EIS will:

A. Describe projected rail operations and analyze the potential for changes in the probability of train accidents, including derailments, as appropriate.

B. Identify hazardous materials that could be transported and the likelihood of an accidental release of hazardous materials and its consequences.

[1] NEPA requires the Board to consider direct, indirect, and cumulative impacts. Direct and indirect impacts are both caused by the action. 40 CFR 1508.1 (i) (1) and (2). A cumulative impact is the "incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 CFR 1508.1 (i) (3).

2. Grade Crossing Safety

The EIS will:

A. Evaluate potential impacts on road/rail grade crossing safety and analyze the potential for a change in the rate of accidents related to the proposed rail operations, as appropriate.

3. Grade Crossing Delay

The EIS will:

A. Describe existing crossing delays and analyze the potential for changes in delays related to the proposed rail operations, as appropriate.

B. Evaluate the potential for disruptions and delays to the movement of emergency vehicles.

4. Roadway Safety

The EIS will:

A. Describe and analyze changes in crash frequencies for relevant roadway segments and intersections, as appropriate.

5. Roadway Capacity

The EIS will:

A. Evaluate the effect of the Line and other parts of the PVGTB Project on affected roadway segments, as appropriate. The EIS will analyze the volume to capacity ratio of each of the roadway segments and levels of service at relevant intersections.

6. Noise and Vibration

The EIS will:

A. Describe the potential noise and vibration effects of the Line and other parts of the PVGTB Project during construction, as appropriate.

B. Describe the potential noise and vibration effects of the Line and other parts of the PVGTB Project during operation, as appropriate.

C. Determine, as appropriate, whether the Line and other parts of the PVGTB Project would cause:

i. An incremental increase in noise levels of three decibels (dB) day-night average sound level (Ldn) or more; and

ii. An increase to a noise level of 65 dB Ldn or greater. If so, the EIS will identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors using applicable thresholds defined by the Federal Transit Administration (FTA).

7. Air Quality and Climate Change

The EIS will:

A. Quantify emissions of criteria pollutants and greenhouse gases resulting from construction and operation of the Line and other parts of the PVGTB Project, as appropriate.

B. Analyze the potential impacts of climate change on the Line and other parts of the PVGTB Project, as appropriate.

8. Energy

The EIS will:

A. Describe the effects of the Line and other parts of the PVGTB Project on the transportation of energy resources, as appropriate.

B. Describe the effects of the Line and other parts of the PVGTB Project on recyclable commodities, as appropriate.

C. State whether the Line and other parts of the PVGTB Project would result in an increase or decrease in overall energy efficiency and explain why, as appropriate.

9. Geology and Soils

The EIS will:

A. Describe geology, topography, and soils within the project area.

B. Evaluate potential effects on geological, topographical, and soil conditions from the construction of the Line and other parts of the PVGTB Project, as appropriate.

10. Cultural Resources

The EIS will:

A. Identify historic buildings, structures, sites, objects, or districts eligible for listing on or listed on the National Register of Historic Places within the Area of Potential Effect (APE).

B. In consultation with federally recognized Tribes participating in the section 106 process, identify properties of traditional religious and cultural importance to Tribes and prehistoric or historic archaeological sites evaluated as potentially eligible, eligible, or listed on the National Register (archaeological historic properties) within the APE and analyze potential project-related impacts to them, including indirect visual effects.

11. Hazardous Materials Release Sites

The EIS will:

A. Identify known hazardous waste sites or sites where there have been known hazardous material spills within 500 feet of the Line and other parts of the PVGTB Project, as appropriate; identify the location of those sites and the types of hazardous waste involved.

B. Assess the risk from construction associated with each identified site.

12. Biological Resources

The EIS will:

A. Based on consultation with the U.S. Fish and Wildlife Service, identify whether the Line and other parts of the PVGTB Project would be likely to adversely affect endangered or threatened species or areas designated as a critical habitat, as appropriate, and if so, describe the effects.

B. Evaluate biological resources within the project area, including vegetative communities, wildlife, aquatic resources, wetlands, and federally and State-listed threatened and endangered species (including candidate species).

C. Assess qualitatively the effects of the Line and other parts of the PVGTB Project on wildlife, as appropriate. Effects may include displacement, habitat fragmentation, and vehicular collisions as well as behavioral and noise-related impacts.

13. Water Resources

The EIS will:

A. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under section 404 of the CWA and whether any designated wetlands or 100-year floodplains would be affected.

B. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under section 402 of the CWA.

C. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under sections 9 and 10 of the Rivers and Harbors Act.

D. Evaluate the effects of the Line and other parts of the PVGTB Project, as appropriate, on surface waters, water quality, wetlands, floodplains, and groundwater resources, including 303(d)-listed impaired surface waters, if any.

14. Land Use

The EIS will:

A. Evaluate the effects of the Line and other parts of the PVGTB Project on land use, as appropriate. Such impacts may include incompatibility with existing land uses; conversion of land to railroad use; and compatibility with conservation easements and other encumbrances on privately owned land, as applicable.

15. Socioeconomics

The EIS will:

A. Analyze economic effects of constructing and operating the Line and other parts of the PVTGB Project, including direct and induced job creation, as appropriate.

16. Visual Resources

The EIS will:

A. Describe the potential effects of the Line and other parts of the PVGTB Project on the existing visual character of, and quality of views from, the vicinity of the project area, as appropriate.

B. Include visualizations illustrating how the Line and other parts of the PVGTB Project would affect views from select locations, as appropriate.

17. Environmental Justice

The EIS will:

A. Evaluate whether the Line and other parts of the PVGTB Project would adversely or beneficially affect low-income or minority populations, as appropriate.

B. Determine whether adverse impacts would be disproportionately borne by minority and low-income populations.

18. Cumulative Impacts

The EIS will:

A. Evaluate the cumulative effects of the Line and other parts of the PVGTB Project, when added to other past, present, and reasonably foreseeable future actions, as appropriate.

19. Transboundary Impacts

The EIS will:

A. Describe the impacts of constructing the Line and other parts of the PVGTB Project on resources located across the Mexico/United States border, as appropriate.

20. Mitigation Measures

The EIS will:

A. Describe any measures that are proposed to mitigate adverse environmental or historic impacts, indicating why the proposed mitigation is appropriate.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Notice of Intent Press Release

SURFACE TRANSPORTATION BOARD

FOR RELEASE

03/29/2024 (Friday)
No. 24-16
www.stb.gov

Contact:
Michael Booth
202-245-1760
FedRelay 1-800-877-8339

STB ISSUES NOTICE OF INTENT TO PREPARE AN EIS FOR A PROPOSED NEW RAIL LINE IN EAGLE PASS, TX

The Surface Transportation Board's Office of Environmental Analysis (OEA) today issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in connection with Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas. The proposed rail line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

Because the proposed rail line has the potential to result in significant environmental impacts, OEA has determined that the preparation of an EIS is appropriate pursuant to the National Environmental Policy Act. Issuance of the NOI begins the scoping period, the first step of the environmental review process.

OEA will be accepting comments on the scope of the EIS, including alternatives and issues to be analyzed in the EIS, until the close of the scoping comment period on April 29, 2024. OEA will hold public scoping meetings (two in-person and one virtual) during the scoping comment period, as set forth in the NOI.

To view the NOI, click here.

For more information on the environmental review process or to submit a written comment, visit the Board-sponsored project website at www.greeneaglerreis.com or the Board's website at www.stb.gov.

POSTED: 03/29/2024 10:55 AM

Final Scope of Study Press Release

SURFACE TRANSPORTATION BOARD

FOR RELEASE

07/08/2024 (Monday)
No. 24-28
www.stb.gov

Contact:
Michael Booth
202-245-1760
FedRelay 1-800-877-8339

STB ISSUES FINAL SCOPE OF STUDY FOR GREEN EAGLE RAILROAD ENVIRONMENTAL IMPACT STATEMENT

The Surface Transportation Board's Office of Environmental Analysis (OEA) today issued a Notice of Availability of the Final Scope of Study (Final Scope) for the Environmental Impact Statement (EIS) being prepared in connection with Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas. The proposed rail line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

OEA will now prepare and issue a Draft EIS, which will discuss the potential environmental impacts of the proposed project and set forth OEA's preliminary recommendations for appropriate mitigation measures. OEA will request public comments on the Draft EIS and will hold public meetings after the Draft EIS is issued. More information regarding the environmental review process for the proposed project is available on the Board-sponsored project website at www.greeneaglerreis.com.

The notice, in Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas, Docket No. FD 36652, may be viewed and downloaded here.

POSTED: 07/08/2024 10:30 AM

Elected Official Preliminary Scoping Letter (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Rolando Salinas Jr.
Mayor of the City of Eagle Pass
100 South Monroe
Eagle Pass, TX 78852

By email

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Project Notification and Request for Comment

Dear Mayor Salinas:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA) and Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, (NHPA). Pursuant to NEPA, NHPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is writing to notify you of the project and is requesting comments you may have on the project and OEA's environmental review.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Request for Comments

OEA is requesting comments you may have on the proposed project and OEA's environmental review. Please submit your response within 30 days so that OEA may begin the process of identifying the appropriate scope of the environmental review for the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send your written comments to Andrea Poole, OEA's Project Manager for this case, by mail to:

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW

Washington, DC 20423

We look forward to hearing from you. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Enclosures:
Attachment 1: Maps
Attachment 2: Initial Agency and Tribal Distribution List

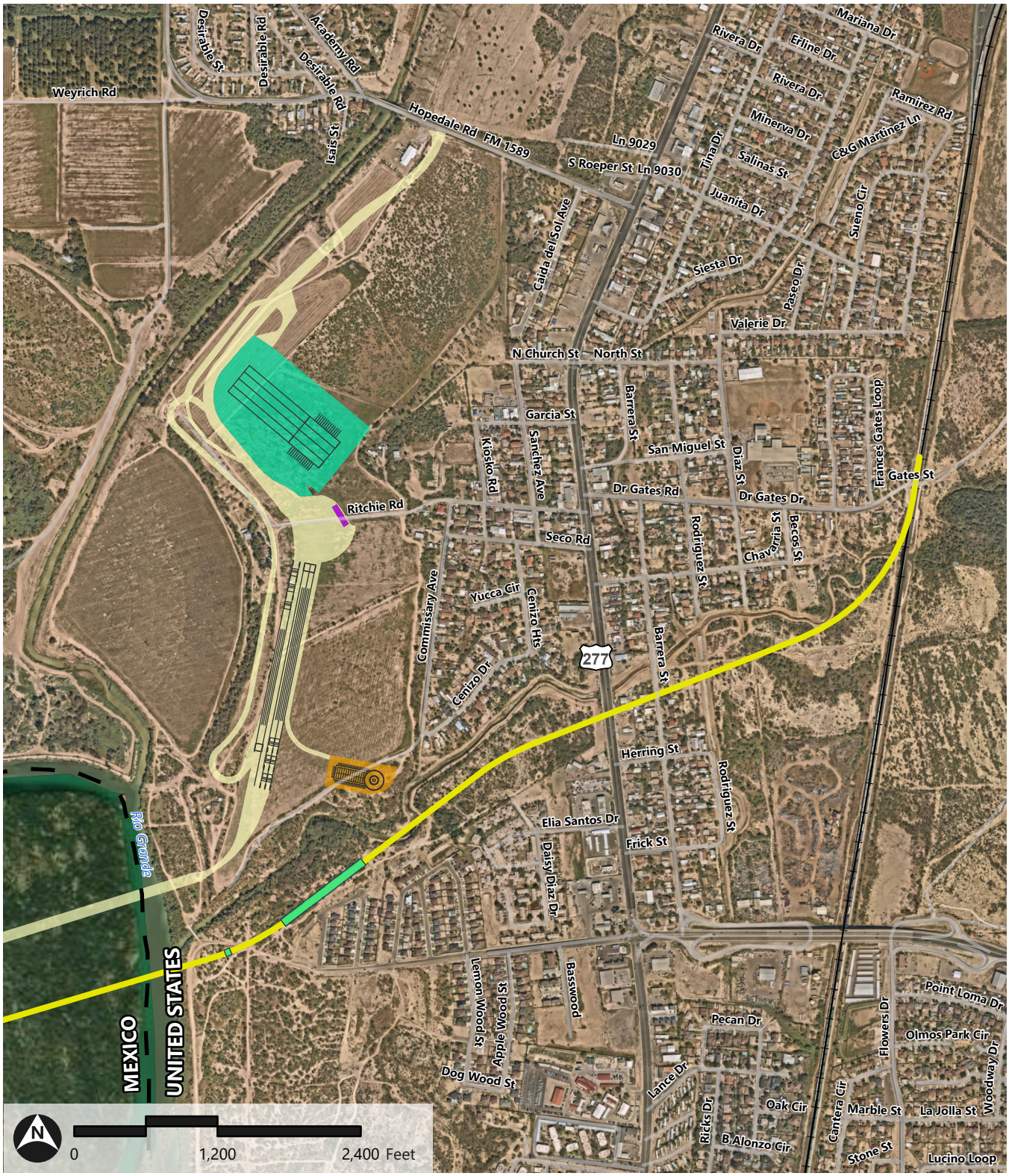
Figure 1: Project Overview

Border Crossing Location

Puerto Verde Holdings (PVH) Proposed International Commercial Transportation Corridor

Source: ArcGIS Online, NearMap

Figure 2: Project Overview - Maverick County, Texas



Proposed Rail Line
Proposed Inspection Facility
US/MexicoCountry Boundary
Existing Union Pacific Railroad
Proposed Roadway
Proposed Inspection Facility
Proposed Operations Tower
Hazardous Materials Drip Pit

Source: ArcGIS Online, NearMap

Path: \\vhb.com\temp\VDI\SPelletier\39646.00\Project\Puerto Verde.aprx (SPelletier, 11/13/2023)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Attachment 2: Initial Agency and Tribal Distribution List

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

The below table lists all Federal and State elected officials; Federal, State and local agencies; and Tribal Nations contacted by the Office of Environmental Analysis (OEA) in connection with the above referenced Docket No. FD 36652.

Federal and State Elected Officials
- United States Senator John Cornyn
- United States Senator Ted Cruz
- United States Congressman Tony Gonzales
- State Representative Eddie Morales
- State Senator Roland Gutierrez
- Texas Governor Greg Abbott
- Ramsey English Cantú, County Judge, Maverick County, Texas
- Roberto Ruiz, County Commissioner, Maverick County, Texas
- Rolando Salinas Jr., Mayor, City of Eagle Pass, Texas

Federal
- Robert Houston, Staff Director, Communities, Tribes and Environmental Assessment, EPA - Region 6
- Christina Williams, Division Supervisor – USFWS Section 7 Consultations
- Arnold "Rob" Newman, Deputy District Engineer, Programs and Project Management, USACE – Fort Worth Regulatory District
- Tony Robinson, Regional Administrator, FEMA - Region 6
- Charlie Hart, Southern Border Executive, GSA – Greater Southwest Region 7
- Zuleika K. Morales-Romero, Field Office Director, US HUD – San Antonio Field Office
- Tom Bruechert, Texas Environmental Program Manager, FHWA – Texas Division
- Hilary Qualm, US Department of State – Mexico Desk Border Affairs Team
- Joel Saldivar, Realty Specialist, IBWC
- John Claudio, Realty Chief, IBWC
- Juliana Blackwell, Director, NOAA - National Geodetic Survey
- Terry Bruner, Deputy Regional Director – Indian Services, BIA – Southern Plains Region
- Ron Johnsen, US Coast Guard – Office of Environmental Management

- John Petrilla, Environmental Protection Specialist, US Customs and Border Protection

State

- Roberto Rodriguez, Supervising Engineer, Texas Department of Transportation - Laredo District Planning & Development
- Mark S. Wolfe, SHPO, Texas Historical Commission
- David Veale, District Leader, Texas Parks and Wildlife Department
- Steven Schar, Acting Deputy Executive Director/Chief of Staff, Texas Commission on Environmental Quality
- Christi Craddick, Chairman, The Railroad Commission of Texas
- Mark Lamber, Deputy Director of Archives and Records, Texas General Land Office
- Mark Havens, Chief Clerk, Texas General Land Office

County

- Monica Cruz, Planning Directory, Maverick County, Texas – Planning Department
- Rex McBeath, Floodplain Administrator, Maverick County, Texas – Planning Department
- Tom Schmerber, Sheriff, Maverick County Sheriff

Local

- Federico Garza, Chief of Police, City of Eagle Pass
- Homero Balderas, Bridge General Manager, City of Eagle Pass, Texas
- Luis Velez, Chairman of the Planning and Zoning Commission, City of Eagle Pass, Texas
- Daniel Ibarra, Public Works Director, City of Eagle Pass – Public Works Department
- Danny MaGee, City Engineer & Floodplain Engineer, City of Eagle Pass - Engineering

Tribal

- Durell Cooper, Chairman, Apache Tribe of Oklahoma
- Bobby Komardley, Chairman, Apache Tribe of Oklahoma
- Mark Woommavovah, Chairman, Comanche Nation, Oklahoma
- Martina Minthorn, THPO, Comanche Nation, Oklahoma
- Juan Garza, Chairman, Kickapoo Traditional Tribe of Texas
- Hector Gonzalez, THPO, Kickapoo Traditional Tribe of Texas
- Darwin Kaskaske, Chairman, Kickapoo Tribe of Oklahoma
- Kent Collier, NAGPRA, Kickapoo Tribe of Oklahoma
- Holly Houghten, THPO, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Eddie Martinez, President, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
- Russell Martin, President, Tonkawa Tribe of Indians of Oklahoma
- Lauren Norman-Brown, THPO, Tonkawa Tribe of Indians of Oklahoma
- Terri Parton, President, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma
- Gary McAdams, THPO, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma

Elected Official Scoping Letter (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Governor Greg Abbott
Office of the Governor
P.O. Box 12428
Austin, Texas 78711-2428

March 29, 2024

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas.
Notice of Intent to Prepare an Environmental Impact Statement

Dear Governor Abbott:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board's Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts. Therefore, pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11), OEA issued a Notice of Intent to Prepare an Environmental Impact Statement (EIS) in the Federal Register on March 29, 2024. This begins the Scoping Public Comment period for the project. The Board will take comments through April 29, 2024

OEA invites your office to provide scoping comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS. We also invite you to share the information in this letter with your constituents, as you find appropriate.

As part of the scoping public comment period, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive Eagle Pass, Texas

Online Public Scoping Meeting

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Comments may also be submitted:

- Electronically through the Board's website, www.stb.gov, by clicking on the "E_FILING" link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. **Please refer to Docket No. FD 36652 in all correspondence.**

For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Community Organizations, Services, and Businesses Scoping Letter (Sample)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

March 29, 2024

Access Church
2805 E Main Street
Eagle Pass, Texas 78852

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas.
Notice of Intent to Prepare an Environmental Impact Statement

To Whom It May Concern:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board invites you to share the information in this letter with members of your organization or community. We have included a flyer for your use and distribution. The flyer can also be downloaded on the Board-sponsored project website at www.greeneaglerreis.com.

The Board's Office of Environmental Analysis (OEA) will be preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of construction and operation of the Line on the environment in compliance with the National Environmental Policy Act (NEPA). Parts of the PVGTB Project other than the Line are outside the jurisdiction of the Board but will be considered as appropriate when evaluating the environmental impacts of the Line.

On March 29, 2024, OEA issued the Notice of Intent beginning the scoping process for the EIS. Scoping is an open process for determining the range of issues that should be examined and assessed in the EIS. Comments submitted during the scoping period will assist OEA in defining the range of alternatives and potential impacts to consider in the EIS.

As part of scoping, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period. There is no need to attend more than one meeting, but all are welcome to attend as many meetings as desired.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas

Online Public Scoping

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Persons who wish to make an oral comment at one of the meetings are encouraged, but not required, to pre-register on the Board-sponsored Project website (www.greeneaglerreis.com).

The Public Scoping Meetings will comply with the Americans with Disabilities Act (ADA). Persons who need accommodation under ADA to submit comments can call (202) 245-0245. For further information about the EIS, visit the Board-sponsored project website at www.greeneaglerreis.com.

It is not necessary to attend one of the meetings to make a comment. Comments may also be submitted:

- Electronically through the Board's website, www.stb.gov, by clicking on the "E_FILING" link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. Please refer to Docket No. FD 36652 in all correspondence.

After the close of the comment period, OEA will review all comments received and begin preparing the Draft EIS. When the Draft EIS is issued, OEA will again solicit comments from the public on potential environmental impacts identified in the analysis.

For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have questions, please email us at contact@greeneaglerreis.com or call the toll-free project information line at (888) 319-2337. Thank you for your interest in this EIS. We look forward to receiving your comments.

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis

Scoping Flyer

Proposed freight rail project in Eagle Pass, Texas

Request for Public Scoping Comments

Environmental Impact Statement

Green Eagle Railroad filed a petition with the Surface Transportation Board (Board) for authority to construct and operate a 1.3-mile rail line. The Line would be part of a larger project proposed by Puerto Verde Holdings, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas.

As part of the approval review process, the Board will evaluate the potential impacts of the project on the environment. The Board will hold in-person and online meetings to present the project and take comments. The public scoping meeting schedule and other information are available below and on the Board sponsored project website at **www.greeneaglerreis.com**.

How to Comment

Public Meetings

The Board will host 3 public meetings in Eagle Pass to receive comments. Each meeting will consist of a 1-hour open house and a 1-hour comment period.

Tuesday, April 16 – In-Person Meetings

- International Center for Trade (3295 Bob Rogers Drive, West Room)
- 11:30 a.m. to 1:30 p.m.
- 6:00 p.m. to 8:00 p.m.

Tuesday, April 23 – Online Meeting

- 6:00 p.m. to 8:00 p.m.
- Go to the project website for more information on how to join: **www.greeneaglerreis.com**

Electronic Comments

Submit electronic comments by visiting the Board's website, **www.stb.gov**, under the heading "E_FILING". Refer to Docket No. FD 36652

Written Comments

Mail your comments to:
Andrea Poole
Surface Transportation Board
c/o VHB
Attention: Environmental Filing
Docket No. FD 36652
1001 G Street NW, Suite 1125
Washington, DC 20001

For more information, visit: **www.greeneaglerreis.com**

Comments will be accepted through Monday, April 29, 2024
Please refer to Docket No. FD 36652 in all correspondence.

Persons wishing to make an oral comment are encouraged, but not required, to pre-register on the Board-sponsored project website.

If you require an accommodation under the Americans with Disabilities Act to submit a comment, please call (202) 245-0245

Toll-Free Environmental Impact Statement Information Line (888) 319-2337

Scoping Postcard

Green Eagle Railroad filed a petition with the Surface Transportation Board (Board) for authority to construct and operate a 1.3-mile rail line. The line would be part of a larger border crossing project for freight rail and commercial motor vehicles in Eagle Pass, Texas.

Public Meetings

The Board will host 3 public meetings in Eagle Pass to receive comments. Each meeting will consist of a 1-hour open house and a 1-hour comment period.

Tuesday, April 16 - In-Person Meetings

- International Center for Trade (3295 Bob Rogers Dr, West Room)
- 11:30 a.m. to 1:30 p.m.
- 6:00 p.m. to 8:00 p.m.

Tuesday, April 23 – Online Meeting

- 6:00 p.m. to 8:00 p.m.
- Go to the project website for more information on how to join: **www.greeneaglerreis.com**

Other ways to submit comments

Electronic Comments:
Submit electronic comments by visiting the Board's website, www.stb.gov, under the heading "E_FILING". Docket No. FD 36652

Written Comments:
Mail your comments to:
Andrea Poole
Surface Transportation Board
c/o VHB
Attention: Environmental Filing
Docket No. FD 36652
1001 G Street NW, Suite 1125
Washington, DC 20001

Para el español

Persons wishing to make an oral comment are encouraged, but not required, to pre-register on the Board-sponsored project website

Comments will be accepted through Monday, April 29, 2024
Please refer to Docket No. FD 36652 in all correspondence.

Scoping Banner Ad

Learn about a proposed freight rail line project in Eagle Pass

We want your input!

www.greeneaglerreis.com

Final Scope of Study Email

Green Eagle RR EIS

From: Green Eagle RR EIS
Sent: Monday, July 8, 2024 5:04 PM
To: Green Eagle RR EIS
Subject: Green Eagle Railroad Project EIS: Availability of Final Scope of Study / Disponibilidad del Alcance Final del Estudio

Greetings,

The Surface Transportation Board's (Board's) Office of Environmental Analysis (OEA) today issued a Final Scope of Study in connection with the Environmental Impact Statement (EIS) being prepared for Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas (the Line). The Line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

On March 29, 2024, OEA issued the Notice of Intent to prepare an EIS and encouraged interested parties to file scoping comments electronically, by mail, or at public scoping meetings through April 29, 2024. All comments submitted during the scoping process are now available to the public on the Board's website (www.stb.gov). The Final Scope of Study is also available on the Board's website or by clicking here.

For questions, please email: contact@greeneaglerreis.com or call the toll-free line: (888) 319-2337. Additional details, including maps, documents, and project updates, can be found on the Board-sponsored project website, www.greeneaglerreis.com.

Saludos,

La Oficina de Análisis Ambiental (OEA, por sus siglas en inglés) de la Junta de Transporte de Superficie (la Junta) ha emitido hoy un Alcance Final del Estudio en conexión de la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) que se está preparando para la propuesta de Green Eagle Railroad, LLC para construir y operar una línea ferroviaria de aproximadamente 1.3 millas (la Línea) en Maverick County, Texas. La Línea seria parte de un proyecto más grande, el Puente de Comercio Global de Puerto Verde, que consiste en un nuevo corredor comercial para ferrocarril de carga y vehículos motorizados comerciales entre Piedras Negras, Coahuila, México, e Eagle Pass, Texas, Estados Unidos

El 29 de Marzo, 2024, OEA emitió la Notica de Intención para preparar un EIS y animó partes interesadas a someter sus comentarios para el alcance electrónicamente, por correo, o en las reuniones públicas de alcance hasta el 29 de Abril, 2024. Todos los comentarios sometidos durante el periodo de alcance ahora están disponibles en la página web de la Junta (www.stb.gov).

El Alcance Final de Estudio también está disponible en la página web de la Junta y por oprimiendo aquí.

Si tienes algunas preguntas, por favor envía mensajes a: contact@greeneaglerreis.com o llama a la línea gratuita: (888) 319-2337. Detalles adicionales, incluyendo mapas, documentos, y actualizaciones del proyecto, se encuentran en la página web patrocinado por la Junta, www.greeneaglerreis.com.

Sincerely,

Sinceramente,

Danielle Gosselin

Director
Office of Environmental Analysis
Surface Transportation Board

Directora
Oficina de Análisis Ambiental
Junta de Transporte de Superficie

Final Scope of Study Postcard

UPDATE ON PROPOSED GREEN EAGLE RAILROAD PROJECT

ENVIRONMENTAL IMPACT STATEMENT

Scan the above QR code to go to the Final Scope of Study

Availability of Final Scope of Study

On December 14, 2023, Green Eagle Railroad, LLC filed for authority from the Surface Transportation Board (Board) to construct and operate approximately 1.3 miles of new common carrier line (the Line) in Maverick County, Texas. The Line would be part of the Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

Para Español

The Notice of Intent to prepare an Environmental Impact Statement (EIS) was issued on March 29, 2024. Interested parties were encouraged to file their scoping comments electronically, by mail, or at public scoping meetings through April 29, 2024. All comments submitted during the scoping process are now available to the public on the Board's website (www.stb.gov). The Final Scope of Study is available on the Board-sponsored project website (www.greeneaglerreis.com) or via the QR code on the right.

For project details, including the Final Scope of Study, visit **www.greeneaglerreis.com**

There, you will find materials such as: **maps ● documents ● project updates ● contact information ● information on how to stay engaged.**

Project Contact Information

Andrea Poole
888.319.2337 (toll-free)
contact@greeneaglerreis.com

If you require an accommodation under the Americans with Disabilities Act, please call 202.245.0245.

ATTACHMENT 2
Public Notification Materials: Draft EIS

Draft EIS Press Release

SURFACE TRANSPORTATION BOARD

FOR RELEASE

03/14/2025 (Friday)
No. 25-11
www.stb.gov

Contact:
Media@stb.gov
202-245-1760

STB ISSUES DRAFT EIS FOR GREEN EAGLE RAILROAD IN MAVERICK COUNTY, TX

The Surface Transportation Board's Office of Environmental Analysis (OEA) today issued a Draft Environmental Impact Statement (Draft EIS) for Green Eagle Railroad's proposed construction and operation of a 1.3-mile rail line in Eagle Pass and Maverick County, Texas. The proposed line is part of the larger Puerto Verde Global Trade Bridge project that includes a new commercial motor vehicle (CMV) crossing between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas.

The Draft EIS analyzes the potential environmental impacts of both the proposed rail line, which requires licensing authority from the Board, and the CMV crossing because they would be built as a single port of entry for freight rail and CMV traffic between Mexico and the United States. OEA will be accepting comments on all aspects of the Draft EIS until the close of the comment period on May 5, 2025. OEA will also hold three public meetings (two in-person and one virtual) during the comment period to hear oral comments.

Please see the Board-sponsored project website at www.greeneaglerreis.com for additional information on how to submit comments and the in-person and online public meetings.

The Draft EIS, in Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas Docket No. FD 36652, may be viewed and downloaded from the following links: Draft EIS, Appendices.

POSTED: 03/14/2025 10:20 AM

Draft EIS Federal Register Notice

(2) You can file a paper copy of your submission by mailing it to the address below. Your submission must reference the Project docket number CP25–136–000.

To file via USPS: Debbie-Anne A. Reese, Secretary, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426.

To file via any other method: Debbie-Anne A. Reese, Secretary, Federal Energy Regulatory Commission, 12225 Wilkins Avenue, Rockville, Maryland 20852.

The Commission encourages electronic filing of submissions (option 1 above) and has eFiling staff available to assist you at (202) 502–8258 or *FercOnlineSupport@ferc.gov.*

Protests and motions to intervene must be served on the applicant either by mail at: Katelyn Richardson, Regulatory Analyst IV, Eastern Shore Natural Gas Company, 500 Energy Lane, Suite 200, Dover, Delaware 19901, or by email (with a link to the document) at *kcraig@esng.com.* Any subsequent submissions by an intervenor must be served on the applicant and all other parties to the proceeding. Contact information for parties can be downloaded from the service list at the eService link on FERC Online.

Tracking the Proceeding

Throughout the proceeding, additional information about the project will be available from the Commission's Office of External Affairs, at (866) 208–FERC, or on the FERC website at *www.ferc.gov* using the ''eLibrary'' link as described above. The eLibrary link also provides access to the texts of all formal documents issued by the Commission, such as orders, notices, and rulemakings.

In addition, the Commission offers a free service called eSubscription which allows you to keep track of all formal issuances and submittals in specific dockets. This can reduce the amount of time you spend researching proceedings by automatically providing you with notification of these filings, document summaries, and direct links to the documents. For more information and to register, go to *www.ferc.gov/docs-filing/esubscription.asp.*

Dated: March 17, 2025.

Carlos D. Clay,

Deputy Secretary.

[FR Doc. 2025–04845 Filed 3–20–25; 8:45 am]

BILLING CODE 6717–01–P

interested persons to submit brief, text-only comments on a project.

ENVIRONMENTAL PROTECTION AGENCY

[FRL OP–OFA–170]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202–564–5632 or *https://www.epa.gov/nepa.*

Weekly receipt of Environmental Impact Statements (EIS)

Filed March 10, 2025 10 a.m. EST

Through March 17, 2025 10 a.m. EST

Pursuant to 40 CFR 1506.9.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: *https://cdxapps.epa.gov/cdx-enepa-II/public/action/eis/search.*

EIS No. 20250031, Draft, STB, TX, Green Eagle Railroad, Comment Period Ends: 05/05/2025, Contact: Andrea Elizabeth Poole 202–245–0305.

EIS No. 20250032, Draft, USFS, WY, Grand Targhee Master Development Plan Projects, Comment Period Ends: 06/20/2025, Contact: Jay Pence 208–354–2312.

Dated: March 17, 2025.

Nancy Abrams,

Associate Director, Office of Federal Activities.

[FR Doc. 2025–04859 Filed 3–20–25; 8:45 am]

BILLING CODE 6560–50–P

EXPORT-IMPORT BANK

Privacy Act of 1974; System of Records

AGENCY: Export-Import Bank of the United States.

ACTION: Notice of a new system of records.

SUMMARY: Pursuant to the Privacy Act of 1974, the Export-Import Bank of the United States (''EXIM'', ''EXIM Bank'', or ''The Bank'') proposes a new system of records notice (''SORN''). The new system of records described in this notice, EXIM PERSEC IQ, will enable EXIM's Security Office staff to store and manage EXIM personnel security information, manage the integrated workflow processes and activities, manage caseloads, and reporting capabilities relative to personnel security investigations. Records in the system are used to document and support decisions regarding the suitability, eligibility, and fitness of applicants for Federal and contract employment to include students, interns, or volunteers to the extent that their duties require access to Federal facilities, information, systems, or applications. Additionally, records may be used to document security violations and supervisory actions taken. Information contained in PERSEC IQ includes but is not limited to: Employment records, education history, credit history, subjects' previous addresses, names of friends, neighbors, and associates, selective service records, military history, citizenship, pre-employment waivers, Background Investigations (BIs), security clearances, Sensitive Compartmented Information (SCI) access, clearance receipts (reciprocity), reinvestigations, completion dates of various security checks, and adjudication status/notes and decisions.

DATES: The system of records described herein will become effective March 21, 2025. The deadline to submit comments on this record system and the date on which the below routine uses will become effective will be 30 days after **Federal Register** publication.

ADDRESSES: You may submit written comments to EXIM Bank by any of the following methods:

- *Federal e-Rulemaking Portal: https://www.regulations.gov.* Follow the website instructions for submitting comments.
- *Email: Sorn.Comments@exim.gov.* Refer to SORN in the subject line.
- *Mail or Hand Delivery:* Address letters to the Freedom of Information Act Office and the Office of Information Management and Technology, Export-Import Bank of the United States, 811 Vermont Avenue NW, Washington, DC 20571.

Commenters are strongly encouraged to submit public comments electronically. EXIM Bank expects to have limited personnel available to process public comments that are submitted on paper through mail. Until further notice, any comments submitted on paper will be considered to the extent practicable.

All submissions must include the agency's name (Export-Import Bank of the United States, or EXIM Bank) and reference this notice. Comments received will be posted without change to EXIM Bank's website. Do not submit comments that include any Personally Identifiable Information (PII) or confidential business information. Copies of comments may also be obtained by writing to the Freedom of Information Act Office and the Office of Information Management and Technology, Export-Import Bank of the

Draft EIS Email Notification and Attached Flyer

Green Eagle RR EIS

From: Green Eagle RR EIS
Sent: Friday, March 14, 2025 12:09 PM
To: Green Eagle RR EIS
Subject: Green Eagle Railroad: Availability of the Draft Environmental Impact Statement
Attachments: Green Eagle DEIS_Flyer_English.pdf; Green Eagle DEIS_Flyer_Español.pdf

Dear Interested Party,

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is pleased to announce that the Draft Environmental Impact Statement (Draft EIS) for Green Eagle Railroad's proposed construction and operation of a 1.3-mile rail line in Eagle Pass and Maverick County, Texas, is available for review and comment. The proposed line is part of the larger Puerto Verde Global Trade Bridge project that also includes a new commercial motor vehicle (CMV) crossing between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The Draft EIS analyzes the potential environmental impacts of both the proposed rail line, which requires a license from the Board, and the CMV crossing because they would be built as a single port of entry for freight rail and CMV traffic between Mexico and the United States.

The Draft EIS is available for viewing or downloading on the Board-sponsored project website at www.greeneaglerreis.com and on the Board's website at www.stb.gov under Docket No. FD 36652.

Information on how to submit comments on the Draft EIS and the three public meetings that OEA will be holding is provided on the Board-sponsored project website and in the attached flyer. *All comments must be submitted on or before May 5, 2025*.

Sincerely,

Danielle Gosselin

Director
Office of Environmental Analysis
Surface Transportation Board

Green Eagle Railroad

Availability of Draft Environmental Impact Statement

Environmental Impact Statement

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is pleased to announce that the Draft Environmental Impact Statement (Draft EIS) for Green Eagle Railroad's proposed construction and operation of a 1.3-mile rail line in Eagle Pass and Maverick County, Texas, is available for review and comment. The proposed line is part of the larger Puerto Verde Global Trade Bridge project that also includes a new commercial motor vehicle (CMV) crossing between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The Draft EIS analyzes the potential environmental impacts of both the proposed rail line, which requires a license from the Board, and the CMV crossing because they would be built as a single port of entry for freight rail and CMV traffic between Mexico and the United States.

The Draft EIS can be viewed or downloaded at www.greeneaglerreis.com.

How to Comment

Public Meetings

In-person Meetings

Tuesday, April 29, 2025
- 11:30 AM to 1:30 PM CDT
- 6:00 PM to 8:00 PM CDT
- International Center for Trade (3295 Bob Rogers Drive, Eagle Pass)

Online Meeting

Thursday, May 1, 2025
- 6:00 PM to 8:00 PM CDT
- To learn how to join, visit to the project website: **www.greeneaglerreis.com**

Electronic Comments

Submit electronic comments on the Board's website: **www.stb.gov**, click on *File an Environmental Comment* in the lower right corner of the home page. Refer to Docket No. FD 36652

Mailed Comments

Andrea Poole
Surface Transportation Board
c/o VHB
Attention: Docket No. FD 36652
1001 G Street NW, Suite 1125
Washington, DC 20001

For more information, visit: **www.greeneaglerreis.com**

COMMENTS MUST BE SUBMITTED ON OR BEFORE MAY 5, 2025

Please refer to Docket No. FD 36652 in all correspondence.

If you require an accommodation under the Americans with Disabilities Act to submit a comment, please call (202) 245-0245

Toll-Free Environmental Impact Statement Information Line (888) 319-2337

Green Eagle Railroad

Disponibilidad del Borrador de la Declaración de Impacto Ambiental

DECLARACIÓN DE IMPACTO AMBIENTAL

La Oficina de Análisis Ambiental (OEA, por sus siglas en inglés) de la Junta de Transporte de Superficie (Junta) se complace en anunciar que el Borrador de la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) para construir y operar una línea ferroviaria de 1.3 millas propuesta por Green Eagle Railroad en Eagle Pass y el condado de Maverick, Texas, está disponible para revisión y comentarios. El proyecto propuesto sería parte de un proyecto más grande, el Puente de Comercio Global de Puerto Verde, que también incluye un nuevo corredor comercial para vehículos motorizados (CMV) entre Piedras Negras, Coahuila, México, e Eagle Pass, Texas, Estados Unidos. El Borrador del EIS analiza los impactos potenciales de la línea ferroviaria propuesta, que requiere una licencia de la Junta, y del cruce de CMV en el medio ambiente porque se construirían como un puerto único de entrada para el tráfico ferroviario y CMV entre México y los Estados Unidos.

Se puede ver o descargar el Borrador de EIS en www.greeneaglerreis.com.

Como Comentar

Reuniones Públicas

Reuniones en Persona

El Martes, 29 de Abril, 2025

- 11:30 AM a 1:30 PM CDT
- 6:00 PM a 8:00 PM CDT
- International Center for Trade (3295 Bob Rogers Drive, Eagle Pass)

Reunión en Línea

El Jueves, 1 de Mayo, 2025

- 6:00 PM a 8:00 PM CDT
- Para aprender como unirse, visita la página web del proyecto: **www.greeneaglerreis.com**

Comentarios Electrónicos

Se puede sostener comentarios electrónicos en el sitio de la Junta, **www.stb.gov**, haga clic en el *File an Environmental Comment* en la esquina inferior derecha de la página de inicio. Refiérase al Expediente STB No. FD 36652.

Comentarios por Correo

Andrea Poole
Surface Transportation Board
c/o VHB
Attention: Docket No. FD 36652
1001 G Street NW, Suite 1125
Washington, DC 20001

Para mas información, visita: **www.greeneaglerreis.com**

SE ACEPTARÁN TODOS LOS COMENTARIOS HASTA EL 5 DE MAYO, 2025

Por favor, refiérase el Expediente STB No. FD 36652 en toda la correspondencia.

Si usted requiere acomodaciones debajo de la Ley para Estadounidenses con Discapacidades, por favor contacta (202) 245-0245.

Línea Gratuita sobre el Borrador del EIS
(888) 319-2337

Draft EIS Postcard

GREEN EAGLE RAILROAD

Environmental Impact Statement

Availability of Draft Environmental Impact Statement

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is pleased to announce that the Draft Environmental Impact Statement (Draft EIS) for Green Eagle Railroad's proposed 1.3-mile rail line in Eagle Pass and Maverick County, Texas, is available for review and comment. The proposed line is part of the larger Puerto Verde Global Trade Bridge project that also includes a new commercial motor vehicle (CMV) crossing between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The Draft EIS analyzes the potential environmental impacts of both the proposed rail line, which requires a license from the Board, and the CMV crossing because they would be built as a single port of entry for freight rail and CMV traffic between Mexico and the United States.

To view or download the Draft EIS and find out how to comment, scan this QR code:

All comments must be submitted on or before May 5, 2025

OEA will host three **public meetings** to receive comments on the Draft EIS (all times Central Daylight Time)

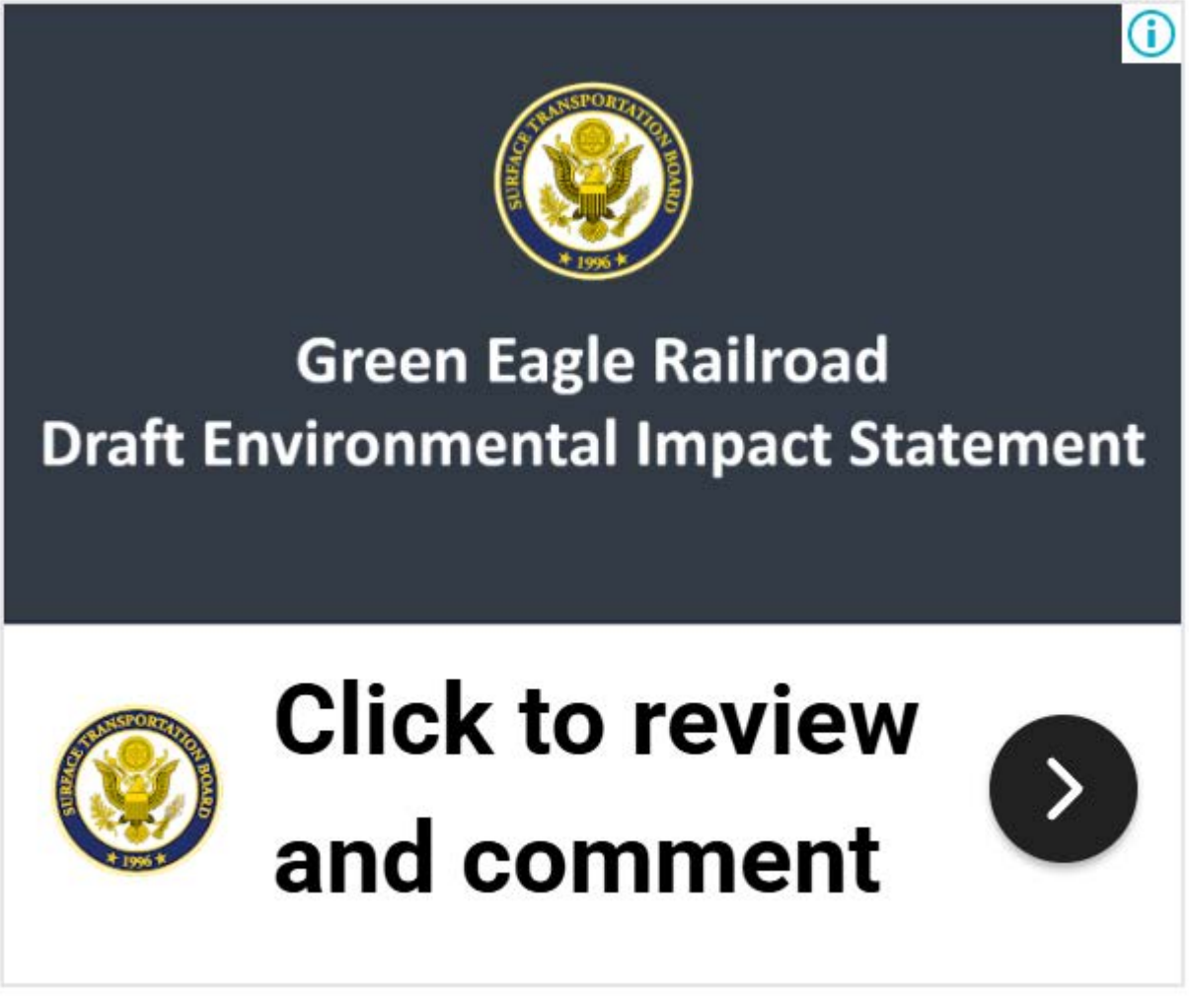
In person:
Tuesday, April 29, 2025
11:30 AM-1:30 PM and **6:00 PM-8:00 PM**
International Center for Trade
3295 Bob Rogers Drive, Eagle Pass

Online:
Thursday, May 1, 2025
6:00 PM-8:00 PM
Visit www.greeneaglerreis.com
to learn how to join

Para Español

If you require an accommodation under the Americans with Disabilities Act, please call 202.245.0245.

Draft EIS Banner Ad


Green Eagle Railroad
Draft Environmental Impact Statement
Click to review
and comment

Notice of Extension of Comment Period

52605 SERVICE DATE – MAY 20, 2025
OEA

SURFACE TRANSPORTATION BOARD

NOTICE

Docket No. FD 36652

GREEN EAGLE RAILROAD, LLC—CONSTRUCTION AND OPERATION EXEMPTION—LINE OF RAILROAD IN MAVERICK COUNTY, TEX.

Decided: May 20, 2025

Notice of Extension of Comment Period

On March 14, 2025, the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) issued a Draft Environmental Impact Statement (EIS) for the proposed construction and operation of an approximately 1.3-mile rail line that would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) connection at approximately UP milepost 31. The new rail line would be part of a larger project proposed by Puerto Verde Holdings, the Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The issuance of the Draft EIS initiated a 45-day public comment period and comments were originally due by May 5, 2025. OEA has received requests for an extension of the comment period and is issuing this Notice to advise the public and all interested parties that the comment period will be extended until June 2, 2025. **No further extensions of time will be granted**.

After the close of the comment period, OEA will prepare a Final EIS that responds to all comments received on the Draft EIS and sets forth OEA's final recommendations regarding potential environmental impacts, including OEA's final recommended environmental mitigation measures. Comments on the Draft EIS may be submitted electronically on the Board-sponsored project website at www. https://www.greeneaglerreis.com or the Board's website at www.stb.gov by clicking on the "E-FILING" link. Please refer to **Docket No. FD 36652** in all correspondence, including e-filings, addressed to the Board. Any comments previously submitted need not be resubmitted. Comments on the Draft EIS are now due by **June 2, 2025**.

For additional information about the environmental review process in this proceeding, please visit the Board-sponsored project website at www. https://www.greeneaglerreis.com.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Notification Email for Notice of Extension of Comment Period

Green Eagle RR EIS

From: Green Eagle RR EIS
Sent: Tuesday, May 20, 2025 3:49 PM
To: Green Eagle RR EIS
Subject: Green Eagle Railroad: Draft EIS Comment Period Extension

Dear Interested Party,

We are writing to inform you that the Surface Transportation Board's Office of Environmental Analysis (OEA) has extended the Draft Environmental Impact Statement (EIS) public comment period for the proposed Green Eagle Railroad. Comments on the Draft EIS will now be due by **Monday, June 2, 2025**. Please click this link to view the Notice that OEA issued today announcing the comment period extension.

Sincerely,

Danielle Gosselin

Director
Office of Environmental Analysis
Surface Transportation Board

Green Eagle Railroad Draft EIS
Email: Contact@GreenEagleRREIS.com
Information Line: 1-888-319-2337 (Toll-free)
Website: https://greeneaglerreis.com/

Appendix C
Freight Rail Safety Regulations

This appendix provides additional information on the laws and regulations summarized in *Chapter 3*, *Freight Rail Safety*, *Section 3.1.1*, *Approach*.

C.1 FRA – Safety Standards

Railroad track safety standards (49 C.F.R. Part 213) are based on track classifications that determine maximum operating speed limits, inspection frequencies, maintenance tolerances, and recordkeeping. Higher classes of track must meet more stringent safety standards for the track's physical condition and require more frequent inspections and maintenance to ensure they remain safe for the higher speeds permitted. As higher classes of track can be operated at lower speeds, however, posted speeds are not always an accurate indication of track class. Railroads set their desired operating speeds for track segments via timetables or train orders. They are required to maintain those track segments according to Federal Railroad Administration (FRA) standards for specific classes of track corresponding to the desired train speeds. For example, lines that are maintained to Class III standards allow a maximum operating speed of 40 miles per hour for freight trains and require track segments to be inspected at least weekly to verify compliance with FRA regulations. The number of daily trains or commodities carried is not a factor in establishing the track class.

All incidents on mainlines, at rail yards, and at intermodal facilities resulting in damages greater than FRA's current reporting threshold are reported to FRA. FRA determines the reporting threshold for each calendar year. For instance, in 2019 and 2020, the reporting threshold was $10,700; in 2021, it was $11,200; in 2022, it was $11,300; in 2023, it was $11,500; and in 2024, it is $12,000 (FRA 2023a). Whenever a collision, derailment, or other incident occurs, FRA investigates the incident if it meets certain general criteria. For example, FRA investigates incidents that result in the derailment of a locomotive, derailment of 15 or more cars, or extensive property damage, as well as any incidents that are likely to generate considerable public interest. FRA maintains a database of incidents as reported by railroads, with details about the types and locations of incidents reported. The FRA Office of Safety Analysis provides online query tools to dynamically search the incident data using selection criteria such as the railroad involved, year of the incident, and type of track where the incident occurred (FRA 2024a).

The Rail Safety Improvement Act of 2008 (RSIA) mandated the implementation of Positive Train Control (PTC), a collision avoidance system, on large Class I railroad mainlines that transport 5 million or more gross tons of annual traffic and certain hazardous materials. PTC systems are designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position. FRA expects that implementing PTC will decrease the number of incidents on those rail lines. According to FRA, as of December 29, 2020, PTC is in operation on all 57,536 required freight and passenger railroad route miles, including the Eagle Pass Subdivision of the UP mainline (FRA 2023b).

C.2 FRA – Hazardous Materials

FRA regulations require that trains carrying hazardous materials maintain shipping papers with emergency response information that is immediately available for use at all times the hazardous material is present. The information, including the emergency response telephone number, must be immediately available to any person who, as a representative of a Federal, State or local government agency, responds to an incident involving a hazardous material, or is conducting an investigation which involves a hazardous material. 49 C.F.R. § 172.602. The emergency response telephone number must be monitored at all times that the hazardous material is in transport by a person who either has comprehensive emergency response and incident mitigation information for that material or has immediate access to a person who possesses such knowledge and information. 49 C.F.R. § 172.604.

The shipping papers must contain information that can be used in the mitigation of an incident involving hazardous materials. The papers must include information such as the basic description and technical name of the hazardous material; immediate hazards to health; risks of fire or explosion; immediate precautions to be taken in the event of an accident or incident; immediate methods for handling fires; initial methods for handling spills or leaks in the absence of fire; and preliminary first aid measures. 49 C.F.R. § 172.602.

FRA guidance states that freight railroads should develop general plans and procedures that include a pre-determined list of materials, equipment, and cleanup contractors available to assist in restoration operations (FRA 1993).

C.3 EPA – Hazardous Materials

U.S. Environmental Protection Agency (EPA) regulations (40 C.F.R. 300) under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) govern incidents, spills, and other emergency releases of pollutants and contaminants to the environment. Regulations of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) provide a framework for responding to spills including hazardous substance releases. Reportable spills must be reported to the National Response Center (NRC), the federal point of contact for such incidents, which triggers the emergency response procedures set forth in the NCP. The NRC then notifies the appropriate local, state, and federal agencies (such as EPA), including emergency responders such as fire departments and HAZMAT teams, to assess the situation, secure the area, and initiate containment measures to prevent the spread of hazardous materials.

More recently, the Pipeline and Hazardous Materials Safety Administration (PHMSA) amended the Hazardous Materials Regulations, effective June 24, 2026, to require railroads to ensure that trains provide information that is electronically accessible to emergency response personnel. This information must be updated in real-time and made available through multiple electronic means, providing redundancy in case primary communication methods fail. If an incident occurs, these data must be promptly shared with response authorities. Additionally, first responders in areas lacking cellular service must receive training on alternative communication methods during emergencies. All incidents involving electronic information sharing with first responders must be documented, with a consolidated report submitted to PHMSA detailing successes and necessary corrective actions. 89 FR 52956.

Appendix D
Grade Crossing Safety and Delay Analysis

For grade crossing safety and grade crossing delays, the analyses focus on future conditions under the No-Action Alternative and under the Southern Rail Alternative and the Northern Rail Alternative. Specifically, the No-Action Alternative analysis was conducted for 2031, the future condition five years after the anticipated year of the Board's final decision. The No-Action Alternative reflects the projected train and vehicle traffic levels in the analysis year 2031 without the proposed line. The Southern Rail Alternative and Northern Rail Alternative analyses were also conducted for year 2031. For the purposes of the analysis, the two build alternatives and their effects are the same.

D.1 Approach

The following data source served as a basis for the grade crossing safety analysis and the grade crossing delay analysis:

- **Average Annual Daily Traffic (AADT) data are from the Texas Department of Transportation (TxDOT) Statewide Traffic Analysis and Reporting System (TxDOT 2024c)**. The AADT values are based on data that represent years ranging from 2013 to 2022. As such, there is a need to normalize the AADT values to a common year and then extrapolate the values to the existing year of 2024 and then to the analysis year of 2031. The general approach used to estimate 2024 AADT values and project to 2031 AADT values was to identify the most recent available AADT value, adjust that value to a common base year (in this case 2018), and then grow all values to the existing year of 2024 and the analysis year of 2031. Based on common industry practice, the specific approaches used to adjust historical AADT values to 2031 AADT values include:
    - If two years of historical traffic data are available and the volume for the more recent year is greater than the volume for the earlier year, then straight line growth is used to adjust the most recent AADT value to 2018.
    - If two years of historical traffic data are available and the volume for the more recent year is equal to or less than the volume for the earlier year, then a growth factor of 1.0 is used to adjust the most recent AADT value to 2018 (such as, assume most recent AADT as 2018 AADT).
    - If one year of historical traffic data are available, then data from the United States Census Bureau (Decennial Census data and American Community Survey data) are used to develop growth factors. Specifically, the growth factors are based on the ratio of the number trips to work by car, truck, or van from one year to another.
        - For historical AADT values from 2010 or older, the growth factor is based on the ratio of trips to work by car, truck, or van in 2018 compared to 2000. If the growth factor is less than or equal to 1.0, then no growth is assumed from the most recent year to 2018 (such as, assume most recent AADT as 2018 AADT).
        - For historical AADT values from 2011 or newer, the growth factor is based on the ratio of trips to work by car, truck, or van in 2018 compared to 2011. If the growth factor is

less than or equal to 1.0, then no growth is assumed from most recent year to 2018 (such as, assume most recent AADT as 2018 AADT).

- If 2022 traffic data are available, then these values are used instead of growing older values.
- A 2 percent annual growth rate is used to grow the AADT values to 2024 and then to 2031, starting with 2018 or 2022 AADT values as applicable.

Additionally, the following data source was used for the grade crossing safety analysis:

- **Crash data are from the Federal Railroad Administration (FRA) database**. During the latest five years (2019-2023), no train-vehicle crashes and no train-pedestrian crashes were reported at the seven grade crossings within the study area. FRA publishes statistics on the safety performance of more than 126,000 open public at-grade crossings in the U.S. that are not grade-separated (FRA 2024c). During the five-year period from 2019 to 2023, there were 9,108 total crashes at those at-grade crossings, representing an average of 0.014 crashes per crossing per year, or approximately one crash per crossing every 69.5 years, which is higher than the average crashes per grade crossing included in the safety analysis for this study.

Existing rail traffic (average number of trains per day, average train speeds, and average train length) is based on freight train activity as reported by Green Eagle Railroad (GER). GER estimated no change in train traffic at the grade crossings in the study area under the 2031 No-Action Alternative relative to current conditions. **Table D-1** presents an inventory of all seven public at-grade crossings within the study area. The table includes basic details for the crossing roadway and the railroad track, including AADT, train speed, train length, number of trains per day, and average gate down time. Separate values are presented for the 2024 existing conditions and the 2031 future conditions, the latter of which applies for both the No-Action Alternative and the build alternatives; for the purposes of grade crossing safety analysis, the Southern and Northern Rail Alternatives have the same results and are therefore combined in the tables. For subsequent tables in this appendix, the Crossing ID can be used to cross-reference grade crossings.

D.2 Grade Crossing Safety Analysis

D.2.1 Grade Crossing Safety Analysis Methods

The predicted crashes at highway/rail at-grade crossings are calculated using Equation (1) (FRA 2022).

$$NC = \frac{(a \times T_0) + N}{T_0 + 5} * adj \quad (1)$$

Where:

NC = Predicted number of train-vehicle crashes per year at the grade crossing;

a = Initial predicted train-vehicle crashes per year (based on Equation (2));

T_0 = Weighting factor in the DOT crash prediction formula (based on Equation (3));

N = Number of train-vehicle crashes in previous five years at grade crossing; and

Adj = Coefficient to normalize predicted train-vehicle crashes in year with actual counts (current values are normalized for year 2013).

Table D-1. Summary of Public Grade Crossings

		AADT		Trains per Day		Average Train Length (ft)		Average Train Speed (mph)		Average Gate Down Time per Day (minutes)	
Street	**Crossing ID**	**2024 (Existing Conditions)**	**2031 (Future Conditions)**	**No-Action Alternative**	**Build Alternatives**	**No-Action Alternative**	**Build Alternatives**	**No-Action Alternative**	**Build Alternatives**	**No-Action Alternative**	**Build Alternatives**
Location: City of Eagle Pass, Texas											
5th Street	764104S	2347	2696	19	19	9300	9300	15	15	144	0
Ferry Street	764106F	3921	4504	19	19	9300	9300	15	15	144	0
2nd Street	912039X	2704	3106	19	19	9300	9300	15	15	144	0
Quarry Street	764107M	2515	2889	19	19	9300	9300	15	15	144	0
Rio Grande Street	764109B	1489	1710	19	19	9300	9300	15	15	144	0
Main Street	764108U	6073	6976	19	19	9300	9300	15	15	144	0
Industrial Park Boulevard	764113R	2180	2504	19	19	9300	9300	15	15	144	0

This method is similar to the method described in FRA's *Summary of the DOT Rail Highway Crossing Resource Allocation Procedure Revised* (Farr 1987), but with updated adjustment factors in Equation (1). The results include expected vehicle/train crash rates at all at-grade crossings in the study area under the 2031 No-Action Alternative and under the Southern and Northern Rail Alternatives.

The initial predicted train-vehicle crashes per year (a) is based on several factors as shown in Equation (2). **Table D-2** presents the values and formulas used to compute each of these factors based on the type of grade crossing control. The type of control includes passive, flashing lights, and lights and gates.

$$a = K * EI * DT * MS * MT * HP * HL \quad (2)$$

Where:

K = Basic crash prediction formula constant;

EI = Exposure index factor (Expose = AADT * trains per day);

DT = Factor for the number of through trains per day during daylight (dthru = number of through trains per day during daylight), which is derived from train schedule in combination with train traffic;

MS = Factor for maximum freight timetable speed (ms = maximum timetable speed at crossing);

MT = Factor for number of main tracks (tracks = number of main tracks);

HL = Factor for number of roadway lanes (lanes = number of highway lanes);

HP = Factor for paved roadway (1 if highway is paved, 2 if unpaved); and

Adj = Coefficient to normalize predicted train-vehicle crashes in year with actual counts.

The weighting factor in the DOT crash prediction formula (T_0) is based on Equation (3).

$$T_0 = \frac{1}{0.05+a} \quad (3)$$

Where:

All terms as previously defined.

The predicted number of crashes by severity is based on the predicted number of train vehicle crashes per year (NC) at the grade crossing. The predicted crash frequency by severity is subdivided into two categories, fatal crashes and casualty crashes. Fatal crashes are those that result in at least one fatality, independent of injuries or property damage. Casualty crashes are those that result in at least one fatality or injury, independent of property damage. The predicted number of injury crashes is simply the difference between the predicted number of fatal crashes and predicted number of casualty crashes. The equations are based on the Rail Highway Crossing Resource Allocation Procedure User's Guide (FRA 1987).

Table D-2. Factors to Predict Train-Vehicle Crashes

Factor	Passive Control	Flashing Lights	Lights and Gates
K	0.0006938	0.0003351	0.0005745
EI	$\left(\frac{Expose+0.2}{0.2}\right)^{0.37}$	$\left(\frac{Expose+0.2}{0.2}\right)^{0.4106}$	$\left(\frac{Expose+0.2}{0.2}\right)^{0.2942}$
DT	$\left(\frac{dthru+0.2}{0.2}\right)^{0.1781}$	$\left(\frac{dthru+0.2}{0.2}\right)^{0.1131}$	$\left(\frac{dthru+0.2}{0.2}\right)^{0.1781}$
MS	$e^{0.0077*ms}$	1	1
MT	1	$e^{0.1917*tracks}$	$e^{0.1512*tracks}$
HL	1	$e^{0.1826*(lanes-1)}$	$e^{0.142*(lanes-1)}$
HP	$e^{-0.5966*(paved-1)}$	1	1
Adj	0.5086	0.3106	0.4846

The probability of a fatal crash, given a crash occurs, is based on Equation (4).

$$P(F|C) = \frac{1}{1+KF*MS^{-0.9981}*(TT+1)^{-0.0872}*(TS+1)^{0.0872}*e^{0.3571*UR}} \quad (4)$$

Where:

$P(F|C)$ = Probability of a fatal crash, given a crash occurs;

KF = Constant (440.9);

MS = Maximum freight timetable speed (mph);

TT = Number of thru trains per day;

TS = Number of switch trains per day; and

UR = Urban or rural crossing (urban = 1; otherwise, 0).

The predicted number of fatal crashes is based on Equation (5).

$$F = P(F|C) * NC \quad (5)$$

Where:

F = Predicted fatal crashes per year;

$P(F|C)$ = Probability of a fatal crash, given a crash occurs; and

NC = Predicted number of train-vehicle crashes per year at the grade crossing.

The probability of a casualty crash, given a crash occurs, is based on Equation (6).

$$P(C|C) = \frac{1}{1+KC*MS^{-0.343}*e^{0.1153*TK}*e^{0.296*UR}} \quad (6)$$

Where:

$P(C|C)$ = Probability of a casualty crash, given a crash occurs;

KC = Constant (4.481);

MS = Maximum freight timetable speed (mph);

TK = Number of tracks; and

UR = Urban or rural crossing (urban = 1; otherwise, 0).

The predicted number of casualty crashes is based on Equation (7).

$$C = P(C|C) * NC \quad (7)$$

Where:

C = Predicted casualty crashes per year;

$P(C|C)$ = Probability of a casualty crash, given a crash occurs; and

NC = Predicted number of train-vehicle crashes per year at the grade crossing.

The predicted number of injury crashes is based on Equation (8).

$$I = C - F \quad (8)$$

Where:

I = Predicted injury crashes per year;

C = Predicted casualty crashes per year; and

F = Predicted fatal crashes per year.

D.2.2 Grade Crossing Safety Analysis Results

Table D-3 presents the grade crossing safety analysis results by individual crossing for 2024 existing conditions, the 2031 No-Action Alternative, and the 2031 Southern and Northern Rail Alternatives. Train traffic (average number of trains per day, average train speeds, and average train length), the type of crossing protection, and safety-related performance measures are consistent for the 2024 existing conditions and the expected 2031 No-Action Alternative. Under the Southern and Northern Rail Alternatives, rail operations would be discontinued at all seven at-grade crossings in the study area, so the probability of train-vehicle and train-pedestrian crashes would be zero.

D.3 Grade Crossing Delay Analysis

D.3.1 Grade Crossing Delay Analysis Methods

The grade crossing delay analysis includes two general components, one focused on individual train crossings and one focused on cumulative events over an entire day. The performance measures for individual train crossings include blocked crossing time per train, crossing delay per stopped vehicle, and maximum vehicle queue. The performance measures for cumulative events over an entire day include number of vehicles delayed per day, average delay for all vehicles, and level of service (LOS) for vehicular traffic. For simplification purposes, it is assumed that both rail and road traffic are uniform throughout the day.

The blocked crossing time per train (T) includes the time for the train to pass and the time for any warning device to engage and disengage (FRA 2022). The blocked crossing time per train is based on Equation (9):

$$T = T_W + \frac{L}{V*88} \quad (9)$$

Where:

T = Blocked crossing time per train (minutes);

T_W = Lead time (assumed 0.6 minutes for gate closing and opening as well as for passive crossings at which point motorists would not venture a crossing);

L = Average train length (feet);

V = Average train speed (miles per hour); and

88 = Conversion factor from miles per hour to feet per minute.

Table D-3. Grade Crossing Safety for 2024 and 2031 Conditions

		2024 Existing Conditions				2031 No-Action Alternative				2031 Build Alternatives			
Crossing ID	Number of Roadway Lanes	AADT	Number of Train-Vehicle Crashes in Previous 5 Years	Predicted Number of Train-Vehicle Crashes per Year	Years between Crashes	AADT	Number of Train-Vehicle Crashes in Previous 5 Years (Assumed)	Predicted Number of Train-Vehicle Crashes per Year	Years between Crashes	AADT	Number of Train-Vehicle Crashes in Previous 5 Years (Assumed)	Predicted Number of Train-Vehicle Crashes per Year	Years between Crashes
Location: City of Eagle Pass, Texas													
764104S	2	2,347	0	0.010	100	2,696	0	0.010	100	2,696	0	0	N/A
764106F	2	3,921	0	0.011	91	4,504	0	0.011	91	4,504	0	0	N/A
912039X	2	2,704	0	0.010	100	3,106	0	0.010	100	3,106	0	0	N/A
764107M	2	2,515	0	0.010	100	2,889	0	0.010	100	2,889	0	0	N/A
764109B	2	1,489	0	0.009	111	1,710	0	0.009	111	1,710	0	0	N/A
764108U	2	6,073	0	0.012	83	6,976	0	0.013	77	6,976	0	0	N/A
764113R	2	2,180	0	0.013	77	2,504	0	0.014	71	2,504	0	0	N/A
Average				0.01071	95			0.01100	93				
Total				0.07500				0.07700					

The number of vehicles delayed per day (N_V) is the number of vehicles that would be stopped for trains in a 24-hour period as shown in Equation (10).

$$N_V = \frac{T}{1{,}440} N * AADT \quad (10)$$

Where:

N_V = Number of vehicles delayed per day;

T = Blocked crossing time per train (minutes);

1,440 = Factor to convert vehicles per day to vehicles per minute;

N = Number of trains per day; and

AADT = Annual average daily traffic (vehicles per day).

The average delay per vehicle in a 24-hour period (D_V) is shown in Equation (11).

$$D_V = \frac{N_V}{AADT} * \frac{T * \frac{R_D}{R_D - R_A}}{2} \quad (11)$$

Where:

D_V = Average delay per vehicle in a 24-hour period (minutes);

N_V = Number of vehicles delayed per day;

T = Blocked crossing time per train (minutes);

R_D = Vehicle departure rate (vehicles per minute per lane), which can vary by location;[1]

R_A = Vehicle arrival rate (vehicles per minute per lane), which is based on AADT data;

AADT = annual average daily traffic volume for the highway at the grade crossing (in vehicles per day); and

2 = Averaging factor to account for vehicles that do not experience delays from the entire time the train blocks the crossing.

Total vehicle delay (D) is the product of average delay per vehicle (D_V) and the AADT as shown in Equation (12).

$$D = D_V * AADT \quad (12)$$

Where:

D = Total vehicle delay (minutes);

[1] Vehicle departure rate varies by location based on factors such as number of lanes, lane width, grade, and sight distances. This information is not readily available for the grade crossings included in this analysis. As such, this analysis assumed common values based on the Highway Capacity Manual (National Academies of Sciences, Engineering, and Medicine, 2022). The assumed vehicle departure rates (in vehicles/minute/lane) are 30 for highways, 23.3 for arterials, 15 for collectors, and 11.7 for local roads.

D_V = Average delay per vehicle in a 24-hour period (minutes); and

AADT = annual average daily traffic volume for the highway at the grade crossing (in vehicles per day).

The LOS for vehicular traffic in this analysis is based on the average delay per vehicle at each grade crossing and the LOS criteria for signalized intersections from the 2022 Highway Capacity Manual (National Academies of Sciences, Engineering, and Medicine 2022). LOS is a qualitative measure of motor vehicle traffic flow, indicated by letters from A to F, where A represents free-flow conditions and F indicates extreme congestion. **Table D-4** presents the LOS categories along with the applicable ranges of average delay per vehicle and general descriptions.

Table D-4. Level of Service Designations

LOS	Average Delay per Vehicle (DV) (seconds/vehicle)	General Description
A	DV ≤ 10	Free flow
B	10 < DV ≤ 20	Stable flow (slight delays)
C	20 < DV ≤ 35	Stable flow (acceptable delays)
D	35 < DV ≤ 55	Approaching unstable flow
E	55 < DV ≤ 80	Unstable flow
F	80 < DV	Forced flow (congested and queues fail to clear)

Source: National Academies of Sciences, Engineering, and Medicine, 2022

The maximum vehicle queue (Q) is the estimated length of the longest line of vehicles expected to occur at the grade crossing. It is assumed that the maximum vehicle queue would occur during the peak hour for vehicle traffic and that the peak-hour traffic represents 10 percent of the AADT. The calculation is given by Equation (13).

$$Q = AADT * \frac{0.1*0.6}{60} * \frac{T}{NL/2} \quad (13)$$

Where:

Q = Maximum vehicle queue length (in number of vehicles);

AADT = annual average daily traffic volume for the highway at the grade crossing (in vehicles per day);

0.1 = Factor to convert AADT (in vehicles per day) to peak-hour traffic (in vehicles per hour);

0.6 = Factor to convert two-way traffic to peak direction traffic, assuming traffic is split 60/40 during the peak hour;

60 = Factor to convert vehicles per hour to vehicles per minute;

T = Blocked crossing time per train (minutes);

NL = Number of highway lanes at the grade crossing, which was obtained from aerial imagery; and

2 = Factor to convert total lanes to lanes in peak direction.

D.3.2 Grade Crossing Delay Analysis Results

Table D-5 presents the grade crossing delay analysis results by individual crossing for the 2031 No-Action Alternative and the 2031 Southern and Northern Rail Alternatives. Train traffic (average number of trains per day, average train speeds, and average train length) and delay-related performance measures are consistent for the 2024 existing conditions and the expected 2031 No-Action Alternative with the exception of roadway traffic volumes. Under the Southern and Northern Rail Alternatives, through rail operations would be discontinued at all at-grade crossings in the study area, eliminating vehicular delay for the Southern and Northern Rail Alternatives. The expected impact of the proposed line is the difference between the performance measure for the Southern Rail Alternative or Northern Rail Alternative and the same performance measure for the No-Action Alternative.

Table D-5. Grade Crossing Delay for 2031 Conditions

							2031 No-Action Alternative						2031 Build Alternatives						Difference	
Street	**Crossing ID**	**Projected 2031 AADT**	**Number of Roadway Lanes**	**Trains Per Day**	**Train Speed (mph)**	**Train Length (feet)**	**Number of Stopped Vehicles Delayed Per Day**	**Average Delay per Vehicle in 24-hour Period (seconds)**	**Total Delay in 24-hour Period (minutes)**	**Level of Service**	**Maximum Queue (vehicles)**	**Total Gate Down Time per Day (minutes)**	**Number of Stopped Vehicles Delayed Per Day**	**Average Delay per Vehicle in 24-hour Period (seconds)**	**Total Delay in 24-hour Period (minutes)**	**Level of Service**	**Maximum Queue (vehicles)**	**Total Gate Down Time per Day (minutes)**	**Average Delay per Vehicle (seconds)**	**Level of Service**
Location: City of Eagle Pass, Texas																				
5th Street	764104S	2696	2	19	15	9300	270	24.8	1114.3	C	20	144	0	0.0	0.0	A	0	0.0	-24.8	C to A
Ferry Street	764106F	4504	2	19	15	9300	452	25.5	1914.2	C	34	144	0	0.0	0.0	A	0	0.0	-25.5	C to A
2nd Street	912039X	3106	2	19	15	9300	312	24.0	1242.4	C	24	144	0	0.0	0.0	A	0	0.0	-24.0	C to A
Quarry Street	764107M	2889	2	19	15	9300	290	24.5	1179.7	C	22	144	0	0.0	0.0	A	0	0.0	-24.5	C to A
Rio Grande Street	764109B	1710	2	19	15	9300	172	23.8	678.3	C	13	144	0	0.0	0.0	A	0	0.0	-23.8	C to A
Main Street	764108U	6976	2	19	15	9300	700	25.5	2964.8	C	53	144	0	0.0	0.0	A	0	0.0	-25.5	C to A
Industrial Park Boulevard	764113R	2504	2	19	15	9300	251	24.7	1030.8	C	19	144	0	0.0	0.0	A	0	0.0	-24.7	C to A

Appendix E
Roadway Capacity Analysis

E.1 Roadway Capacity Analysis Approach

This appendix provides detailed technical information on the traffic analysis conducted to assess the impacts of the proposed line and the associated Commercial Motor Vehicle (CMV) Facility. The proposed line has no potential to affect traffic operations. Therefore, the analysis focuses on the CMV Facility, which would be constructed under both the Southern and the Northern Rail Alternatives.

E.1.1 Roadway Network

Figure E-1 illustrates the road network in the vicinity of the associated CMV Facility.

E.1.2 Analysis Years

Traffic analyses were conducted for the following years and scenarios:

- 2024 existing conditions,
- 2031 build alternatives with CMV Facility (2031 build scenario); and
- 2031 No-Action Alternative.

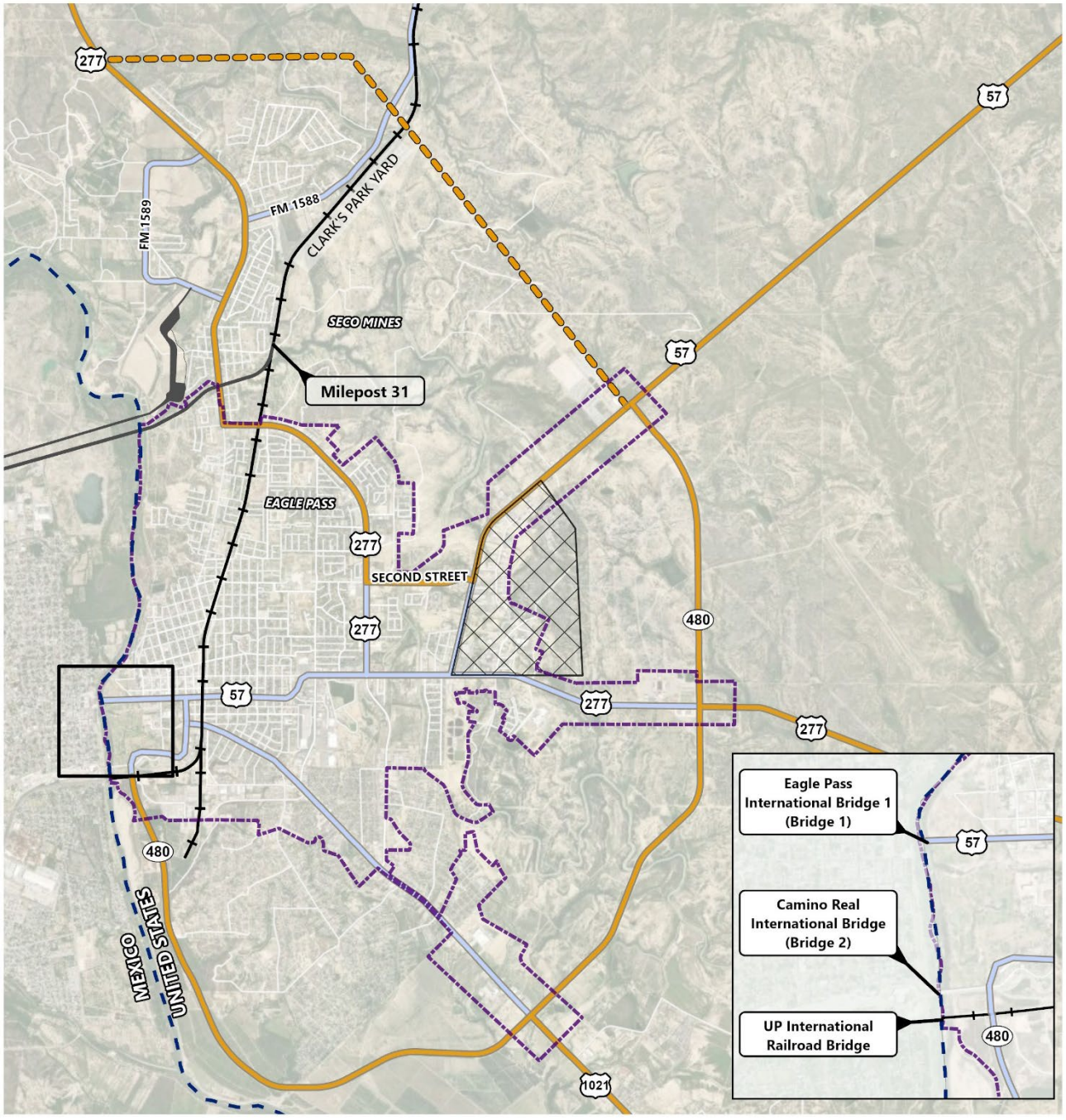
Under the 2031 No-Action Alternative and the 2031 build scenario, the Office of Environmental Analysis (OEA) assumes that the Texas Department of Transportation (TxDOT) will have completed State Loop (SL) 480 to the north of Eagle Pass.

E.1.3 Influence Area

Under the 2031 build scenario, all inbound CMV traffic entering the United States through the New Road Bridge and the CMV Facility would use Farm-to-Market Road (FM) 1589 to connect to U.S. 277 and would follow these routes:

- To SL 480: Most CMV traffic would proceed northbound on U.S. 277 then take a right onto FM 1588 to connect to SL 480. SL 480 would facilitate non-regional connections via U.S. 57 and U.S. 277 southbound, as well as access to regional commercial warehouse processing along U.S. 57.
- To U.S. 277 North: CMV traffic traveling to northern destinations would bypass FM 1588 and continue northbound on U.S. 277.

Figure E-1. Eagle Pass Roadway Network



Source: ArcGIS Online, NearMap

The associated CMV Facility would connect to the existing public roadway network via a new, single access point located on FM 1589, approximately 0.3 miles west of the FM 1589/U.S. 277 intersection.

Therefore, the analysis assesses operational impacts at two intersections: FM 1589/U.S. 277 and FM 1588/U.S. 277 (**Figure E-2**). The analysis also considers CMV traffic from operations at the associated CMV Facility at the new intersection between the associated CMV Facility and FM 1589.

E.2 Existing Conditions

E.2.1 Existing Transportation Infrastructure

E.2.1.1 U.S. 277

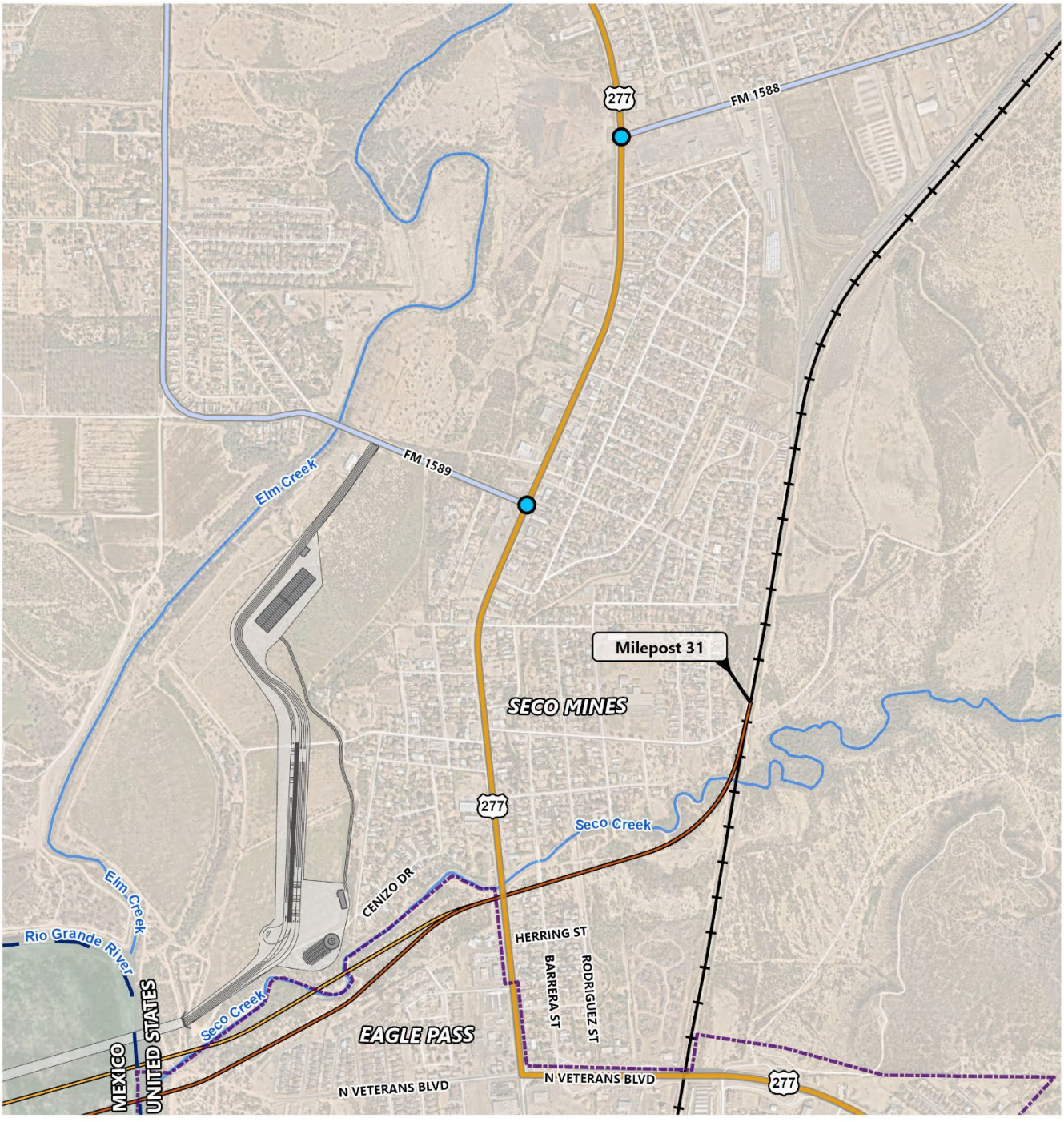
U.S. 277 connects Eagle Pass to Laredo to the southeast and Del Rio to the northwest, providing the connection to points throughout the United States to the north and west. U.S. 277 is a truck route (City of Eagle Pass 2022). North of FM 1589, U.S. 277 has a single lane in each direction, whereas between FM 1589 and just south of FM 1588, it expands to two lanes in each direction, with a fifth middle lane for left turns. Approximately one mile south of FM 1589, U.S. 277 splits between a business loop (Del Rio Boulevard) that heads south into downtown Eagle Pass and a main trunk (N. Veterans Boulevard) that heads east and south.

E.2.1.2 U.S. 57

U.S. 57 serves as the principal route connecting Eagle Pass and San Antonio and is a truck route (City of Eagle Pass 2022). It stretches for 100 miles northeast to Moore, Texas, before merging with I-35. In Eagle Pass, east of its intersection with SL 480, U.S. 57 runs in a northeast-southwest direction before continuing east along East Main Street then East Garrison Street to terminate at the Eagle Pass International Bridge 1 (Bridge 1). U.S. 57 is a four-lane highway near to the intersection with SL 480.

The warehouse area (shown on **Figure E-1**) along U.S. 57 serves as the primary hub for CMV traffic processing near its intersection with SL 480, particularly for those stopping locally before continuing to non-regional routes. It is anticipated that warehouses in this area will continue supporting the increasing demands of cross-border trade.

Figure E-2. Study Intersections



Source: ArcGIS Online, NearMap

E.2.1.3 SL 480

SL 480 is a two-lane road that connects to the Camino Real International Bridge (Bridge 2) and from there runs south, parallel to the Rio Grande River before turning east, looping around to intersect with U.S. 277 east of downtown Eagle Pass, and terminating at U.S. 57 northeast of the city. SL 480 is a truck route (City of Eagle Pass 2022). TxDOT plans to extend SL 480 north of U.S. 57 to connect to U.S. 277, north of Eagle Pass. This extension involves constructing approximately 6 miles of new roadway to U.S. 277, with an interchange at FM 1588. It also includes widening travel lanes on U.S. 277, FM 1588, and U.S. 57 to add turn lanes and medians at the intersections where SL 480 would be constructed.

The completed SL 480 will form an extensive loop that enhances vehicular movement within and beyond the Eagle Pass region. SL 480 serves not only as a key local connector but also as a crucial link for bypassing the urban core of Eagle Pass. By channeling commercial traffic via this loop, the highway minimizes the impact on downtown areas.

E.2.1.4 Eagle Pass Land Port of Entry

The Eagle Pass Land Port of Entry was established in 1896. Today this port of entry, incorporating three international bridges, stands as a critical junction between Texas and Coahuila, Mexico. As discussed in *Chapter 2*, *Section 2.2.1*, *Existing Eagle Pass Crossings*, Bridge 1 handles both commercial and non-commercial vehicle traffic and Bridge 2 handles commercial vehicle traffic as well as non-commercial traffic. On Bridge 2, one lane is specifically widened to 25 feet to facilitate the passage of wide loads. Bridge 1 operates daily from 7:00 a.m. to 10:45 a.m. and Bridge 2 is open 24 hours; however, for southbound commercial crossings, Bridge 2 limits operations to between 8:00 a.m. to 10:45 p.m. on weekdays and 8:00 a.m. to 2:00 p.m. on Saturdays. Bridge 2 is open 24 hours a day for non-commercial traffic.

E.2.1.5 Study Area Intersections and Roadways

The intersection of U.S. 277 and FM 1589 is unsignalized, with two designated 12-foot travel lanes in each direction on U.S. 277, along with a center left-turn lane. FM 1589, a two-lane, east-west road, terminates at U.S. 277. The eastbound approach of FM 1589 includes a left-turn lane and a 200-foot channelized right-turn lane. This approach is stop-controlled and features a north/south pedestrian crossing.

The intersection of U.S. 277 and FM 1588 is signalized. The northbound approach on U.S. 277 consists of two 12-foot lanes, including a through lane and a through/right-turn lane. The southbound approach has three 12-foot lanes, comprising two through lanes and one left-turn lane. The left-turn lane is exclusively a southbound left-turn lane for 200 feet, with the section prior serving as a center left/right-turn lane. FM 1588 terminates at U.S. 277 with a left-turn lane and a channelized right-turn lane featuring a 200-foot bay. The intersection also includes pedestrian crossings across the northbound and westbound approaches, both of which are pedestrian actuated.

E.2.2 Traffic Counts

In May 2024, to establish a baseline, OEA collected weekday peak period (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.) turning movement counts (TMCs) at both study intersections:

- U.S. 277 and FM 1589
- U.S. 277 and FM 1588

The network peak hour occurred from 7:30 a.m. to 8:30 a.m. and 5:00 p.m. to 6:00 p.m. at both intersections.

The TMCs collected in May 2024 were adjusted to reflect the 30th highest design hour volume (DHV). TxDOT's STARS II service provides traffic data which can be used for both existing analysis and forecasting traffic volumes (MS2 TCDS n.d.). Data from the permanent traffic counter S29, located on U.S. 277 approximately 1 mile north of the U.S. 277/FM 1588 intersection, were used. Traffic count data from three Tuesdays in May 2023 were reviewed and compared to the 2023 DHV, which was projected using a 5-year average AADT growth rate from the traffic counter. The adjustment factors from these dates were averaged to create a single factor of 1.15, which was applied to the TMCs collected in May 2024. This adjustment resulted in the 2024 existing weekday morning and peak hour traffic volumes depicted in the network diagram below (**Figure E-3**).

E.3 Projected Traffic

Transportation conditions in the study area can be expected to change in the future due to potential development/growth and planned transportation infrastructure improvements. A five-year planning horizon after permitting was used to assess future conditions at the study intersections. Existing traffic volumes were projected to the year 2031 to reflect growth under the build scenario and the No-Action Alternative.

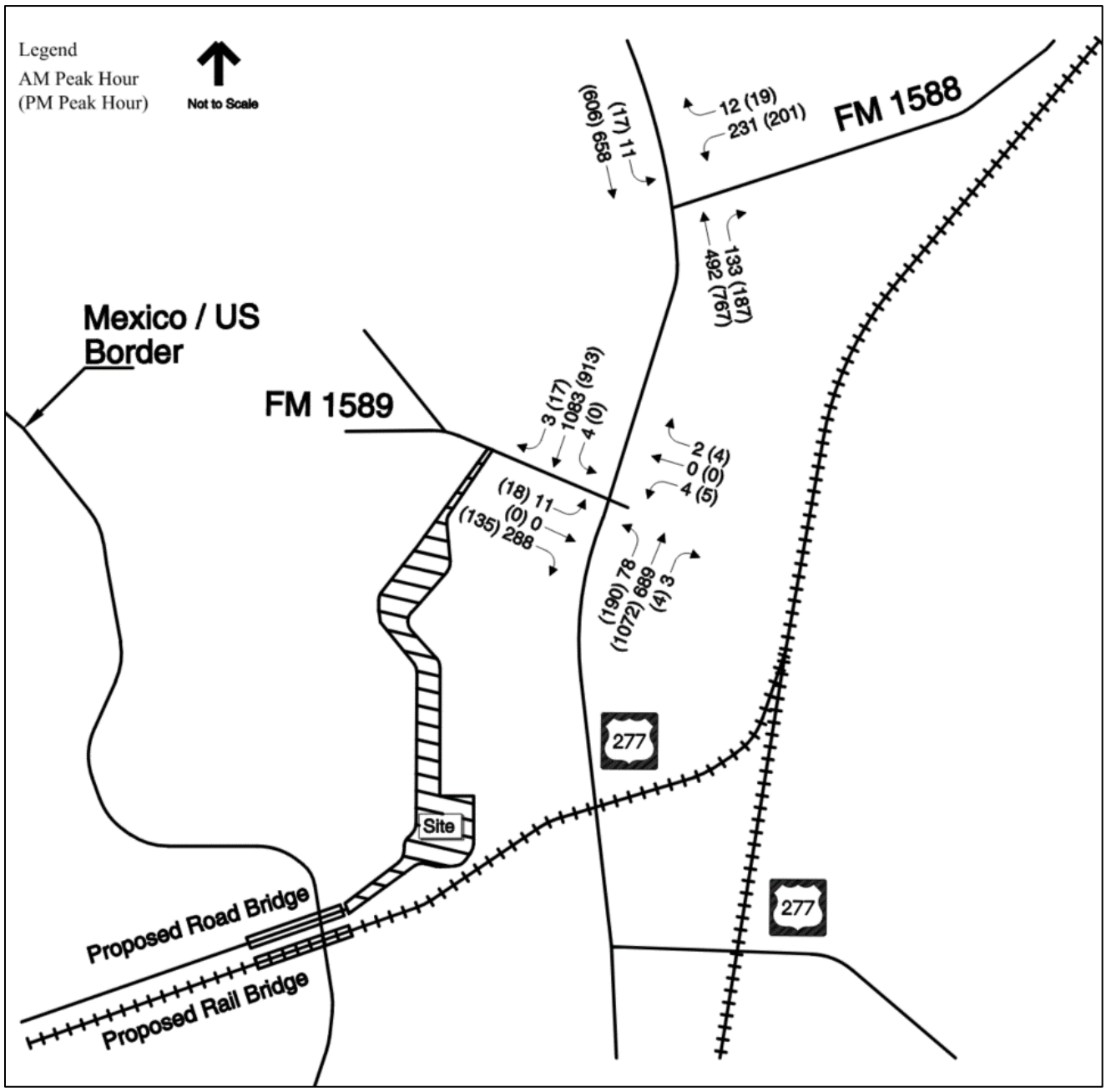
E.3.1 2031 Baseline Traffic Volumes

The 2031 baseline traffic volumes account for generalized regional traffic growth as well as the effects of foreseeable projects influencing traffic by 2031.

E.3.1.1 Anticipated Traffic Volume Growth

The anticipated traffic volume growth was estimated by increasing the 2024 existing conditions traffic volume shown in **Figure E-3** by a growth rate of 1.6 percent per year through 2031.

Figure E-3. Traffic Volumes Under Existing Conditions



E.3.1.2 SL 480 North

TxDOT's project to complete SL 480 will provide an additional connection between SL 480 and U.S. 277. As a result, the volumes on U.S. 277 south of that connection are anticipated to decrease by 38 percent. The impacts of this change are accounted for in the 2031 No-Action Alternative traffic volumes.

E.3.1.3 CMV Border Crossing Growth

The 2023 Presidential Permit Application for the Puerto Verde Global Trade Bridge project provided to OEA by Puerto Verde Holdings (PVH) included a yearly volume projection of CMV traffic based on a straight-line interpolation between actual 2022 volumes as reported by the U.S. Department of Transportation (USDOT) and 2050 estimates from TxDOT's Texas-Mexico Border Transportation Master Plan (BTMP). The resulting projected CMV traffic is anticipated to be 289,067 inbound trucks in 2031.

In order to estimate the projected CMV outbound traffic, OEA reviewed historic data from Eagle Pass International Bridge System Monthly Traffic Report. **Table E-1** below shows the monthly total crossings and CMV trips for 2022 and 2023.

Table E-2 compares southbound commercial traffic data from **Table E-1** with historic northbound data provided by U.S. Customs and Border Protection (CBP) to determine a directional distribution between inbound and outbound commercial vehicles (CBP 2024).

As shown in **Table E-2**, the typical difference between inbound and outbound commercial traffic is minor. Therefore, future estimates were made using the same number of inbound and outbound vehicles during the peak hours. **Table E-2** also shows that June 2023 was the peak month for inbound and outbound CMV crossings (39,757 total crossings). This corresponds to 9.5 percent of the total yearly volume. The 2023 June daily average for CMV traffic was 756 CMVs travelling southbound (City of Eagle Pass 2024a). It was assumed that there would also be a daily average of 756 northbound trucks for a total daily average of 1,512, indicating that 3.8 percent of June's CMV traffic crosses on the average day.

These percentages were applied to the total proposed CMV traffic to derive a daily June total of 2,110 vehicles. Traffic volume data from TxDOT's permanent counter (S29) in the study area indicates that the adjustment factor from the 2023 June ADT to the June design hourly volume (30th-highest design hour of the year) is 0.086. Applying this factor to the anticipated daily June total CMV traffic yields a peak hour estimate of 182 CMVs (91 vehicles inbound and 91 vehicles outbound), which is representative of the 30th-highest design hour of the year for 2031. Since both inbound and outbound crossings are 91 CMVs each, the total projected 2031 CMV crossings is 182 CMVs.

Table E-1. City of Eagle Pass Traffic Reports

Month	2022				2023			
	Bridge 1	**Bridge 2**	**CMV Traffic**	**Non-CMV Traffic**	**Bridge 1**	**Bridge 2**	**CMV Traffic**	**Non-CMV Traffic**
January	127,820	110,103	14,620	194,784	158,980	122,763	15,992	223,989
February	130,309	111,956	14,452	202,524	152,279	121,750	15,380	223,538
March	154,743	135,638	17,346	239,994	170,615	145,747	18,881	255,015
April	154,267	133,817	15,541	239,754	167,725	142,369	17,151	254,240
May	153,714	131,835	16,348	237,063	175,742	148,078	19,537	265,139
June	146,163	132,510	17,534	233,443	163,654	144,594	19,657	252,868
July	148,206	139,415	16,496	242,136	167,043	142,489	16,986	254,389
August	149,829	127,090	17,958	229,958	170,332	137,529	19,047	253,598
September	160,020	129,005	17,071	240,848	135,666	154,860	15,769	223,473
October	168,944	133,014	16,775	248,404	132,784	165,582	18,501	216,872
November	162,468	129,481	16,677	234,341	176,142	136,181	18,102	250,198
December	184,360	162,585	16,525	280,243	194,736	116,019	12,775	186,284
Total	**1,840,843**	**1,576,503**	**197,343**	**2,823,492**	**1,965,698**	**1,677,961**	**207,118**	**2,859,603**
Average	**153,404**	**131,375**	**16,445**	**235,291**	**163,808**	**139,830**	**17,260**	**238,300**

Table E-2. City of Eagle Pass Traffic Reports and CBP Data

Month	2021		2022		2023	
	CBP (Northbound)	**Eagle Pass (Southbound)**	**CBP (Northbound)**	**Eagle Pass (Southbound)**	**CBP (Northbound)**	**Eagle Pass (Southbound)**
January	16,100	15,272	15,500	14,620	16,800	15,992
February	13,300	12,713	15,200	14,452	16,100	15,380
March	16,500	15,927	18,200	17,346	19,600	18,881
April	16,200	15,626	16,100	15,541	17,200	17,151
May	16,200	15,246	17,200	16,348	20,300	19,537
June	17,800	16,925	18,100	17,534	20,100	19,657
July	16,800	16,065	16,900	16,496	18,000	16,986
August	17,300	16,247	18,600	17,958	19,600	19,047
September	17,300	16,311	17,600	17,071	15,300	15,769
October	17,200	16,398	17,600	16,775	18,800	18,501
November	17,100	16,191	17,400	16,677	18,600	18,102
December	16,200	15,897	16,800	16,525	10,500	12,775
Total	**198,000**	**188,818**	**205,200**	**197,343**	**210,900**	**207,778**
Difference	**5%**		**4%**		**1%**	

E.3.2 Trip Generation

As explained above, the CMV crossing volumes in the design hour are anticipated to increase to a total of 182 by 2031. When the CMV Facility is operational, these volumes of 91 CMVs inbound and 91 CMVs outbound would be relocated from Bridge 2 to the associated CMV Facility.

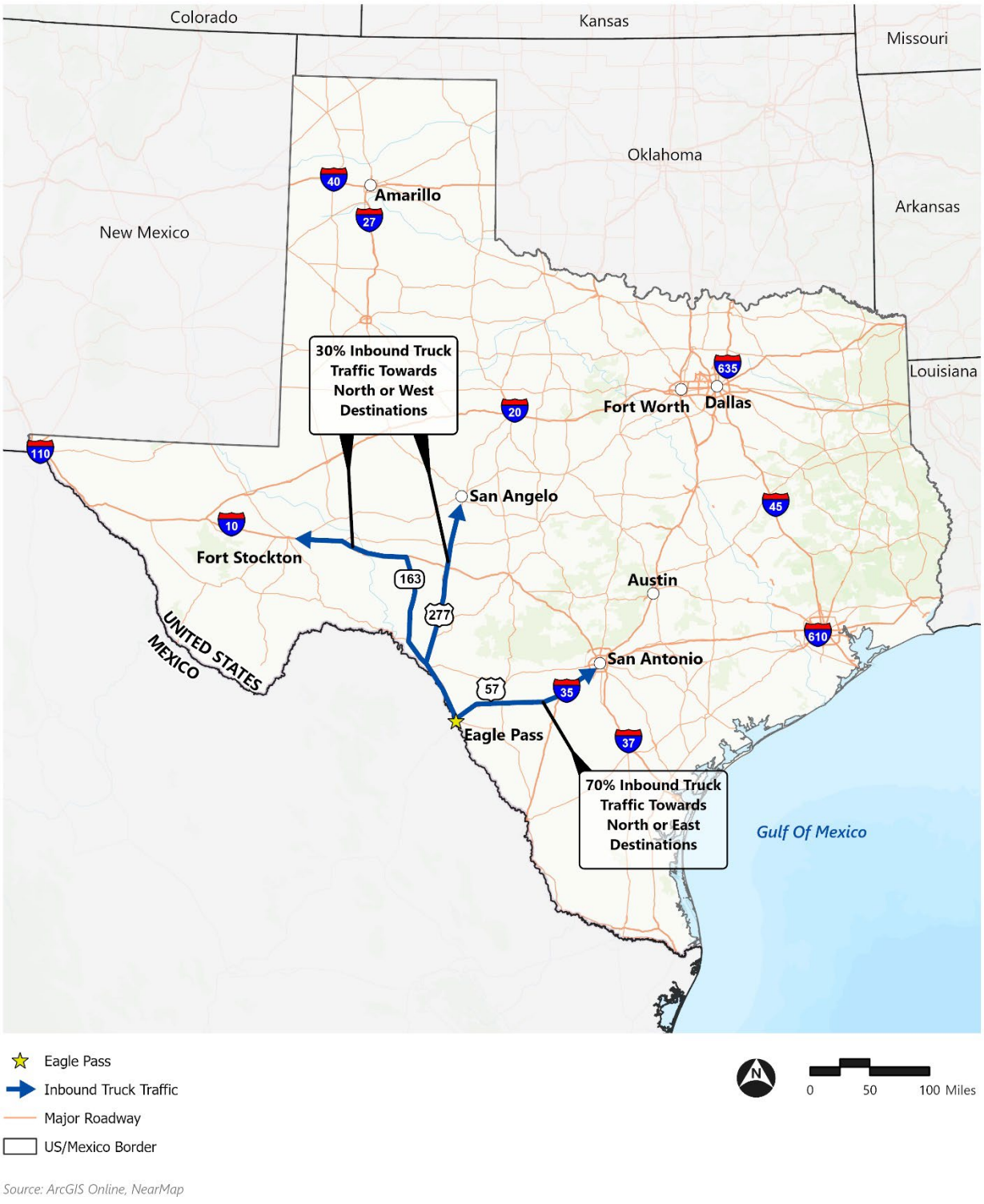
E.3.2.1 Trip Distribution

The distribution of traffic associated with the associated CMV Facility was determined by OEA and the trips were assigned to the roadway network. In addition, the associated CMV Facility's vehicular access/egress would be via FM 1589. The following CMV destination and routing patterns were considered:

- Inbound truck traffic would stop at local truck destinations, specifically the warehouse area along U.S. 57. Therefore, this CMV traffic would proceed north on U.S. 277 from FM 1589 and take a right on FM 1588 to connect to SL 480, which would be completed by 2031 and would be the shortest route to U.S. 57.
- Inbound CMV traffic would not stop locally after crossing and continue to their destination. Therefore, these CMV traffic trips would distribute to destinations throughout the United States. Based on a review of likely routes to cities throughout the United States, approximately 30 percent of CMV traffic would travel north on U.S. 277 from FM 1589 towards locations north/west and 70 percent would travel from FM 1589 using the 480 loop to proceed to north/east destinations. This distribution is shown in **Figure E-4** below.

Based on the likely CMV destination and routing patterns described above, CMV traffic trips were distributed estimating that 60 percent would stop locally, and 40 percent would travel directly to their destination. The resulting distribution of CMV traffic volumes at the study intersections is shown on **Figure E-5** and **Figure E-6** below.

Figure E-4. Regional CMV Trip Distribution



Source: ArcGIS Online, NearMap

Figure E-5. CMV Traffic Volume Trip Distribution Percentage

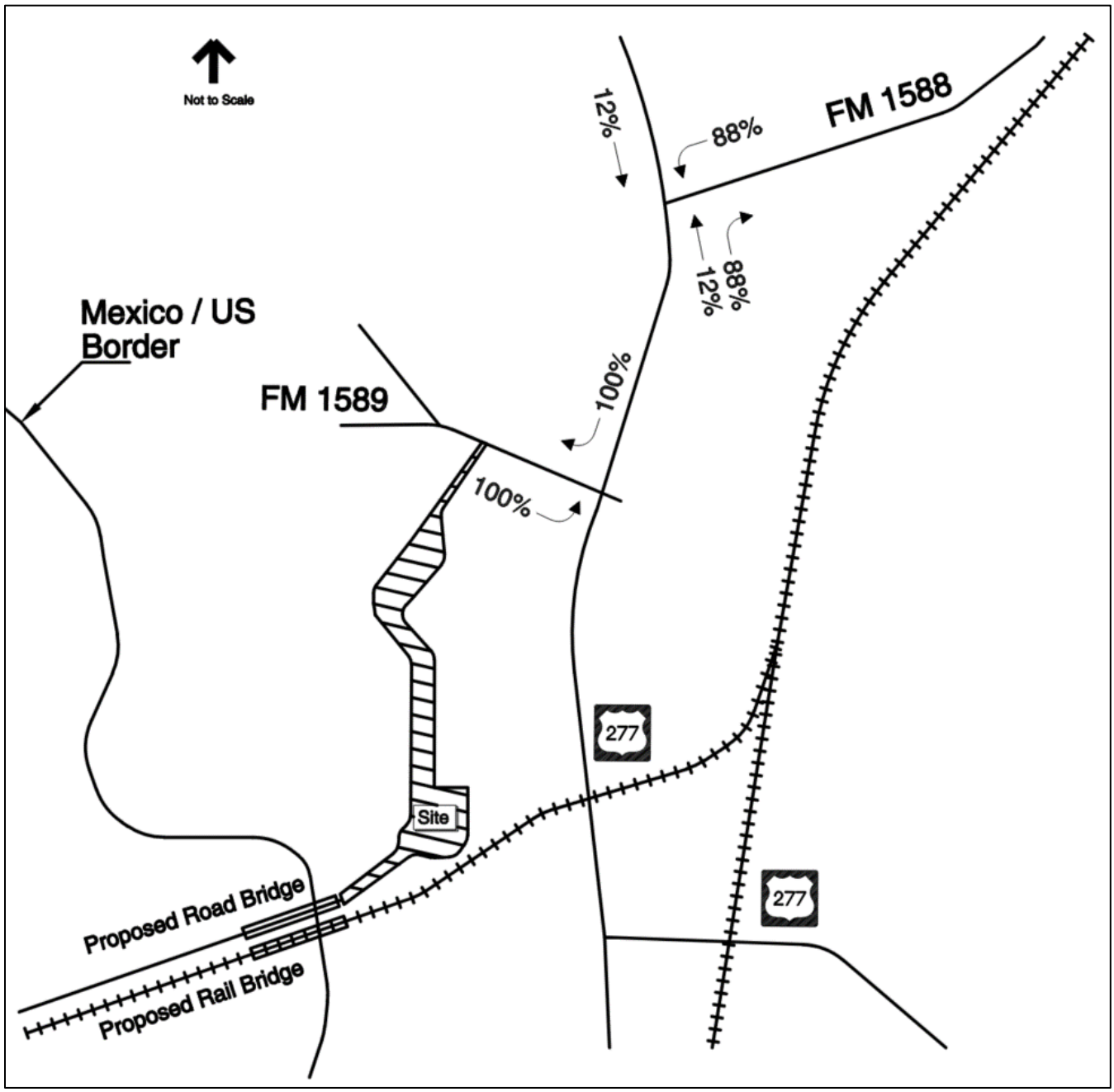
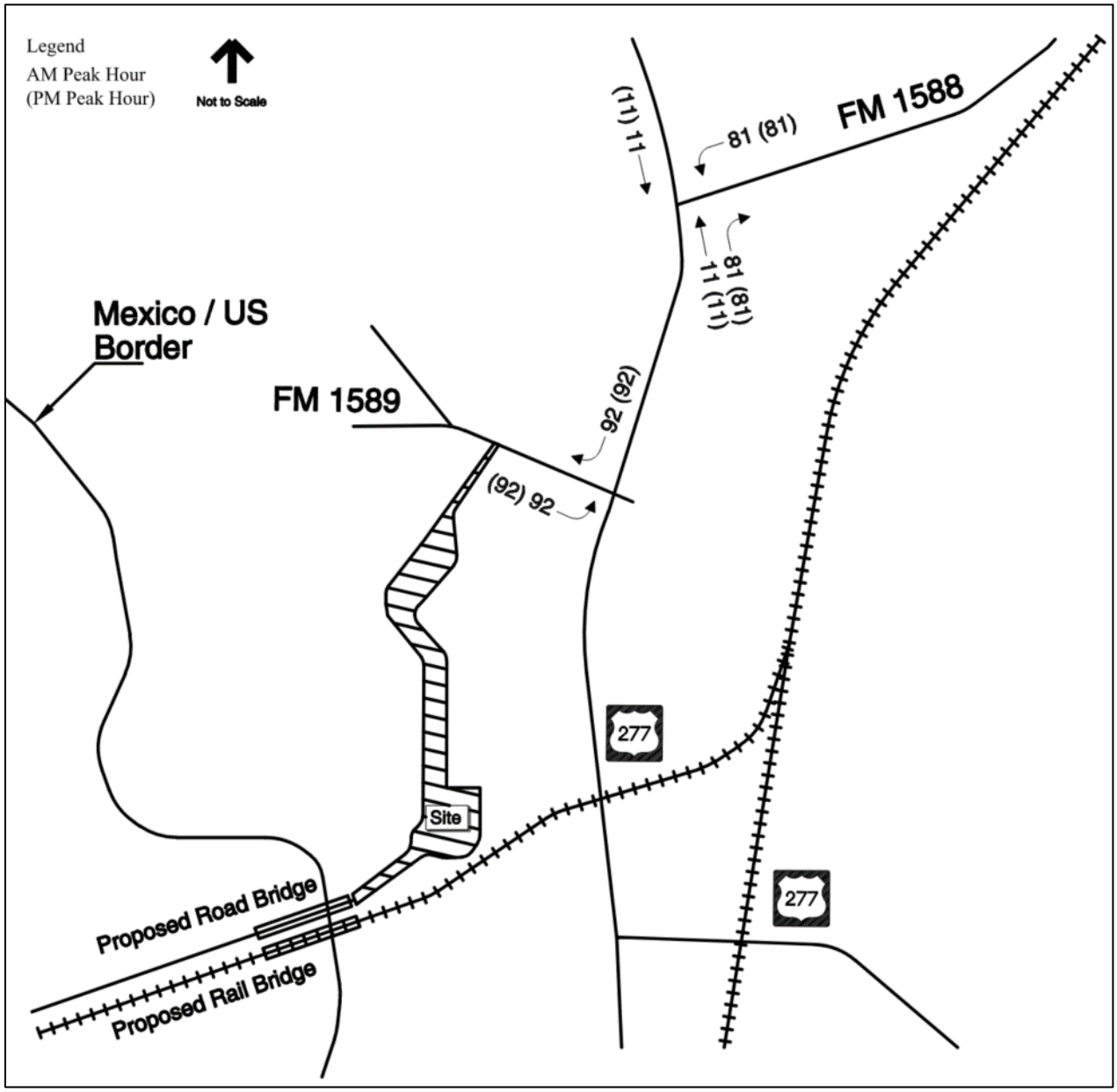


Figure E-6. CMV Traffic Volume Trip Distribution for Existing Conditions



E.3.2.2 Build Alternatives Traffic Volumes

The projected CMV trips associated with the CMV Facility were distributed on the study area roadways and added to the 2031 baseline traffic volumes outlined in *Section E.3.1*, *2031 Baseline Traffic Volumes*. The resulting 2031 total traffic volumes under build conditions are shown in **Figure E-7**.

E.3.3 No-Action Alternative Traffic Volumes

The traffic volumes under the No-Action Alternative are the 2031 baseline traffic volumes outlined in *Section E.3.1*, *2031 Baseline Traffic Volumes* above. The No-Action Alternative traffic volumes are illustrated in **Figure E-8**.

E.4 Traffic Operations Analysis

The study intersections were evaluated for delay, level of service (LOS), and queue length using simulations developed with SimTraffic Version 11. Existing conditions were modeled based on current (2024) roadway dimensions and lane configurations. Traffic volumes were based on counts conducted in 2024, normalized for time of year, and projected to 2031. The term LOS is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is an indicator of travel speed, delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

E.4.1 Model Conditions

Each simulation was conducted using industry standard parameters and software settings. All simulation results reported in this evaluation are the average of five modeling runs for each scenario. The following three scenarios were modeled:

- 2024 Existing Conditions – This scenario was completed using existing intersection geometry. Peak hour factors and heavy truck percentages were obtained from turning movement counts.
- 2031 Build Conditions – This scenario is built on the 2031 baseline traffic volumes with the relocation of CMV traffic crossing inbound and outbound at the CMV Facility.
- 2031 No-Action Conditions – This scenario used baseline traffic volumes and no change on the site. No other modifications to the area's street network are expected.

Figure E-7. Total CMV Traffic Volume Distribution for Build Alternatives

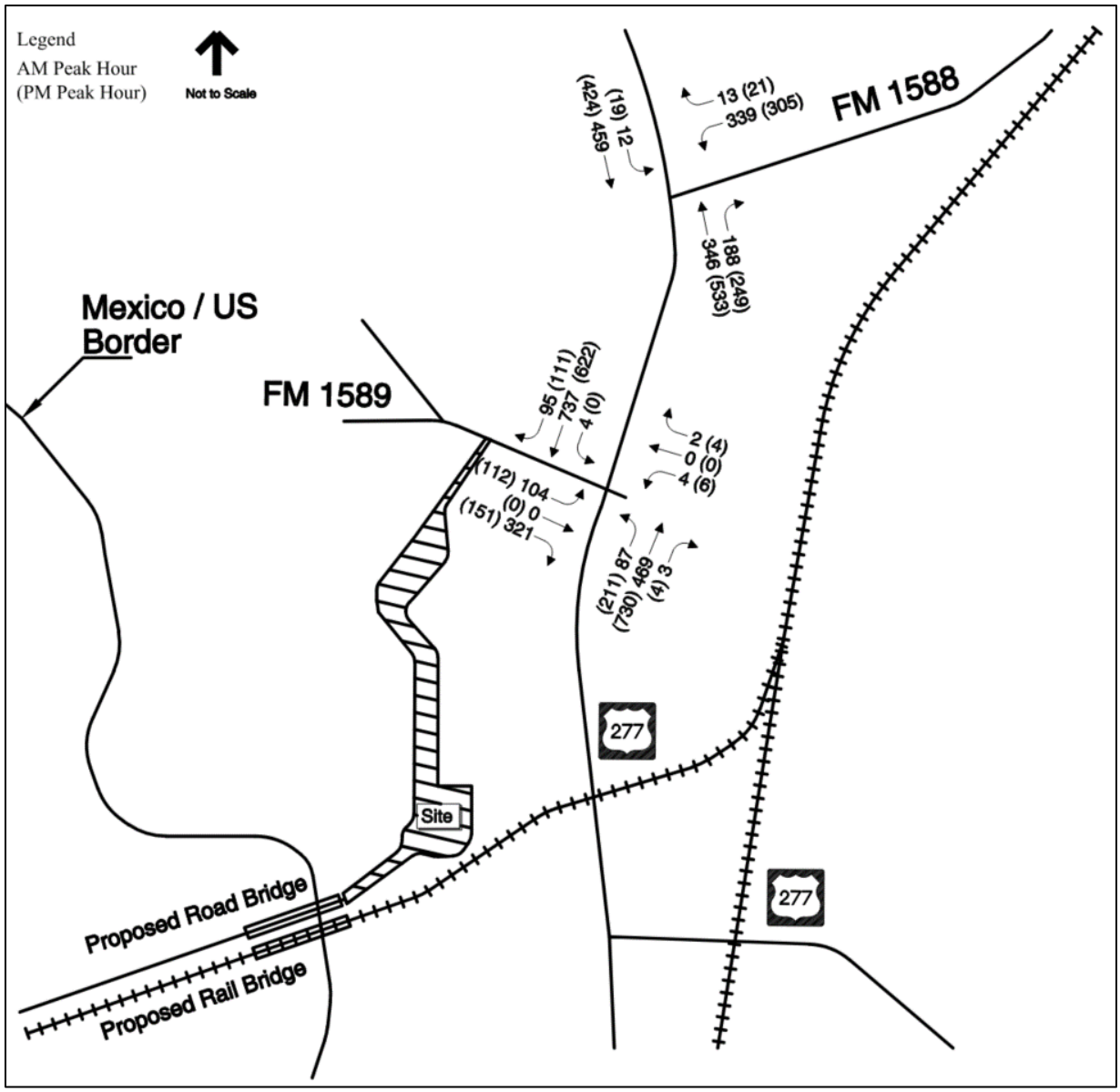
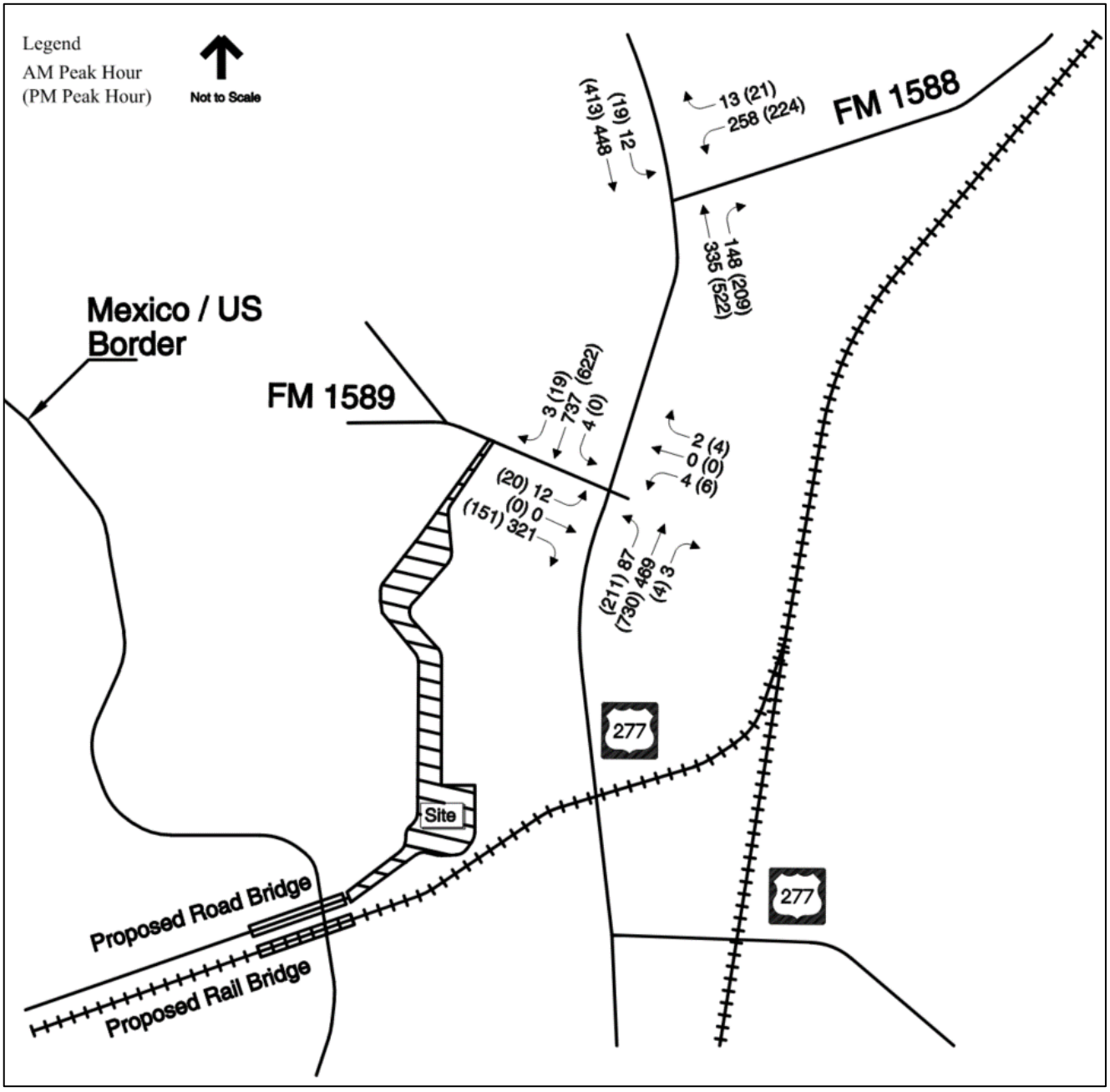


Figure E-8. CMV Traffic Volume Distribution for No-Action Alternative



E.4.2 Evaluation of Intersection Operations

LOS is reported differently for signalized and unsignalized intersections (**Table E-3**). For signalized intersections, the LOS analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street and is typically the left turn out of the side street or site driveway.

Table E-3. Level of Service and Delay Summary

Level of Service	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	<10.0	<10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	>80.0	>50.0

Source: National Academies of Sciences, Engineering, and Medicine 2022

E.4.3 Intersection Operations Analysis

Table E-4 through **Table E-6** summarize the traffic analysis results at each study area intersection under the 2024 existing conditions, 2031 build scenario, and 2031 No-Action Alternative.

Under the 2031 No-Action Alternative, network performance improves compared to the 2024 existing conditions due to the reduction and reallocation of through traffic on U.S. 277 following the completion of SL 480. With the additional CMV traffic under the 2031 build scenario, the network's performance would be impacted by the lengthy delays and queues on FM 1589 that would extend from U.S. 277 back into the associated CMV Facility. Such congestion is common at unsignalized intersections where the stop-controlled approach experiences increased volumes with less room to find gaps in traffic on the non-stop-controlled approach.

Given the impacts that would result from the associated CMV Facility, and based on coordination with TxDOT, OEA anticipates that TxDOT would signalize the intersection of U.S. 277 and FM 1589 to ensure acceptable operations. Modeling shows that signalizing that intersection would open gaps in U.S. 277 traffic to process the vehicles queuing on FM 1589. As a result, the intersection operations would return to an acceptable LOS, as shown in **Table E-4** through **Table E-6**.

Table E-4. Intersection Capacity Analysis Summary at CMV Facility Access Road and FM 1589

	2024 Existing Conditions			**2031 No Action Alternative**			**2031 Build Scenario**			**Improvement (Signalize U.S. 277 and FM 1589)**		
Approach	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]
AM Peak Hour												
FM 1589, Eastbound	-	-	-	-	-	-	2.9	A	9	0.4	A	6
FM 1589, Westbound	-	-	-	-	-	-	7.1	A	106	1.9	A	101
CMV Facility Access Road, Northbound	-	-	-	-	-	-	9.1	A	115	7.2	A	115
Overall	-	-		-	-		5.2	A		1.4	A	
PM Peak Hour												
FM 1589, Eastbound	-	-	-	-	-	-	55.7	F	294	1.7	A	
FM 1589, Westbound	-	-	-	-	-	-	3.9	A	79	6.7	A	90
CMV Facility Access Road, Northbound	-	-	-	-	-	-	258.7	F	968	7.5	A	116
Overall	-	-		-	-		55.6	F		4.1	A	

Notes:
[1] Delay expressed in seconds per vehicle.
[2] LOS for signalized intersection delay is A (0 to 10), B (10 to 20), C (20 to 35), D (35 to 55), E (55 to 80), and F (greater than 80).
[3] 95th percentile queue length expressed in feet (greatest of approach).

Table E-5. Intersection Capacity Analysis Summary at U.S. 277 and FM 1589

	2024 Existing Conditions			2031 No Action Alternative			2031 Build Scenario			Improvement (Signalize U.S. 277 and FM 1589)		
Approach	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]
AM Peak Hour												
FM 1589, Eastbound	16.6	C	155	11.7	B	143	50.2	F	713	14.6	B	189
Tire Shop, Westbound	12.7	B	26	11.0	B	27	12.7	B	23	19.7	B	26
U.S. 277, Northbound	1.9	A	60	1.7	A	55	2.5	A	64	5.5	A	78
U.S. 277, Southbound	3.5	A	4	3.0	A	12	3.8	A	34	13.8	B	218
Overall	4.7	A		4.3	A		14.3	B		11.5	B	
PM Peak Hour												
FM 1589, Eastbound	11.1	B	73	8.8	A	76	502.2	F	1799	16.2	B	193
Tire Shop, Westbound	15.8	C	27	10.9	B	30	17.1	C	33	7.1	B	34
U.S. 277, Northbound	3.2	A	83	3.0	A	78	3.7	A	87	9.3	A	114
U.S. 277, Southbound	3.4	A	13	3.0	A	5	3.6	A	48	10	A	241
Overall	3.8	A		3.6	A		65.4	F		11.5	B	

Notes:
[1] Delay expressed in seconds per vehicle.
[2] LOS for signalized intersection delay is A (0 to 10), B (10 to 20), C (20 to 35), D (35 to 55), E (55 to 80), and F (greater than 80).
[3] 95th percentile queue length expressed in feet (greatest of approach).

Table E-6. Intersection Capacity Analysis Summary at U.S. 277 and FM 1588

	2024 Existing Conditions			2031 No Action Alternative			2031 Build Scenario		
Approach	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2]	Q95[3]	Delay[1]	LOS[2A]	Q95[3]
AM Peak Hour									
FM 1588, Westbound	13.2	B	115	12.6	B	131	15.5	B	215
U.S. 277, Northbound	6.0	A	114	5.6	A	93	6.8	A	123
U.S. 277, Southbound	7.5	A	100	7.8	A	87	8.9	A	89
Overall	7.7	A		8.0	A		9.5	A	
PM Peak Hour									
FM 1588, Westbound	14.9	B	125	13.3	B	122	16.5	B	183
U.S. 277, Northbound	7.5	A	163	7.0	A	144	9.1	A	190
U.S. 277, Southbound	7.1	A	101	7.2	A	89	8.2	A	91
Overall	8.2	A		8.2	A		10.3	B	

Notes:

[1] Delay expressed in seconds per vehicle.

[2] LOS for signalized intersection delay is A (0 to 10), B (10 to 20), C (20 to 35), D (35 to 55), E (55 to 80), and F (greater than 80).

[3] 95th percentile queue length expressed in feet (greatest of approach).

Appendix F
Roadway Safety Analysis

F.1 Approach

This appendix provides detailed technical information on the analysis of roadway segment and intersection safety impacts. The analysis focuses on the associated Commercial Motor Vehicle (CMV) Facility, because the proposed line has no potential to affect roadway safety. The No-Action Alternative analysis was conducted for 2031, five years after the anticipated year of the Surface Transportation Board's (Board) final decision. The No-Action Alternative reflects the projected roadway traffic volumes in the analysis year 2031 without the associated CMV Facility and assumes all international CMV traffic in Eagle Pass would continue to use Eagle Pass's existing Camino Real International Bridge (Bridge 2). The 2031 build scenario (with the associated CMV Facility) assumes all international CMV traffic would shift from Bridge 2 to the New Road Bridge and CMV Facility. Traffic volumes under both the No-Action Alternative and the 2031 build scenario assume the completion of SL 480 to the north of Eagle Pass, currently planned by the Texas Department of Transportation (TxDOT). With the completion of the connection between State Loop (SL) 480 and U.S. 277, traffic volumes on U.S. 277 south of the connection are anticipated to decrease by 38 percent in 2031 compared to 2024.

Table F-1 provides a list of the intersections and road segments considered in the roadway safety analysis, including identification (ID) numbers for use in the remainder of this appendix and a description of each intersection and segment. Together, they comprise the study area for the analysis of roadway safety effects. Background data used for the analysis are for the period from 2017 through 2023 (study period). The American Association of State Highway Transportation Officials' Highway Safety Manual (HSM) generally recommends at least three to five years of observed crash data for analysis; however, due to the COVID-19 global pandemic and its impacts on traffic volumes, crash frequency, and user behavior, Office of Environmental Analysis (OEA) opted to extend the study period to include three full years prior to the pandemic, for a total of seven complete calendar years of crash data (Federal Highway Administration (FHWA) 2010).

Table F-1. Roadway Safety Analysis Intersections and Road Segments

ID	Intersection/Segment	Type
1	U.S. 277 at FM 1589	3-Leg Minor Road Stop-Controlled Intersections
2	U.S. 277 at Juanita Drive	
3	U.S. 277 at Rivera Drive	
4	U.S. 277 at FM 1588	3-Leg Signalized Intersection
5	U.S. 277 between Juanita Drive and Rivera Drive	5-Lane Urban Arterial (Road Segment)
6	U.S. 277 between Rivera Drive and FM 1588	

The influence area of an intersection varies depending on many factors, including the intersection geometry and traffic speeds. For purposes of this roadway safety analysis and consistent with a suggested definition in the HSM, OEA defined the influence area of intersections as a 250-foot radius extending from the center of each intersection along each intersecting roadway. The segments listed in **Table F-1** exclude the intersection influence areas; for example, Segment ID 5 (U.S. 277 between

Juanita Drive and Rivera Drive) terminates 250 feet from the center of Intersection ID 2 (U.S. 277 at Juanita Drive) on the southern end and terminates 250 feet from the center of Intersection ID 3 (U.S. 277 at Rivera Drive) on the northern end. Refer to *Figure 3.5-1* in *Section 3.5, Roadway Safety*, of the ~~Draft~~ EIS for an illustration of the intersections and roadway segments included in the roadway safety analysis. As an exception, due to the short distance between Intersection IDs 1 and 2 (U.S. 277 at Farm-to-Market Road (FM) 1589 and at Juanita Drive, respectively), the intersection influence areas for these two intersections were split at the halfway point.

The analysis of conditions with the associated CMV Facility did not include the intersection of Marselles Drive at U.S. 277 (just south of the intersection of U.S. 277 with FM 1588) because no traffic volumes were available for Marselles Drive. The analysis of conditions with the associated CMV Facility did not include the new intersection created by the Facility's exit road at FM 1589, approximately 0.3 miles west of Intersection ID 1 (U.S. 277 at FM 1589). There is currently no intersection at this location that could provide a baseline of historic crash frequency or severity. For the 2031 condition with the associated CMV Facility, the HSM does not provide a predictive method for such a facility type. Moreover, the traffic associated with the CMV Facility would consist of commercial vehicles. Commercial vehicle drivers have lower crash rates on average than non-commercial drivers (Insurance Institute for Highway Safety n.d.). Additionally, due to the geometry and location of this intersection in proximity to another intersection, speeds would be low; therefore, crash severity would be low if a crash did occur.

While the analysis focuses on effects along U.S. 277 due to the associated CMV Facility traffic, there is also the potential for safety benefits along SL 480 under the build alternatives due to the removal of CMVs from their current (and No-Action Alternative) route from Bridge 2. This analysis also does not capture potential safety impacts related to construction activities for the associated CMV Facility.

F.1.1 Observed Crash History

OEA reviewed information available publicly in the Crash Records Information System (CRIS), which is managed by TxDOT (TxDOT 2024a). Based on this information, a total of 75 crashes occurred at the four intersections and on the two roadway segments in the study area during the study period, 2017 through 2023.

Pursuant to analysis methods described below, OEA disaggregated crash data into three categories: single-vehicle (SV) crashes, multiple-vehicle (MV) non-driveway-related crashes, and multiple-vehicle driveway-related crashes (MV/Dvwy). **Table F-2** provides a summary of the crash history obtained through CRIS, including the total number of observed SV crashes, total number of observed MV crashes, and total number of observed MV/Dvwy crashes over the seven-year study period, as well as the average number of crashes per year for each of the three categories. There are no MV/Dvwy crashes at intersections.

Table F-2. Observed Roadway Crashes (2017-2023)

ID	Total Observed Crashes (2017-2023)			Crashes per Year (2017-2023)		
	SV	MV	MV/Dvwy	SV	MV	MV/Dvwy
1	4	5	--	0.57	0.71	--
2	0	11	--	0	1.57	--
3	1	11	--	0.14	1.57	--
4	4	22	--	0.57	3.14	--
5	0	3	1	0	0.43	0.14
6	1	10	2	0.14	1.43	0.29
Total	**10**	**62**	**3**	**1.43**	**8.86**	**0.43**

F.1.2 Traffic Volumes

The HSM methodology uses Annual Average Daily Traffic (AADT) volumes at each segment and intersection comprising the study area as a primary predictor of crashes. AADT data are available in the TxDOT Statewide Traffic Analysis and Reporting System (TxDOT 2024c). The AADT values used in the present analysis are based on 2023 data, which were the most recent available for each site listed in **Table F-1**. These volumes stand for 2024 existing conditions. To estimate 2031 volumes for the No-Action Alternative, OEA used a growth factor based on ratios developed as part of the Roadway Capacity Analysis (see **Appendix E**). Specifically, the growth factor was based on a ratio of turning movement volumes representing peak-hour observations from 2024 and estimates for 2031. The weighted growth factor was developed as the ratio of 2031 No-Action Alternative volumes to 2024 existing volumes, resulting in values ranging from 0.690 to 1.115. These values were applied to existing AADT volumes for each corridor to develop 2031 No-Action Alternative AADT.

The 2031 No-Action Alternative volumes were then adjusted based on projected changes in CMV traffic to estimate 2031 volumes with the associated CMV Facility. All CMV traffic currently crossing the border on existing Bridge 2 would shift to the New Road Bridge and the associated CMV Facility. The No-Action Alternative has no added CMVs and is solely based on projected roadway traffic volumes while data developed for the roadway capacity analysis were used to estimate the number of CMVs that would be added to the study area for roadway safety as follows:

- In 2023, the average monthly number of CMVs crossing Bridge 2 was 17,260; the month with the most crossings was June (peak month), with 19,657 CMVs, which equates to an average of 756 CMVs per day for June (crossings occur 6 days a week). June crossings represented 9.3 percent of the total for 2023.
- Based on a similar proportion, the peak month of 2031 would see 27,435 CMVs, which equates to an average of 1,056 CMVs per day.
- Comparing the annual monthly average to the peak monthly average results in a ratio of 0.878; applying this ratio to the daily average for that month (756) yields an average daily CMV volume of approximately 664 for 2023.
- Comparing the projected 2031 peak month daily CMV volume (1,056) to the 2023 peak month daily volumes (756) results in a growth factor of approximately 1.397.
- Combining the annual average 2023 daily CMV volume (664) with the calculated growth factor results in a daily estimate of approximately 927 CMVs (one-way directional volume) that would be added to the study area with implementation of the CMV Facility.

These results were applied with the estimated CMV trip assignment proportions derived in *Section 3.5, Roadway Capacity*, of the ~~Draft~~ EIS to estimate 2031 traffic volumes from the associated CMV Facility for each roadway segment and intersection included in the roadway safety analysis.

Table F-3 provides a summary of the traffic volumes used in the analysis for each segment and intersection, including 2024 existing AADTs and projected 2031 AADTs under the No-Action Alternative and with the associated CMV Facility. 2031 traffic volumes on the minor road approaches at Intersection ID 2 (U.S. 277 at Juanita Drive) and Intersection ID 3 (U.S. 277 at Rivera Drive) are the same under the No-Action Alternative and with the associated CMV Facility because none of the CMVs added to the network would use these roads. Traffic volumes used for U.S. 277 are different for Intersection ID 1 (U.S. 277 at FM 1589) from those of the other locations because the intersection analysis methodology accounts for the major and minor road approaches that have the highest traffic volumes; the higher major road approach volume for Intersection ID 1 is the northbound approach on U.S. 277.

Table F-3. Traffic Volumes for Roadway Safety Analysis

		AADT Volumes (Vehicles/Day)		
ID	**Intersection Approach**	**2024 (Existing)**	**2031 (No-Action Alternative)**	**2031 (with CMV Facility)**
1	U.S. 277 (Northbound)	23,437	16,201	16,201
	FM 1589	3,300	3,675	5,529
2	U.S. 277	17,627	12,820	14,674
	Juanita Drive	2,107	2,347	2,347
3	U.S. 277	17,627	12,820	14,674
	Rivera Drive	1,244	1,386	1,386
4	U.S. 277	17,627	12,820	14,674
	FM 1588	4,869	5,427	7,059
5	-	17,627	12,820	14,674
6	-	17,627	12,820	14,674

F.1.3 Pedestrian Volumes

The predictive methodology for roadway safety analysis described in this section requires pedestrian volume as an input for pedestrian-related analysis at signalized intersections. This is relevant only to Intersection ID 4 (U.S. 277 at FM 1588). The HSM provides estimates of pedestrian crossing volumes based on general level of pedestrian activity within the context of analysis of urban three-legged signalized intersections. Low-volume pedestrian activity is defined in the HSM as 20 pedestrians per day. After reviewing surrounding land uses and existing pedestrian infrastructure, OEA estimates that the pedestrian volumes are low at Intersection ID 4.

F.1.4 Roadway Characteristics

The predictive methodology for roadway safety analysis outlined in the HSM for urban arterial segments and intersections requires several inputs related to roadway characteristics. For segments, required inputs include number of driveways and type (high- or low-volume industrial, residential, commercial,

or other); length of analysis segment; proportion of segment with parking; presence of lighting; fixed object density and offset from roadway; and traversable median width. For intersections, required inputs include number of left-turn lanes; number of right-turn lanes; type of left-turn signal phasing; permittance of right-turn-on-red; and, for signalized intersections only, the number of bus stops/schools/alcohol sales establishments within 1,000 feet of the intersection and the maximum number of lanes crossed by a pedestrian at the intersection. Data related to these variables were collected through review of a mixture of street-level imagery and aerial imagery available publicly online.

F.2 Roadway Safety Analysis Methods

OEA predicted crashes on urban arterial segments and intersections using observed crash history and applicable safety performance functions (SPFs) from TxDOT. This methodology is outlined in Chapter 12 of the HSM. The results include expected crashes per year in 2031 under the No-Action Alternative and with the associated CMV Facility for each segment and intersection. The expected crashes are broken out into SV, MV, and (for segments only) MV/Dvwy crashes. The basic model used in the predictive methodology in the HSM for urban arterial road segments is defined in Equation 1 and Equation 2 below:

$$N_{predicted\,rs} = C_r * \left(N_{br} + N_{pedr} + N_{biker}\right) \quad (1)$$

$$N_{br} = N_{spf\,rs} * (CMF_{1r} * CMF_{2r} * \ldots * CMF_{nr}) \quad (2)$$

Where:

$N_{predicted\,rs}$ = predicted average crash frequency of an individual roadway segment;

N_{br} = predicted average crash frequency of an individual roadway segment (excluding vehicle-pedestrian and vehicle-bicycle collisions);

$N_{spf\,rs}$ = predicted total average crash frequency of an individual roadway segment for base conditions (excluding vehicle-pedestrian and vehicle-bicycle collisions);

N_{pedr} = predicted average crash frequency of vehicle-pedestrian collisions for an individual roadway segment;

N_{biker} = predicted average crash frequency of vehicle-bicycle collisions for an individual roadway segment;

$CMF_{1r}\ldots CMF_{nr}$ = crash modification factors (CMFs) for roadway segments; and

C_r = calibration factor for roadway segments of a specific type developed for use for a particular geographical area (in this analysis, C_r is not used because the models were all developed specifically for the State of Texas).

The SPF portion ($N_{spf\,rs}$) of the predicted average crash frequency of an individual roadway segment (N_{br}) is further separated into three components by collision type shown in Equation 3.

$$N_{spf\ rs} = N_{brMV} + N_{brSV} + N_{brMV/Dvwy} \quad 3$$

Where:

N_{brMV} = predicted average crash frequency of multiple-vehicle non-driveway collisions for base conditions;

N_{brSV} = predicted average crash frequency of single-vehicle crashes for base conditions; and

$N_{brMV/Dvwy}$ = predicted average crash frequency of multiple-vehicle driveway-related collisions.

For intersections, Equation 1 and Equation 2 are applicable, but the subscripts change to denote intersections (i or int) instead of roadway segments (r or rs). Furthermore, there are only two components of the SPF portion (Nspf int) of the predicted average crash frequency of an individual intersection (Nbi) as shown in Equation 4.

$$N_{spf\ int} = N_{biMV} + N_{biSV} \quad 4$$

Where:

$N_{spf\ int}$ = predicted total average crash frequency of intersection-related crashes for base conditions (excluding vehicle-pedestrian and vehicle-bicycle collisions);

N_{biMV} = predicted average crash frequency of multiple-vehicle crashes for base conditions; and

N_{biSV} = predicted average crash frequency of single-vehicle crashes for base conditions.

State-calibrated SPFs were obtained from the TxDOT report titled, *Calibrating the Highway Safety Manual Predictive Methods for Texas Highways: Technical Report*, for five-lane urban arterial segments (U5T), urban three-legged signalized intersections (3SG), and urban three-legged minor-road stop-controlled (3ST) intersections (Texas A&M Transportation Institute 2024). These SPFs were used to predict average crash frequency for base conditions for the four intersections and two segments in the study area under 2024 existing conditions, 2031 No-Action Alternative conditions, and 2031 conditions with the associated CMV Facility.

The next step in the HSM predictive methodology is to modify the predicted crash frequency under base conditions (Nspf rs and Nspf int) using crash modification factors (CMFs) that account for various roadway cross-sectional characteristics. The HSM lists five CMFs that apply to urban arterial segments, which account for presence of on-street parking, density of roadside fixed objects, traversable median width, lighting, and presence of automated speed enforcement. For urban arterial intersection analysis, the HSM lists six CMFs that account for presence of left-turn lanes, type of left-turn signal phasing, presence of right-turn lanes, permittance of right-turn-on-red, and presence of red-light violation cameras. OEA reviewed the existing segment and intersection characteristics to determine which CMFs applied for each segment and intersection. For pedestrians at signalized intersections, three additional CMFs are provided in the HSM; these account for the presence of bus stops, presence of schools, and presence of alcohol sales establishments within 1,000 feet of the intersection. The combined total CMF for each segment and intersection was used in Equation 2 for segments and similarly for intersections.

The last step in the predictive methodology in the HSM is to use the empirical Bayes (EB) statistical method for weighting predicted crash frequencies by observed crash frequencies to estimate expected crash frequencies for each site. Weighting predicted and observed crash frequencies results in a more reliable estimate of expected crash frequency for roadway safety analyses. Specifically, the EB method is used in roadway safety analysis to overcome regression-to-the-mean bias introduced when using observed crash data. The general formula for calculating expected crash frequency for a segment or intersection is provided in Equation 5.

$$N_{expected} = w * N_{predicted} + (1 - w) * N_{observed} \quad 5$$

Where:

$N_{expected}$ = expected average crash frequency for the study period;

$N_{predicted}$ = predicted average crash frequency predicted using an SPF for the study period under the given conditions (this is N_{br} or N_{bi} from Equation 2);

w = weighted adjustment to be placed on the SPF prediction; and

$N_{observed}$ = observed crash frequency at the site over the study period.

Values for $N_{observed}$ are provided in **Table F-2**. The weight (w) is calculated as a function of the overdispersion parameter, which is provided in the TxDOT report titled, *Calibrating the Highway Safety Manual Predictive Methods for Texas Highways: Technical Report*, for each SPF (excluding pedestrian and bicycle models). The overdispersion parameter is a measure of statistical variance in the datasets used to develop the models.

OEA then calculated two growth factors, one comparing the 2024 existing conditions to the 2031 No-Action Alternative and one comparing the 2024 existing conditions to the 2031 with associated CMV Facility condition. These growth factors were based on results from the crash predictions calculated using Equation 1 for segments and similarly for intersections. The two growth factors were applied to results from Equation 5 for each analysis segment and intersection to calculate the estimated expected crash frequency for design year 2031 conditions.

To account for pedestrian and bicycle collisions in the 2031 design year expected crash frequency estimates, OEA calculated predicted crash frequency using state-calibrated SPFs provided in the TxDOT report titled, *Calibrating the Highway Safety Manual Predictive Methods for Texas Highways: Technical Report,* for each analysis segment and intersection. These results were added to the design year 2031 estimates for expected crash frequency that were calculated using the growth factors described above.

F.3 Roadway Safety Analysis Results

Table F-4 presents the roadway safety analysis results by analysis segment or intersection for the 2024 existing conditions, the 2031 No-Action Alternative, and the 2031 condition with the associated CMV Facility. The table includes predicted average crash frequency, observed crash frequency, and estimated expected crash frequency for 2024 existing conditions. For the 2031 conditions, the table includes predicted average crash frequency, the estimated average expected crash frequency for 2031, the associated growth factor based on predicted crash frequencies comparing the 2031 condition to the 2024 existing condition, and the predicted average crash frequency for bicycle and pedestrian crashes only.

Table F-4. Roadway Safety Analysis Results

	2024 Existing Condition (Crashes/Year)			2031 No-Action Alternative (Crashes/Year)				2031 with CMV Facility (Crashes/Year)			
ID	$N_{predicted}$	$N_{observed}$	$N_{expected}$	$N_{predicted}$	Growth Factor Applied	$N_{predicted}$ (bicycles + pedestrians)	$N_{expected}$	$N_{predicted}$	Growth Factor Applied	$N_{predicted}$ (bicycles + pedestrians)	$N_{expected}$
1	0.902	1.286	0.880	0.635	0.704	0.012	0.635	0.752	0.834	0.015	0.749
2	0.823	1.571	1.449	0.614	0.747	0.012	1.096	0.708	0.861	0.014	1.261
3	0.661	1.714	1.407	0.493	0.746	0.010	1.061	0.569	0.861	0.011	1.222
4	1.751	3.714	3.234	1.297	0.741	0.013	2.410	1.603	0.915	0.015	2.974
5	1.031	0.571	0.881	0.758	0.735	0.046	0.700	0.863	0.837	0.053	0.790
6	3.085	1.857	2.399	2.257	0.732	0.138	1.912	2.575	0.835	0.157	2.160
Total	**8.25**	**10.71**	**10.25**	**6.05**	**--**	**0.23**	**7.81**	**7.07**	**--**	**0.27**	**9.16**

Appendix G
Noise

This appendix describes the methods that the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) used to estimate and analyze the potential noise and vibration effects of the Southern and Northern Rail Alternatives.

G.1 Wayside Noise Models

Wayside noise refers to all noise generated by rail cars and locomotives other than horn noise. OEA used noise measurements from past noise studies (STB 1998a, 1998b) as the basis for the wayside noise level projections for the proposed rail line.

The equations for wayside noise modeling use the following parameters:

SEL_{cars} = Sound exposure level of railcars (A-weighted decibels [dBA])

L_{eqref} = Level equivalent of railcar

T_{passby} = Train passby time (seconds)

S = Train speed (miles per hour)

S_{ref} = Reference train speed

SEL = Sound exposure level

SEL_{locos} = Sound exposure level of locomotive

SEL_{ref} = Reference sound exposure level of locomotive

DNL = Day-night average noise level

N_{locos} = Number of locomotives

N_d = Number of trains during daytime

N_n = Number of trains during nighttime

D = Distance from tracks (feet)

The basic equation used for the wayside noise model is as follows:

$SEL_{cars} = L_{eqref} + 10*\log(T_{passby}) + 30*\log(S/S_{ref})$

For locomotives, which can be modeled as moving monopole point sources, the corresponding equation is as follows:

$SEL_{locos} = SEL_{ref} + 10*\log(N_{locos}) – 10*\log(S/S_{ref})$

The SEL is computed by logarithmically adding SEL_{locos} and SEL_{cars}.

$DNL_{100'} = SEL + 10*\log(N_d + 10*N_n) – 49.4$

$DNL = DNL_{100}' + 15*\log(100/D)$

The 10*log(x) term in the above equations can be used to determine the increase (or decrease) in train noise level associated with changes in traffic volumes, assuming that the other factors affecting noise (speed, train consist and length, time of day, and number of locomotives) are equivalent. The change in noise level (Delta; in decibels [dB]) associated with two different traffic volumes would be as follows:

Delta = $10*\log(N_2/N_1)$

Where N1 and N2 are two different traffic volumes (in trains per day). For example, if rail traffic doubled, the increase in noise level would be 10*log(2/1) = 3 dB.

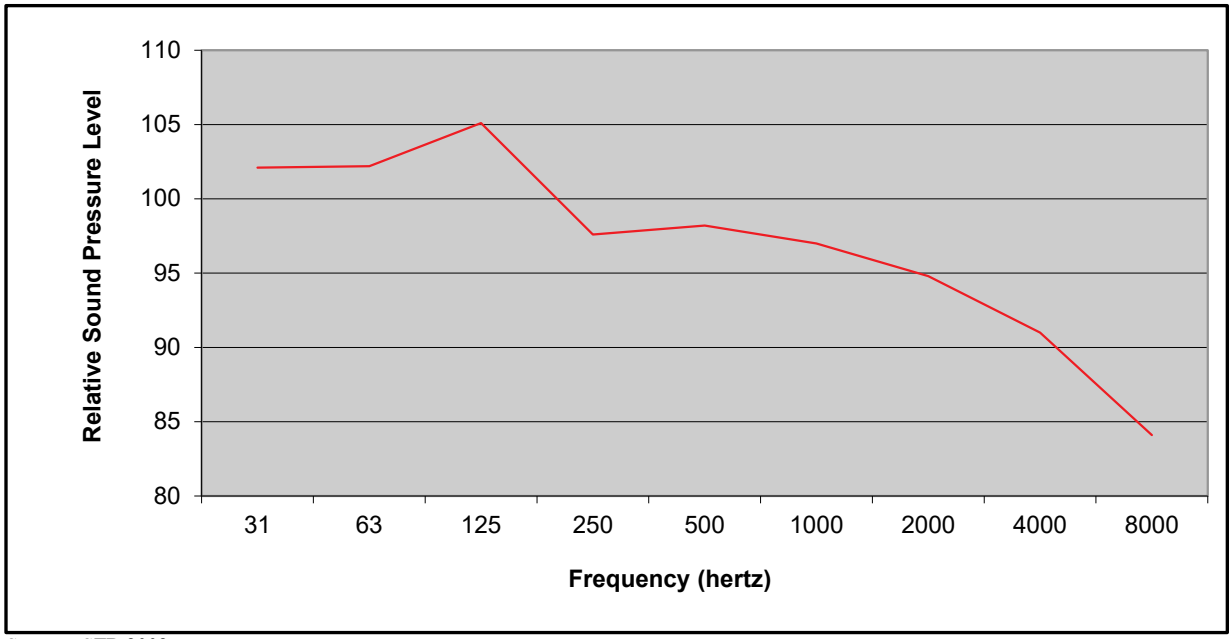
Table G-1 shows the reference wayside noise levels used in this analysis and **Figure G-1** shows the wayside noise frequency spectrum used in the calculations.

Table G-1. Reference Wayside Noise Levels

Description	Average Level (dBA)
Locomotive SEL (40 miles per hour at 100 feet)	95
Railcar L_{eq}	82

Source: STB 1998a, 1998b
Notes: dBA = A-weighted decibels; SEL = sound exposure level; L_{eq} = level equivalent

Figure G-1. Wayside Noise Spectrum



Source: STB 2002

G.2 Horn Noise Models

Freight train horn noise levels can vary for a variety of reasons, including the manner in which an engineer sounds the horn. Consequently, it is important to determine horn noise reference levels based on a large sample size. A substantial amount of horn noise data is available from the Federal Railroad Administration (FRA)'s Draft Environmental Impact Statement (EIS), *Proposed Rule for*

the Use of Locomotive Horns at Highway-Rail Grade Crossings, hereafter referred to as the 1999 FRA Draft EIS (FRA 1999).

FRA data indicate that horn noise levels increase from the point at which the horn is sounded, at 0.25 miles from the grade crossing, to when it stops sounding at the grade crossing. In the first 0.125-mile segment, the energy average SEL measured at a distance of 100 feet from the tracks was found to be 107 dBA; in the second 0.125-mile segment, it was found to be 110 dBA. The 1999 FRA Draft EIS simplified the horn noise contour shape as a 5-sided polygon, although it is actually a teardrop shape. The Final Environmental Impact Statement, *Construction and Operation of a Rail Line from the Bayport Loop in Harris County* (STB 2003), discusses this subject in detail. OEA used the more accurate teardrop contour shape for that analysis. The attenuation, or drop-off rate, of horn noise is assumed to be 4.5 dBA per doubling of distance away from the tracks (FRA 1999).

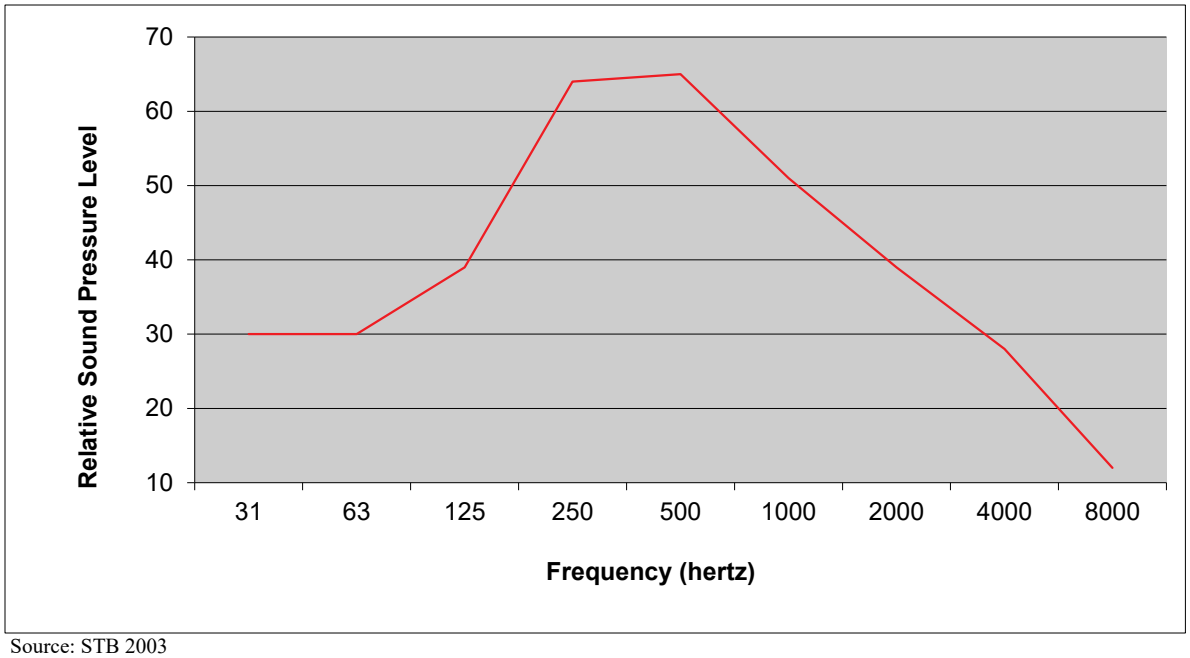
Table G-2 lists the reference horn noise levels used in this analysis; **Figure G-2** shows the horn noise spectrum used in the calculations.

Table G-2. Reference Horn Noise Levels

Description	Average Level (dBA)
Horn SEL, 1st 0.25 mile	110
Horn SEL, 2nd 0.25 mile	107

Source: FRA 1999
Notes: dBA = A-weighted decibels; SEL = sound exposure level

Figure G-2. Horn Noise Spectrum (Leslie RS-3L Horn)



Source: STB 2003

G.3 Rail Line Operation Vibration Analysis Methods

OEA based its vibration assessment methods on Federal Transit Administration (FTA) methods (FTA 2006). Vibration level due to train passbys is approximately proportional to:

$V = 20*\log (speed/speed_{ref})$

Where:

V = Ground-borne vibration velocity

speed = Train speed

$speed_{ref}$ = Reference speed of the train relative to its corresponding vibration level

Published FTA ground-borne vibration levels are adjusted for train speed using the above equation and distance from the rail line to estimate vibration levels at specific receptor locations.

There are two ground-vibration impacts of general concern: annoyance to humans and damage to buildings. In special cases, activities that are highly sensitive to vibration, such as microelectronics fabrication facilities, are evaluated separately; this is not applicable to the present analysis. Two measurements correspond to human annoyance and building damage for evaluating ground vibration: peak particle velocity (PPV) and root-mean square (RMS) velocity. PPV is the maximum instantaneous positive or negative peak of the vibration signal, measured as a distance per time (such as millimeters or inches per second). This measurement has been used historically to evaluate shockwave-type vibrations from actions like blasting, pile driving, and mining activities, and their relationship to building damage. RMS velocity is an average, or smoothed, vibration amplitude, commonly measured over 1-second intervals. It is expressed on a logarithm scale in vibration decibels (VdB) referenced to $0.000001*10^{-6}$ inch per second and is not to be confused with noise decibels. It is more suitable for addressing human annoyance and characterizing background vibration conditions because it better represents the response time of humans to ground vibration signals.

G.4 Noise Modeling Analysis

G.4.1 Ambient (Existing) Noise Modeling

Existing noise levels form the baseline for comparison against future noise levels. Existing noise levels can be measured and/or modeled. Measuring noise levels has certain advantages such as determining site-specific data, but long-term noise data collection is needed for transportation noise studies since annoyance criteria are usually expressed in terms of annual averages. In addition, in some cases, coverage of large geographic areas can be impractical because of the required large number of precision sound level meters. In this particular case, existing noise data was needed for the study area and for the extensive area adjacent to the existing UP mainline.

Annual average daily traffic (AADT) data and speed for major roadways such as U.S. 277 were modeled along with UP mainline train operational data. For areas further away from transportation noise sources, the following relationship developed by the Environmental Protection Agency (EPA) was used to estimate ambient noise levels.

$DNL = 22 + 10*\log(p)$

Where:

p = Population density in people per square mile

G.4.2 Southern Rail Alternative

G.4.2.1 Noise Barrier Performance Specifications

Surface Mass Density

For the Southern Rail Alternative, Green Eagle Railroad (GER) proposed 20-foot-high noise barriers on both sides of the tracks (October 17, 2024, letter to OEA) between the non-intrusive inspection (NII) facility and the western end of the Stormwater Channel Bridge. To provide sufficient mass density that would minimize noise going over the wall without compromising the noise-reduction effects of the wall itself, GER proposed to design the noise barrier to have a minimum Sound Transmission Loss according to the criteria in **Table G-3.**

Table G-3. Minimum Sound Transmission Loss for Noise Barrier

Frequency (Hz)	31.5	63	125	250	500	1,000	2,000	4,000	8,000	STC
Transmission Loss (dB)	15	19	23	27	31	35	39	43	47	35

In most noise barrier applications, any solid freestanding noise barrier that is 20 feet high would have sufficient mass for transmission loss to not be an issue. Noise barrier mass density is typically specified at 5 pounds per square foot. In this case, however, low frequency sound at 63 and 125 hertz (Hz) is involved here, not mid frequency sound. Consequently, solid material of 10 pounds per square foot would be needed to achieve adequate[1] noise reduction within the 63 and 125 Hz band. However, a composite noise barrier material with an interior airspace/impedance change would also be able to provide enough attenuation. **Table G-3** shows the required transmission loss of the noise barrier to achieve a 0.6 dB or less degradation of performance at 63 Hz. This works out to be Sound Transmission Class (STC) 35. The more important values in this case are the low frequency values at 63 Hz and 125 Hz since STC primarily addresses mid frequency sound.

Transmission Loss (dB) is a measurement of the reduction in sound level of a sound source as it passes through an acoustic barrier. It is the number of decibels that are reduced by the acoustical barrier or the wall and is measured at different frequencies.

Sound Transmission Class (STC) is a rating of how well a partition attenuates sound. The STC rating very roughly reflects the decibel reduction of noise that a partition can provide. The STC is useful for evaluating speech sounds, but not music or machinery noise as these sources contain more low frequency energy than speech.

Absorptive Noise Barrier Face

Since the 20-foot-tall noise barriers that GER proposes to build would be relatively close together and also close to locomotives and rail cars, sound would reflect back and forth between these surfaces, effectively reducing the beneficial path-length-difference noise barrier performance. As a result, GER proposed to design the rail-side of the exterior surface of the noise barrier with environmentally protected sound absorption properties rated at a Noise Reduction Coefficient (NRC) of 0.9. This absorption treatment would help to reduce the performance degradation associated with parallel barriers.

Noise Reduction Coefficient (NRC) is an average rating of how much sound an acoustic product can absorb. NRC varies from 0 to 1 with 1 being 100% absorptive.

[1] Adequate noise reduction means that the use of the barriers would avoid "severe" noise impacts per FTA classifications.

To analyze the noise impacts of the Southern Rail Alternative, OEA first analyzed a scenario in which the rail line would be elevated on an embankment, with no noise barriers. This modeling scenario determined what the noise effects on nearby receptors would be without noise barriers, and subsequently, confirmed the required height, lateral position, and length of noise barriers needed to adequately shield receptors. **Figure G-3** below shows the noise contours associated with this "no noise barrier" scenario; it assumes that GER would build the NII facility without noise abating walls.

The data in **Figure G-3** shows that without the proposed noise barriers, 53 residential receptors would be included in the 65 DNL contour with at least a 3 dBA increase; therefore, all 53 receptors would experience "severe" noise impacts based on FTA classifications.

OEA then modeled 20-foot-high noise barriers on both the north and south sides of the track as shown in **Figure G-4**. This scenario includes noise barriers on the U.S. 277 Bridge and the Barrera Street Bridge, as originally proposed by GER.

With 20-foot noise barriers as shown in **Figure G-4**, none of the 53 receptors that would be affected under the "no noise barrier" scenario would be exposed to 65 DNL or more. FTA impact classifications for these receptors would be either "none" or "moderate."

Table G-4 shows the results of this comparative analysis, including noise levels with and without the noise barriers, noise level increase above ambient, and barrier insertion loss, which is the noise level reduction provided by the barrier.[2] An insertion loss of 5 dBA or more is considered the minimum requirement, as less than that value might not be noticeable.

[2] The noise level with the proposed 20-foot noise barriers does not include ambient noise.

Figure G-3. Southern Rail Alternative Noise Contours Without Noise Barriers

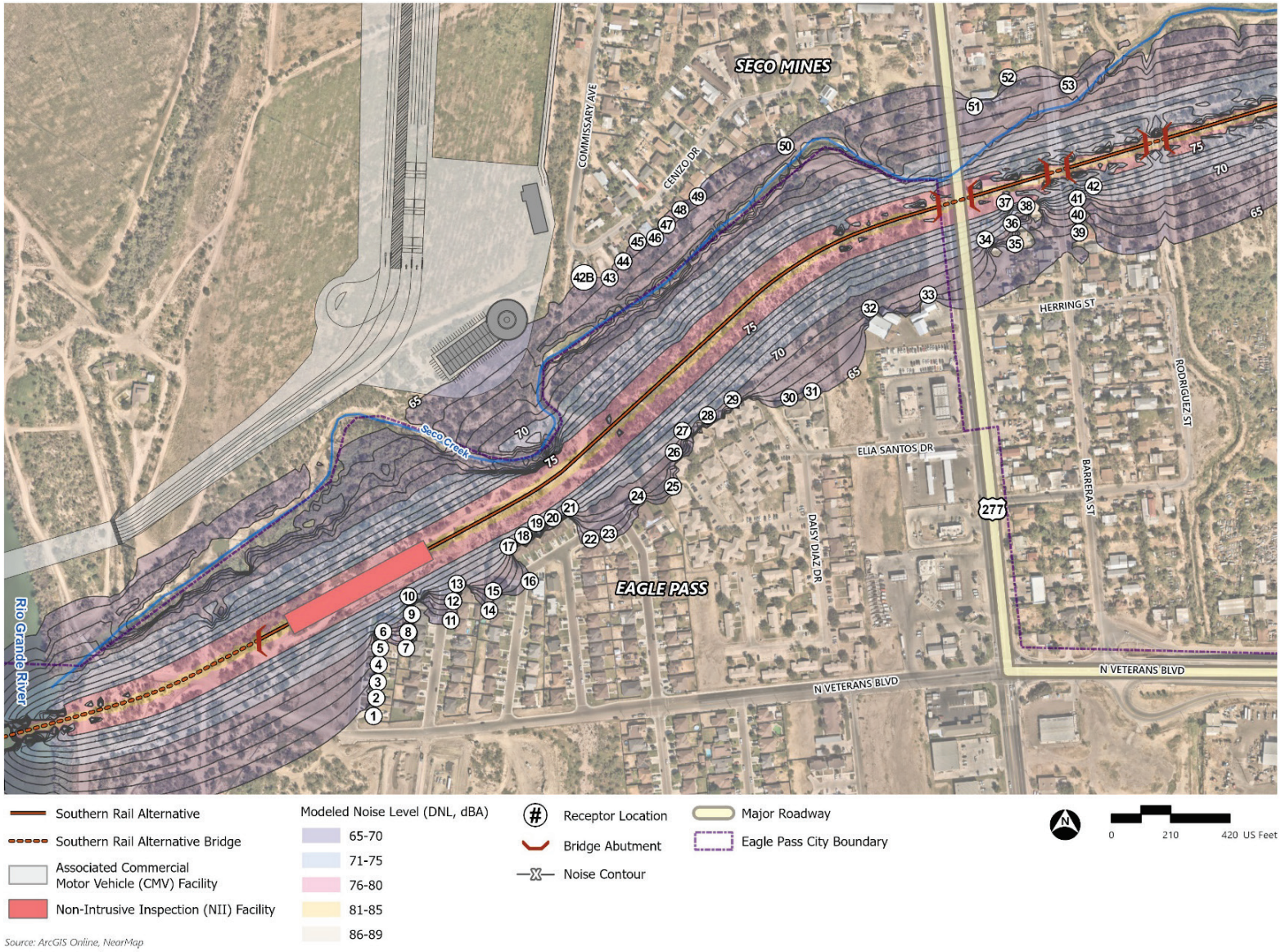


Figure G-4. Southern Rail Alternative Noise Contours with 20-foot Noise Barriers, Including on Bridges

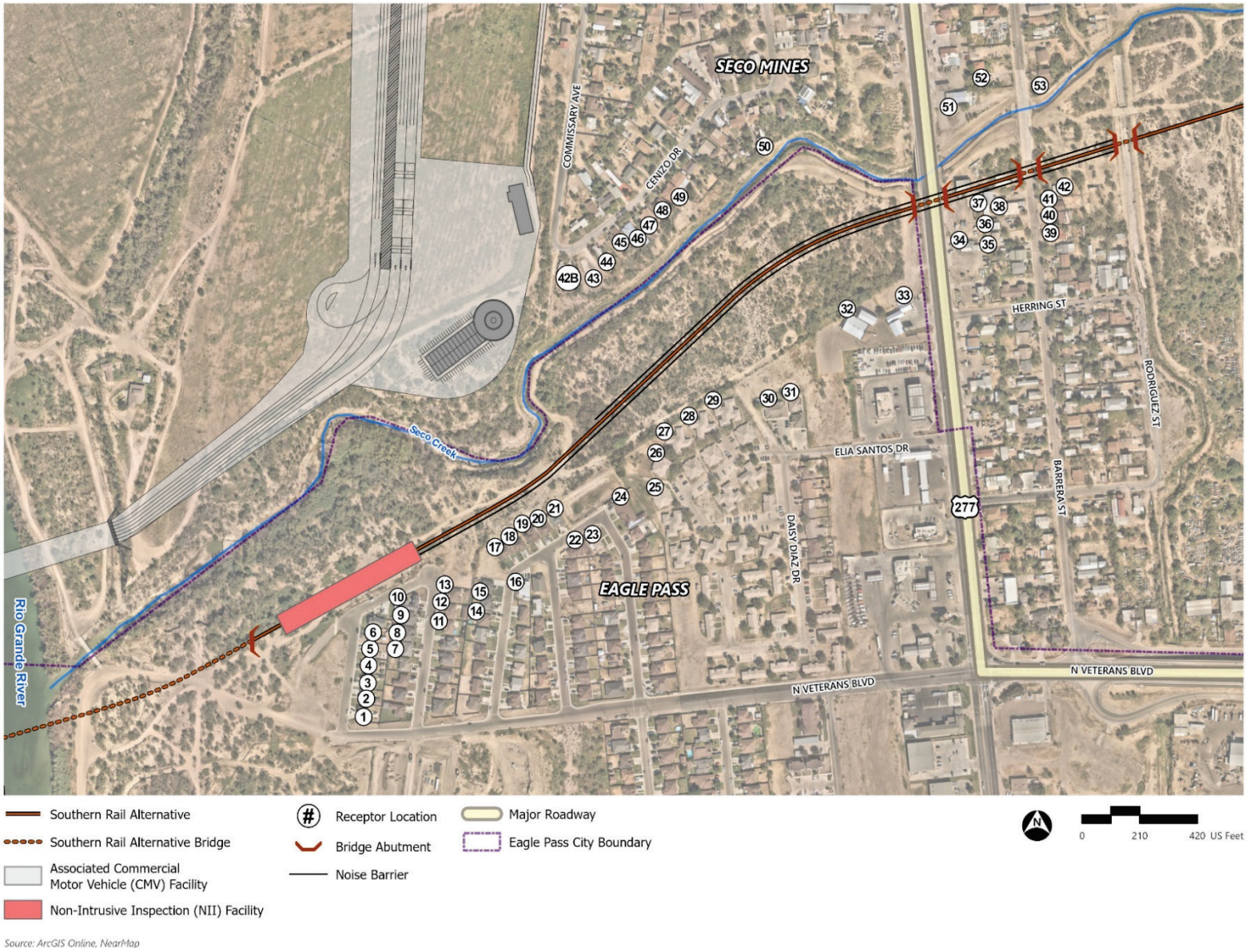


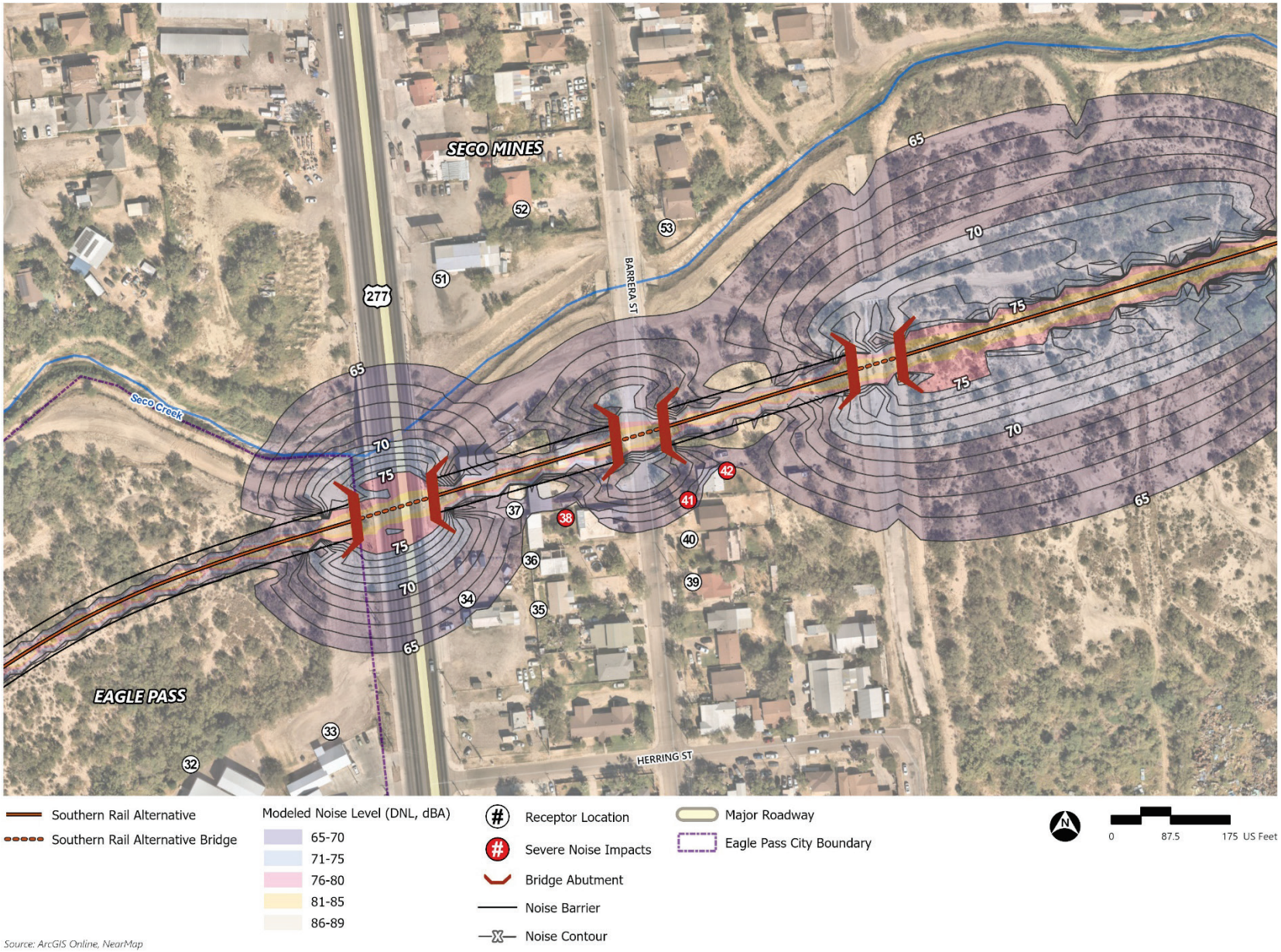
Table G-4. Southern Rail Alternative Noise Levels with and Without Proposed Noise Barriers

Receptor	Existing Ambient Noise Level DNL (dBA)	Noise Level, No Barrier DNL (dBA)	Noise Level Increase DNL (dBA)	FTA Impact	Noise Level, with 20-Foot Barrier DNL (dBA)	Noise Level Reduction, with 20-Foot Barrier (dBA)
1	53.8	65.1	11.6	Severe	53.1	12
2	53.8	65.9	12.4	Severe	53.7	12.2
3	53.8	66.5	12.9	Severe	54.3	12.2
4	53.8	67.7	14.1	Severe	55.3	12.4
5	53.8	69	15.3	Severe	56.2	12.8
6	54	71.8	17.9	Severe	58.8	13
7	53.7	65.7	12.3	Severe	52.1	13.6
8	53.7	67.8	14.3	Severe	53.8	14
9	53.7	68.3	14.7	Severe	55.4	12.9
10	54	73.2	19.3	Severe	59.5	13.7
11	53.7	65.3	11.9	Severe	51.8	13.5
12	53.8	68	14.4	Severe	53.7	14.3
13	54	71.2	17.3	Severe	57.5	13.7
14	53.8	65.2	11.7	Severe	52.5	12.7
15	54.2	67.7	13.7	Severe	54.5	13.2
16	54.1	65.1	11.3	Severe	54.1	11
17	54	72.7	18.8	Severe	59.9	12.8
18	54	72.6	18.7	Severe	58.9	13.7
19	54.2	74.1	19.9	Severe	60.8	13.3
20	54.1	72.8	18.8	Severe	58.6	14.2
21	54.4	73.2	18.9	Severe	59.8	13.4
22	54.2	66	12.1	Severe	54.2	11.8
23	54.2	66.3	12.4	Severe	52.4	13.9
24	54.4	68.7	14.5	Severe	54.5	14.2
25	54	66.1	12.4	Severe	52.4	13.7
26	54.1	69.5	15.5	Severe	56.2	13.3
27	54.6	70.9	16.4	Severe	57.5	13.4
28	54.7	70.2	15.6	Severe	57	13.2
29	55.2	69.7	14.7	Severe	56.5	13.2
30	55.5	66	10.9	Severe	51.8	14.2
31	56.5	65.7	9.7	Severe	51.5	14.2
32	57.7	68.6	11.2	Severe	55.1	13.5
33	64.1	67.7	5.2	Severe	53.8	13.9
34	66.5	70.6	5.5	Severe	55.9	14.7
35	60.9	67.6	7.5	Severe	52.4	15.2
36	61.7	69.2	8.2	Severe	54.5	14.7

Receptor	Existing Ambient Noise Level DNL (dBA)	Noise Level, No Barrier DNL (dBA)	Noise Level Increase DNL (dBA)	FTA Impact	Noise Level, with 20-Foot Barrier DNL (dBA)	Noise Level Reduction, with 20-Foot Barrier (dBA)
37	62.8	76.5	13.9	Severe	60.3	16.2
38	58.4	72.1	13.9	Severe	55.2	16.9
39	57.8	66.4	9.2	Severe	53.7	12.7
40	58.1	66.4	8.9	Severe	53.2	13.2
41	58.2	70.9	12.9	Severe	56.7	14.2
42	58.1	74.2	16.2	Severe	61.1	13.1
43	55.3	66	11.1	Severe	60.4	5.6
44	55.3	65.8	10.9	Severe	59.6	6.2
45	54.8	65.4	11.0	Severe	58.3	7.1
46	55.6	65.9	10.7	Severe	58.3	7.6
47	55.6	65.6	10.4	Severe	57.4	8.2
48	55.8	65.6	10.2	Severe	57.5	8.1
49	52.1	65.6	13.7	Severe	57.2	8.4
50	57.3	65.7	9.0	Severe	55.9	9.8
51	65	67	4.1	Severe	57.7	9.3
52	58.1	65	7.7	Severe	57.6	7.4
53	58	67.2	9.7	Severe	61.2	6

In October 2024, GER sent OEA a letter stating that it intended to install 20-foot-high noise barriers on both sides of the tracks between the NII facility and the western end of the Stormwater Channel Bridge, but to not include barriers on the Barrera Street Bridge and the U.S. 277 Bridge. GER also stated that a comprehensive review and structural analysis indicated that installing noise barriers on the bridges would present significant challenges (October 17, 2024, letter to OEA). OEA then analyzed the noise effects of GER's revised design, which is shown in **Figure G-5**.

Figure G-5. Southern Rail Alternative Noise Contours with GER's Proposed Noise Barrier Design



OEA's analysis of GER's revised design showed that with gaps in the noise barriers on the U.S. 277 Bridge and the Barrera Street Bridge, operation of the Southern Rail Alternative would cause "severe" noise impacts under FTA classification on three receptors in the vicinity of Barrera Street: receptors 38, 41, and 42.

G.4.2.2 Determining Feasibility and Reasonableness of Noise Barriers on Elevated Structures

As noted above, in a letter to OEA dated October 17, 2024, GER stated that a comprehensive review and structural analysis indicated that installing noise barriers on bridges would present significant challenges. Specifically, GER stated:

> *Following a comprehensive review and structural analysis, GER has determined that the inclusion of the sound barriers over bridges (for example, spanning Del Rio Blvd. and Barrera St.) would present significant challenges in meeting the required performance standards for those bridges. The primary concerns are the added weight and wind loads imposed by the sound barriers, which would exert considerable strain on the structural components of the bridges and would make the engineering particularly challenging and potentially cost prohibitive.*

OEA then requested that GER provide information supporting their concerns about installing noise barriers on bridges in an information request dated October 22, 2024. By letter to OEA dated October 30, 2024, GER stated that:

> *Placing noise barriers along bridge sections introduces additional structural challenges in anchoring and supporting the weight and wind forces associated with the noise barrier panels. To distribute the flexural stress and provide additional support to the noise barriers, it was determined that the two opposing noise barriers to either side of the proposed rail line would need to be connected at the top to provide the necessary stability. As a result, this need to stabilize the noise barrier panels requires increasing the height of the noise barriers from GERs typical design of 20 feet to 23 feet in order to comply with minimum over-rail clearance requirements established by the American Railway Engineering and Maintenance-of-Way Association (AREMA).*

OEA thoroughly reviewed the information provided by GER and found that GER's preliminary assessment did not adequately support GER's concerns about installing noise barriers on bridges. OEA determined that the height of 23 feet and the weight of 45 pounds per square foot for the noise barriers specified by GER in its October 30, 2024, letter are overly high assumptions because any additional height needed for structural reasons may be provided by the bridge structure rather than taller noise barriers. Based on design assumptions provided by GER, using a noise barrier with an interior impedance change that meets the specifications in **Table G-5** would satisfy the necessary reduction of sound going through the wall. OEA then researched whether installing noise barriers on rail bridges was feasible. OEA found examples of roadway bridges with effective noise barriers. See pictures in **Figure G-6** and **Figure G-7**. Several companies manufacture effective noise barriers, which are in use on bridges in numerous locations. OEA did not find specific examples of noise barriers on freight rail bridges but did find examples for passenger rail bridges, which are structurally the same as freight. OEA also did not see the need to consider "wind on live load" as GER did (i.e., wind on trains). OEA reasoned that this would be double counting because the noise walls should shield the live load from wind.

OEA also assessed the additional cost of installing noise barriers on bridges on the Southern Rail Alternative. Based on a rough-order-of-magnitude (ROM) estimate, OEA estimated that for the Southern Rail Alternative, extending the barriers across the bridges would add approximately $700,000, or 7 percent, to the cost of GER's proposed noise barriers (approximately $9.7 million).[3] See **Attachment A** for more detailed calculations, including assumed unit costs for noise barrier at grade ($85 per square foot, including materials and construction) and on structure ($75 per square foot, including materials and construction). The cost of building noise barriers on the bridges under the Southern Rail Alternative would represent approximately 0.18 percent of the $394 million construction cost estimate for the New Rail Bridge and proposed line on both the U.S. and Mexican sides of the project (Presidential Permit Application, October 17, 2023). GER and PVH estimated that the construction cost estimate for the proposed line and the Commercial Motor Vehicle (CMV) Facility combined would be $648.5 million.

After reviewing all the relevant information to date, OEA concludes that it would be reasonable and feasible to require GER to install noise barriers on both sides of the proposed U.S. 277 and Barrera Street Bridges (**MM-Noise-01a**). If the Board authorizes the Southern Rail Alternative and imposes this measure, the Southern Rail Alternative would have no "severe" noise impacts.

G.4.3 Northern Rail Alternative

OEA analyzed the noise impacts for the Northern Rail Alternative in the same manner as those of the Southern Rail Alternative. OEA first analyzed noise impacts assuming no noise barriers. This modeling scenario determined the noise effects on nearby receptors without noise barriers, and subsequently confirmed GER's proposed height, lateral position, and length of noise barriers needed to adequately shield receptors. **Figure G-8** shows the noise contours associated with the "no noise barrier" scenario; it assumes that GER would build the NII facility without noise abating walls.

Without noise barriers, the Northern Rail Alternative 65 DNL contour would include 32 receptors experiencing a 3 dBA increase or more. All these receptors except for one fall into the "severe" impact FTA classification. Receptor 51 would experience moderate noise impacts because it is close to U.S. 277, where ambient levels are higher. However, receptor 51 is a commercial facility and not subject to residential noise impact thresholds.

OEA then modeled continuous, 20-foot-high noise barriers on both the north and south sides of the track between the western end of the Stormwater Channel Bridge through a point past the residential developments west of U.S. 277 and south of Seco Creek, as shown in **Figure G-9**. With such noise barriers, no receptors would be included within the 65 DNL contour along the Northern Rail Alternative. Therefore, there would be no "severe" noise impacts.

Table G-5 shows Northern Rail Alternative noise levels with and without continuous noise barriers, noise level increase above ambient from the proposed line, FTA impact classification, and noise level loss with noise barriers.[4] This analysis assumes noise barriers on each side of the tracks with no gaps on bridge structures, as shown in **Figure G-9**.

[3] A ROM estimate is based on high-level objectives and provides a high-level view of project costs. Most ROM estimates have a wide range of variance.

[4] The noise levels with the proposed 20-foot noise barriers do not include ambient noise levels.

Figure G-6. Noise Barrier on Bridge (Example 1)

Stratford, Connecticut

Figure G-7. Noise Barrier on Bridge (Example 2)

Newton, Massachusetts

Figure G-8. Northern Rail Alternative Noise Contours Without Noise Barriers

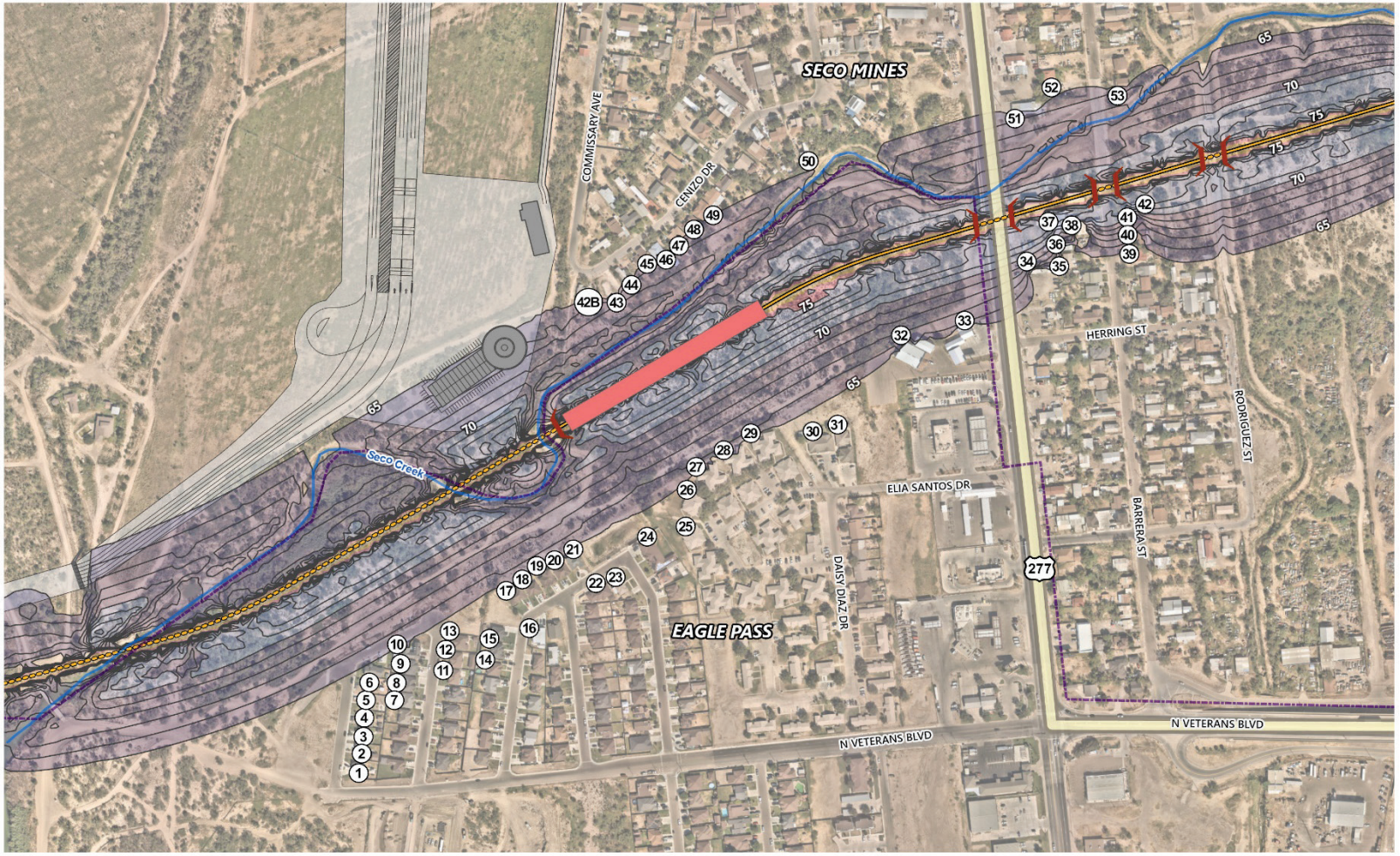


Figure G-9. Northern Rail Alternative Noise Contours with Continuous Noise Barriers

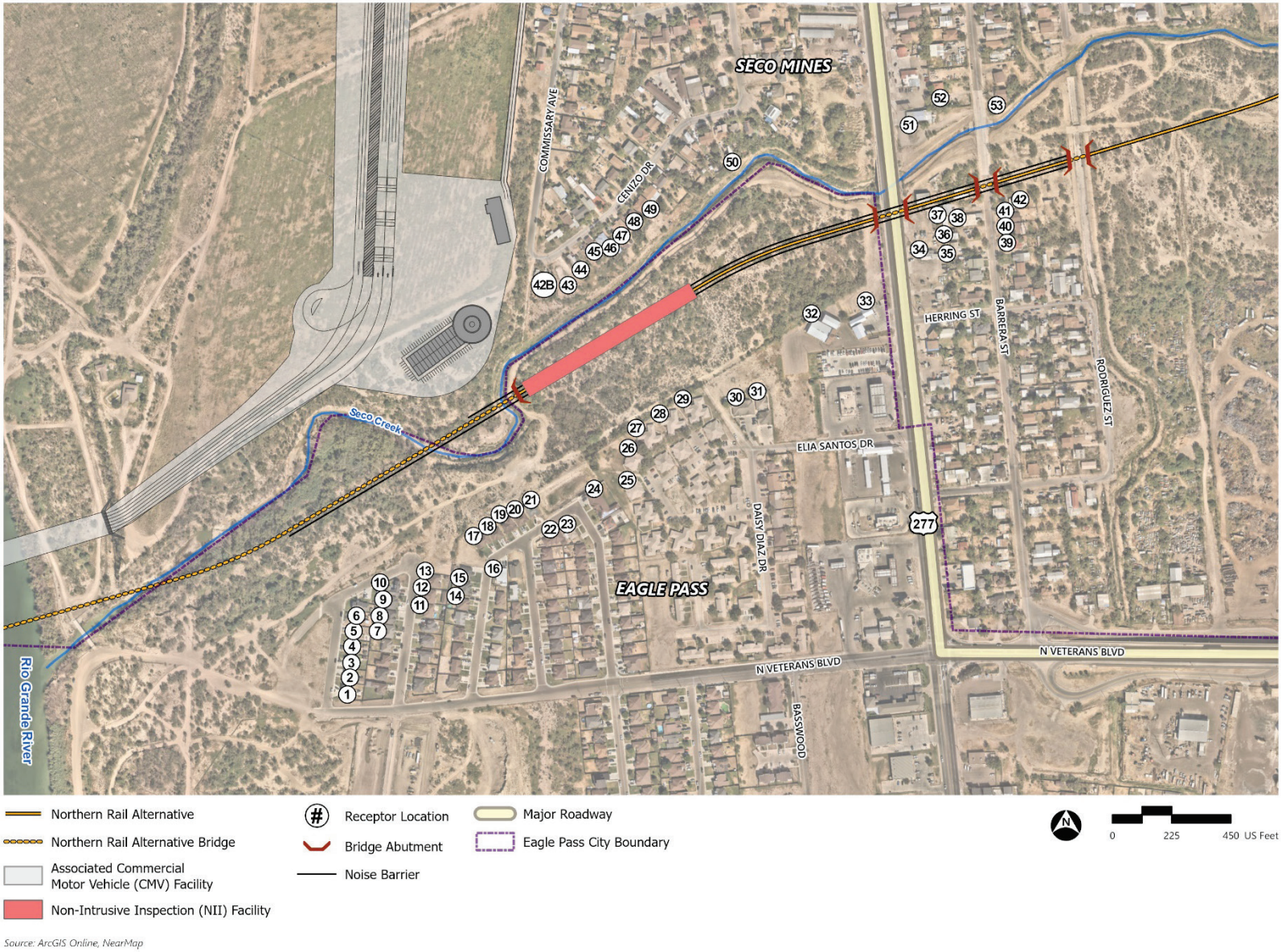


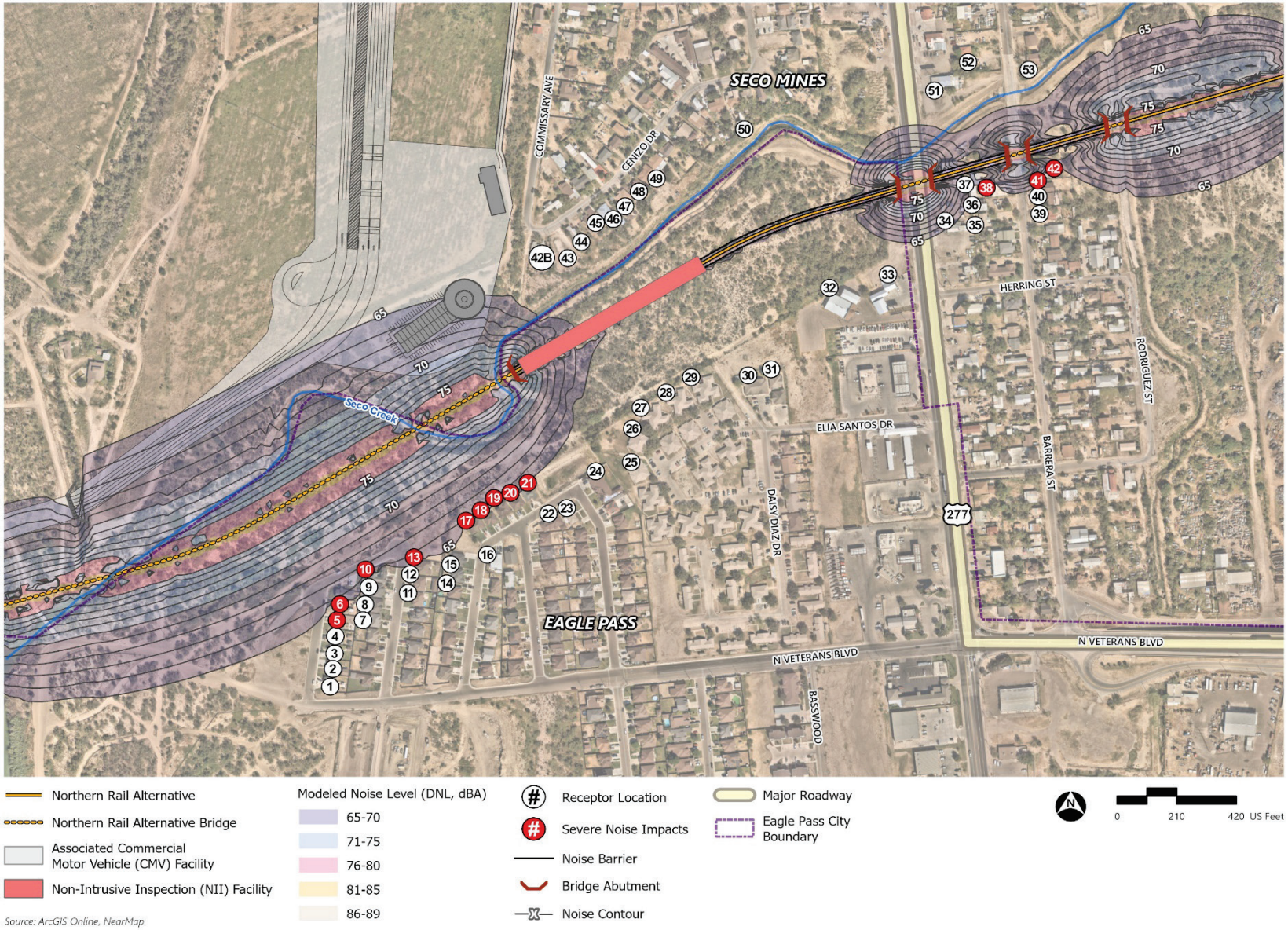
Table G-5. Northern Rail Alternative Noise Levels with and Without Proposed Noise Barriers

Receptor	Existing Ambient Noise Level DNL (dBA)	Noise Level, No Barrier DNL (dBA)	Noise Level Increase DNL (dBA)	FTA Impact	Noise Level, with 20-Foot Barrier DNL (dBA)	Noise Level Reduction, with 20-Foot Barrier (dBA)
1	53.8	60.1	7.2	Moderate	51.4	8.7
2	53.8	60.7	7.7	Moderate	51.9	8.8
3	53.8	61.2	8.1	Severe	52.3	8.9
4	53.8	62	8.8	Severe	53	9.0
5	53.8	62.8	9.5	Severe	53.6	9.2
6	54	64.7	11.1	Severe	56	8.7
7	53.7	60.3	7.5	Moderate	51.2	9.1
8	53.7	62.1	9.0	Severe	53.1	9.0
9	53.7	61.8	8.7	Severe	53.1	8.7
10	54	65.2	11.5	Severe	56.6	8.6
11	53.7	59.6	6.9	Moderate	50.7	8.9
12	53.8	62	8.8	Severe	52.5	9.5
13	54	64.3	10.7	Severe	55.7	8.6
14	53.8	60.1	7.2	Moderate	50.8	9.3
15	54.2	62.3	8.7	Severe	53.2	9.1
16	54.1	60	6.9	Moderate	53.2	6.8
17	54	64.9	11.2	Severe	56.8	8.1
18	54	64.8	11.1	Severe	56.3	8.5
19	54.2	65.5	11.6	Severe	57.3	8.2
20	54.1	65.1	11.3	Severe	56.7	8.4
21	54.4	65.2	11.1	Severe	57.1	8.1
22	54.2	60.8	7.5	Moderate	52.7	8.1
23	54.2	61.5	8.0	Severe	52.9	8.6
24	54.4	63.5	9.6	Severe	54.8	8.7
25	54	61.6	8.3	Severe	53.3	8.3
26	54.1	64.4	10.7	Severe	55.7	8.7
27	54.6	65.7	11.4	Severe	57.1	8.6
28	54.7	65.8	11.4	Severe	57.2	8.6
29	55.2	65.8	11.0	Severe	57.3	8.5
30	55.5	63.5	8.6	Severe	54.9	8.6
31	56.5	63.4	7.7	Severe	54.8	8.6
32	57.7	66.9	9.7	Severe	57.8	9.1
33	64.1	66.2	4.2	Severe	56.9	9.3
34	66.5	69.4	4.7	Severe	59.2	10.2
35	60.9	66.4	6.6	Severe	56.2	10.2
36	61.7	68	7.2	Severe	57.9	10.1
37	62.8	72.8	10.4	Severe	62.9	9.9

Receptor	Existing Ambient Noise Level DNL (dBA)	Noise Level, No Barrier DNL (dBA)	Noise Level Increase DNL (dBA)	FTA Impact	Noise Level, with 20-Foot Barrier DNL (dBA)	Noise Level Reduction, with 20-Foot Barrier (dBA)
38	58.4	70.1	12.0	Severe	57.6	12.5
39	57.8	65.3	8.2	Severe	56	9.3
40	58.1	65.4	8.0	Severe	55.5	9.9
41	58.2	69.7	11.8	Severe	58.2	11.5
42	58.1	72.7	14.7	Severe	62.3	10.4
42B	55.3	66.8	11.8	Severe	58.8	8.0
43	55.3	65.2	10.3	Severe	60.6	4.6
44	55.3	66.3	11.3	Severe	59.9	6.4
45	54.8	65.4	11.0	Severe	57.9	7.5
46	55.6	66	10.8	Severe	59.4	6.6
47	55.6	65.2	10.1	Severe	57.6	7.6
48	55.8	65.2	9.9	Severe	58.3	6.9
49	52.1	65	13.1	Severe	58.3	6.7
50	57.3	64.5	8.0	Severe	57.5	7.0
51	65	65.8	3.4	Moderate	58.5	7.3
52	58.1	64	6.9	Severe	55.2	8.8
53	58	66.3	8.9	Severe	57.9	8.4

As discussed above, GER is not currently proposing to install noise barriers across bridge structures. For the Northern Rail Alternative, this would include the Barrera Street Bridge, the U.S. 277 Bridge, and the New Rail Bridge west of the NII facility. The noise contours associated with GER's current design for the Northern Rail Alternative are shown in **Figure G-10**.

Figure G-10. Northern Rail Alternative Noise Contours with GER's Proposed Noise Barrier Design



Under the Northern Rail Alternative with gaps in the noise barriers at the three bridges, a total of 12 receptors would be severely affected: nine receptors at the southwest end of the proposed line (receptors 5, 6, 10, 13, 17, 18, 19, 20 and 21) and three receptors in the vicinity of Barrera Street (receptors 38, 41, and 42) would be exposed to 65 DNL with at least a 3 dBA increase and experience a "severe" impact under FTA classification.

G.4.3.1 Noise Barrier Performance Specifications

The noise barrier specifications would be the same as for the Southern Rail Alternative.

G.4.3.2 Determining Feasibility and Reasonableness of Noise Barriers on Elevated Structures

As discussed above, OEA researched whether installing noise barriers on rail bridges was reasonable and feasible. OEA also assessed what the additional cost of installing noise barriers on bridges under the Northern Rail Alternative. Based on a ROM estimate, OEA estimated that, for the Northern Rail Alternative, extending the barriers across the Barrera Street Bridge, the U.S. 277 Bridge, and along the south side of the New Rail Bridge west of the NII facility to a point past the nearby residential development would add approximately $2.4 million, or just under 50 percent, to the cost of GER's proposed noise barriers (approximately $5 million). See **Attachment A** for more detailed calculations. The cost of building noise barriers on the bridges under the Northern Rail Alternative would represent approximately 0.63 percent of PVH's $394 million construction cost estimate for the New Rail Bridge and proposed line on both the U.S. and Mexican sides of the project as stated in the Presidential Permit for the Puerto Verde Global Trade Bridge (PVH 2023). GER and PVH estimated that the construction cost estimate for the proposed line and the CMV Facility combined would be $648.5 million.

After reviewing all the relevant information to date, OEA concludes that it would be reasonable and feasible to require GER to install noise barriers on both sides of the proposed U.S. 277 and Barrera Street Bridges and along the south side of the New Rail Bridge to a point past the nearby residential development (**MM-Noise-01b)**. If the Board authorizes the Northern Rail Alternative and imposes this measure, the Northern Rail Alternative would have no "severe" noise impacts.

ATTACHMENT A

Rough-Order-of-Magnitude Estimates for Noise Barriers

Southern Rail Alternative

Noise Barrier Type	ROM Unit Cost (2025 Dollars per Square Foot)	Total Area of Noise Barrier (Square Feet)	ROM Estimated Cost
Along Embankment at Grade with Track (as Proposed)	$85.00	113,880	$9,679,800
On-Bridge (MM-NOISE-001a)	$75.00	9,280	$696,000
		Continuous Noise Barriers Total Cost	$10,375,800
		Cost of On-Bridge Noise Barriers as % of Cost of Noise Barriers as Proposed	7.19%
		Cost of On-Bridge Noise Barriers as % of Cost of Continuous Noise Barrier	6.71%
		Total Estimated Cost of Proposed Line	$394,000,000
		Cost of On-Bridge Noise Barriers as % of Total Estimated Cost of Proposed Line	**0.18%**

Northern Rail Alternative

Noise Barrier Type	ROM Unit Cost (2025 Dollars per Square Foot)	Total Area of Noise Barrier (Square Feet)	ROM Estimated Cost
Along Embankment at Grade with Track (as Proposed)	$85.00	58,420	$4,965,700
On-Bridge (MM-NOISE-001b)	$75.00	32,860	$2,464,500
		Continuous Noise Barriers Total Cost	$7,430,200
		Cost of On-Bridge Noise Barriers as %of Cost of Noise Barriers as Proposed	49.63%
		On-Bridge Noise Barriers as % of Cost of Continuous Noise Barrier	33.17%
		Total Estimated Cost of Proposed Line	$394,000,000
		Cost of On-Bridge Noise Barriers as % of Total Estimated Cost of Proposed Line	**0.63%**

Length and Area of Noise Barriers - Southern Rail Alternative

	Barrier Length (Feet)	Barrier Height (Feet)	Area of Noise Barriers (Square Feet)
At-Grade (North and South of the Tracks)	5,694	20	113,880
US-277 Bridge (Both Sides of Bridge)	282	20	5,640
Barrera Street Bridge (Both Sides of Bridge)	182	20	3,640

Length and Area of Noise Barriers - Northern Rail Alternative

Bridge	Barrier Length (Feet)	Barrier Height (ft)	Area of Noise Barrier (Square Feet)
At-Grade (North and South of the Tracks)	2,921	20	58,420
North side of New Rail Bridge	192	20	3,840
South Side of New Rail Bridge	987	20	19,740
US-277 Bridge (Both Sides of Bridge)	282	20	5,640
Barrera Street Bridge (Both Sides of Bridge)	182	20	3,640

Appendix H
Air Quality Analysis

This appendix provides technical information on the approach and results used in the analysis of air quality (*Chapter 3*, *Section 3.7*, *Air Quality*).

H.1 National Ambient Air Quality Standards

The Clean Air Act (CAA) amendments, issued by the U.S. Environmental Protection Agency (EPA), set agency guidelines for attainment of the National Ambient Air Quality Standards (NAAQS). The CAA requires EPA to set NAAQS (40 C.F.R. Part 50) for six criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively), and sulfur dioxide (SO_2). NAAQS standards are based on human health criteria to protect public health (primary standards), and on environmental criteria to prevent environmental and property damage and to protect public welfare (secondary standards). **Table H-1** presents the current NAAQS.

Table H-1 National Ambient Air Quality Standards

Pollutant	Primary or Secondary	Averaging Time	Level	Form
Carbon Monoxide	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	Primary and Secondary	Rolling 3-month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations; averaged over 3 years
	Primary and Secondary	1 year	53 ppb	Annual mean
Ozone	Primary and Secondary	8 hours	0.070 ppm	Annual 4th highest daily maximum 8-hour concentration; averaged over 3 years
Particulate Matter 2.5	Primary	1 year	9.0 µg/m3	Annual mean, averaged over 3 years
	Secondary	1 year	15.0 µg/m3	Annual mean, averaged over 3 years
	Primary and Secondary	24 hours	35 µg/m3	98th percentile; averaged over 3 years
Particulate Matter 10	Primary and Secondary	24 hours	150 µg/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	Primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations; averaged over 3 years
	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: EPA 2024a

Note: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

EPA classifies each county in the United States as being in "attainment" or "nonattainment" for each criteria pollutant. A county is in attainment for a specific pollutant when the pollutant concentration is below the NAAQS. A county is in nonattainment for a specific pollutant when the pollutant concentration exceeds the NAAQS. Some nonattainment pollutants (such as ozone, CO, and PM_{10}) are further classified by the degree to which they exceed the NAAQS. For ozone, these classifications are ranked based on severity, in the order of "Marginal," "Moderate," "Serious," "Severe," and "Extreme." A county can be in attainment for some pollutants and in nonattainment for other pollutants. A third category, "maintenance area," is an area that was formerly in nonattainment but has reduced pollutant concentrations to be in attainment of the NAAQS. EPA bases its attainment status designations on ongoing air monitoring studies and the number of times specific criteria pollutants exceed NAAQS. EPA uses a fourth category, "unclassifiable," for areas with insufficient data to make an attainment determination. EPA treats unclassifiable areas like attainment areas. Maverick County is currently in attainment for all criteria pollutants.

H.2 *De Minimis* Thresholds

EPA uses the term *de minimis* across a variety of contexts to describe matters that are too small or trivial for regulating authority consideration. Under EPA's Transportation Conformity (40 C.F.R. Part 93, Subpart A) and General Conformity (40 C.F.R. Part 93, Subpart B) regulations, federal agencies compare the total estimated annual criteria pollutant emissions from their projects to applicable *de minimis* emissions thresholds provided under 40 C.F.R. Part 93, Subpart B, to determine whether additional analysis and consultation are appropriate. The Transportation Conformity regulations pertain to highway and transit projects under the jurisdiction of the U.S. Department of Transportation (USDOT); therefore, they do not apply to Surface Transportation Board (Board) actions. Based on consultation with EPA on previous environmental reviews, OEA has determined that certain emissions, such as emissions from construction of a new rail line, are subject to the General Conformity regulations because those emissions meet the definition of direct or indirect emissions set forth at 40 C.F.R. § 93.152. However, the Board does not exercise continuing program control over rail operations and would not exercise such control over operation of the proposed line. Therefore, the proposed line is not subject to the General Conformity rule or required to assess *de minimis* thresholds.[1] However, OEA used the *de minimis* emissions thresholds in the air quality analysis to provide context for the estimated operational emissions (**Table H-2**). The Board would exercise control over construction of the proposed line, so emissions during construction are subject to a General Conformity Determination if emissions are estimated to exceed the *de minimis* thresholds.

[1] Under the General Conformity rule, federal agencies must work with state, tribal and local governments in a nonattainment or maintenance area to ensure that federal actions conform to the air quality plans established in the applicable state or tribal implementation plan.

Table H-2 De Minimis Levels

Pollutant	Tons per Year	Area Type
Ozone (volatile organic compounds (VOC) or NO_x)	50	Serious Nonattainment
	25	Severe Nonattainment
	10	Extreme Nonattainment
	100	Other Areas Outside an Ozone Transport Region[1]
Ozone (NO_x)	100	Marginal and Moderate Nonattainment Inside an Ozone Transport Region[1]
	100	Maintenance
Ozone (VOC)	50	Marginal and Moderate Nonattainment Inside an Ozone Transport Region[1]
	50	Maintenance Within an Ozone Transport Region[1]
	100	Maintenance Outside an Ozone Transport Region[1]
Carbon Monoxide (CO), Sulfur Dioxide (SO_2) and Nitrogen Dioxide (NO_2)	100	All Nonattainment and Maintenance
Particulate Matter 10 (PM_{10})	70	Serious Nonattainment
	100	Moderate Nonattainment and Maintenance
Particulate Matter 2.5 ($PM_{2.5}$)[2]	70	Serious Nonattainment
	100	All Nonattainment and Maintenance
Lead (Pb)	25	All Nonattainment and Maintenance

Source: EPA 2024a

[1] The Ozone Transport Region is composed of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia.

[2] Direct emissions, SO_2, NO_x, (unless determined not to be a significant precursor), VOC or ammonia (if determined to be a significant precursor)

H.3 Class I Areas

The CAA establishes a list of federal lands with special air quality protections from major stationary sources (40 C.F.R. Part 52 Subpart 21, 40 C.F.R. Part 81). These areas primarily include national parks, national wilderness areas, and national monuments. The CAA divides the lands into Class I, II, or III where restrictions on emissions are most severe in Class I areas and are progressively more lenient in Class II and III areas. Mandatory Class I areas include all national wilderness areas exceeding 5,000 acres and national parks exceeding 6,000 acres (National Park Service (NPS) 2023). There are no elements of the proposed line that exceed the Board's thresholds for evaluation within the boundaries of any Class I Area. Although rail lines are not a major stationary source, EPA recommends a review of any Class I areas within 100 kilometers (62 miles) of the project elements that exceed the Board's thresholds. However, there are no Class I areas within 100 kilometers of the proposed line.

H.4 Pollutant Descriptions and Effects

In the impact analysis, OEA identified pollutants to consider and summarized their effects on human health and the environment based on regulations and EPA databases. This section describes the various pollutants OEA analyzed and their potential effects on human health or the environment. These

descriptions include criteria pollutants, hazardous air pollutants (HAPs), and greenhouse gases (GHGs). A summary of criteria pollutants and their effects is presented in **Table H-3**.

Table H-3 Criteria Pollutant Summary

Pollutant	Description
Ozone (O_3)	O_3 is a highly reactive compound of oxygen. At very high concentrations O_3 appears blue in color, is a highly unstable gas and is pungent in odor. At ambient concentrations, O_3 is colorless and odorless. O_3 is not emitted directly into the atmosphere by pollutant sources, but instead is produced by an atmospheric reaction of NO_X and volatile organic compounds (VOCs). Generally, this reaction is most favorable during the warmer summer months when sunlight is stronger. Exposure to O_3 may impair lung function and cause respiratory difficulties for sensitive populations (for example, a person with asthma, emphysema, or reduced lung capacity).
Sulfur Dioxide (SO_2)	SO_2 emissions are the main components of the "oxides of sulfur," a group of highly reactive gases from fossil fuel combustion at power plants, other industrial facilities, industrial processes, and burning of high-sulfur-containing fuels by large ships and non-road equipment. High concentrations of SO_2 will lead to formation of other sulfur oxides. By reducing the SO_2 emissions, other forms of sulfur oxides are also expected to decrease. When oxides of sulfur react with other compounds in the atmosphere, small particles that can affect the lungs can be formed. This can lead to respiratory disease and aggravate existing heart disease.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is comprised of small solid particles and liquid droplets. PM_{10} refers to particulate matter with a nominal aerodynamic diameter of 10 micrometers or less, and $PM_{2.5}$ refers to particulate matter with an aerodynamic diameter of 2.5 micrometers or less. Particulates can enter the body through the respiratory system. Particulates over 10 micrometers in size are generally captured in the nose and throat and are readily expelled from the body. Particles smaller than 10 micrometers, and especially particles smaller than 2.5 micrometers, can reach the air ducts (bronchi) and the air sacs (alveoli) in the lungs. Particulates are associated with increased incidence of respiratory diseases, cardiopulmonary disease, and cancer.
Carbon Monoxide (CO)	CO is a colorless and odorless gas that is a product of incomplete combustion. CO is absorbed by the lungs and reacts with hemoglobin to reduce the oxygen carrying capacity of the blood. At low concentrations, CO has been shown to aggravate the symptoms of cardiovascular disease. It can cause headaches, nausea, and at sustained high concentration levels, can lead to coma and death.
Nitrogen Dioxide (NO_2)	When combustion temperatures are extremely high, such as in engines, atmospheric nitrogen gas may combine with oxygen gas to form various oxides of nitrogen. Of these, nitric oxide (NO) and NO_2 are the most significant air pollutants. This group of pollutants is generally referred to as NO_X. Nitric oxide is relatively harmless to humans but quickly converts to NO_2. NO_2 has been found to be a lung irritant and can lead to respiratory illnesses. Nitrogen oxides, along with VOCs, are also precursors to ozone formation.
Lead (Pb)	Pb is a heavy metal that can affect the nervous system, kidneys, immune system, reproductive system, and cardiovascular system when exposed to substantial doses. Pb is emitted through some heavy industrial manufacturing processes, especially those associated with metal processing. The addition of Pb to fuel increases engine performance and reduces valve wear; however, general use of Pb as a fuel additive has been phased out for on-road vehicles in the United States. Since this phase out, Pb concentrations in ambient air are often low. States with no significant lead-emitting sources typically do not measure Pb at their ambient air monitoring stations.

H.4.1 Hazardous Air Pollutants

Controlling airborne toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that EPA regulate 188 air toxics, also known as hazardous air pollutants (HAPs). EPA has assessed this expansive list in its latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (*Federal Register*, Vol. 72, No. 37), and identified a group of 93 compounds emitted from mobile sources, listed in its Integrated Risk Information System (EPA 2024c). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national- and regional-scale cancer risk drivers from its 2011 National Air Toxics Assessment (EPA 2024d). The nine compounds are called mobile source air toxics (MSATs) and are typically associated with transportation sources including motor vehicles, construction equipment, and locomotives. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (POM). OEA considered these nine compounds in the emissions assessment.

H.4.2 Greenhouse Gases

In nature, carbon dioxide (CO_2) is exchanged continually between the atmosphere, plants, and animals through processes of photosynthesis, respiration, and decomposition, and between the atmosphere and ocean through gas exchange. Oceans and living biomass (i.e., sinks) absorb billions of tons of carbon in the form of CO_2 and emit it to the atmosphere annually through natural and man-made processes (i.e., sources). CO_2, however, constitutes less than one-tenth of 1 percent of the total atmosphere gases. Similar to the glass in a greenhouse, certain gases, primarily CO_2, nitrous oxide (N_2O), and methane (CH_4) absorb heat that the surface of the Earth radiates. Increases in the atmospheric concentrations of these gases can cause the Earth to warm by trapping more heat. The common term for this phenomenon is the "greenhouse effect," and these gases are typically referred to as "greenhouse gases." GHG emissions have effects at the regional and global scale and are thus reviewed at a regional scale. EPA has not established ambient air standards for GHGs as it has for the criteria pollutants under the NAAQS.

H.5 Emissions Inventory Methodology

H.5.1 Rail Line and Associated CMV Facility Operations Emissions

OEA evaluated the environmental consequences for operation of the Southern and Northern Rail Alternatives and measured air quality and GHG emissions. OEA assessed changes in pollutant emissions for the proposed line and the associated CMV Facility. OEA also compared emissions under the Southern and Northern Rail Alternatives to emissions under the No-Action Alternative.

OEA estimated emissions for nitrogen oxides (NO_X); VOC; PM_{10}; $PM_{2.5}$; SO_2; CO; Carbon Dioxide Equivalent (CO2e); Methane (CH_4); Nitrogen Dioxide (N_2O); and HAPs. OEA calculated CO2e by deriving CO_2, CH_4, and N_2O emissions and applying global warming potentials (EPA 2024b). The emissions estimations were based on changes in freight train activity, delays at public at-grade crossings, truck vehicle miles traveled (VMTs), and construction schedules. OEA analyzed operational and construction emissions despite the study area being in attainment for all criteria pollutants.

OEA used the number of locomotives per day, average rated horsepower (HP) of any locomotives observed in the fleet, idle load factor, and idle time to calculate the estimated daily idling activity during rail operations. OEA used the number of locomotives per day, average rated HP of any locomotive observed in the fleet, track length, and average travel speed to calculate the estimated daily moving activity during rail operations. The fuel usage associated with idling and moving activities were combined to get the total daily fuel usage. OEA obtained emission factors for calculating locomotive emissions and emission tier standards using the 2020 National Emissions Inventory for Class I Fleets, as Union Pacific Railroad (UP) and BNSF Railway are both Class I railroads (Eastern Research Group, Inc. (ERG) 2022). OEA used this to create composite fleet-wide emission factors by pollutant for its analysis. Emission factors were converted into a grams per gallon format using the EPA-provided conversion factor from brake horsepower-hours to gallons and HAPs emission rates were estimated by applying speciation profiles to the VOC or PM emission rates (EPA 2009; EPA 2021).

For its grade crossings assessment, OEA used the MOVES4 on-road module to determine idling emission rates for all motor vehicles at at-grade crossings on urban unrestricted access roadways in Maverick County. The lowest speeds possible were assumed to account for the idling speeds. These rates were used alongside the estimated total annual delays under the Southern and Northern Rail Alternatives and under the No-Action Alternative. Total annual delays were calculated at each at-grade crossing by multiplying the average vehicle delay time with the average number of vehicles delayed per day and then converting to the delay hours per year. These values were used to determine the emissions in tons per year for each of the previously mentioned pollutants.

OEA also analyzed truck emissions related to VMT and changes in delay times at the United States/Mexico border between the No-Action Alternative and the associated CMV Facility. OEA used VMTs that were estimated based on projected 2031 annual truck trips as well as travel routes using existing and planned future roadways. Emission rates of each pollutant were determined using default inputs within the on-road module of the MOVES4 model (EPA 2023). Truck speeds were estimated using the existing speed limits on the current travel roadways. OEA analyzed VMT emissions for long- and short-haul trucks on urban and rural unrestricted and restricted access roadways within Maverick County. The emission rates from MOVES4 were multiplied with the projected VMT volumes and then converted to tons per year to get the total emissions for each pollutant.

OEA also calculated impacts from reduced idling of inbound trucks queued at the associated CMV Facility based on on-road emission factors from the MOVES4 model's default inputs. Speeds for long- and short-haul trucks on urban unrestricted roadways were assumed to be less than 2.5 mph to represent the idling condition. OEA calculated emissions per year by multiplying the pollutant emission rates by the projected 2031 analysis year number of annual trucks entering the United States and estimated idling times at the border. OEA then converted these rates from grams per year to tons per year for each pollutant.

H.5.2 Rail Line and Associated CMV Facility Construction Emissions

OEA also assessed emissions from construction of the proposed line and the associated CMV Facility. The construction assessment included a quantification of the air quality emissions of the construction equipment as well as fugitive dust (dust emissions of the criteria pollutant PM) from general construction sitework and earthwork.

Under the Southern and Northern Rail Alternatives, GER would construct 1.3 miles of new rail line. OEA used the estimated number of construction days to calculate equipment use and the associated emissions as explained below. GER estimated that construction would take approximately 382 working days for the proposed rail line and 384 working days for the associated CMV Facility, where working days are assumed to be 8-hour days in a 5-day work week; 382 and 384 working days is equivalent to 534 and 537 total calendar days, respectively. According to GER, construction of the proposed line and the associated CMV Facility would progress simultaneously, and all construction would be completed roughly one and a half years from the start date. OEA analyzed the rolling year that would have the highest emissions, which would be the first to fourth quarter of the first year of construction, assuming an analysis year of 2025. OEA quantified emissions from both nonroad equipment and fugitive dust for its construction analysis as described below. OEA added equipment and fugitive dust emissions to create a total construction emissions inventory.

OEA estimated emissions from nonroad equipment based on a list of equipment provided by GER (see **Table H-15** and **Table H-16**). OEA derived emission factors for the equipment using the nonroad module within the MOVES4 model. OEA ran the MOVES4 model for Maverick County, where the construction would be located, using model default inputs. OEA assumed equipment size and age corresponding to the model's default population data and used GER-provided fuel type information. OEA estimated hours of equipment operation by assuming an 8-hour workday and provided time utilization factors.[2] OEA combined these operating hours with emission factors and load factors to estimate equipment emissions.

OEA quantified fugitive dust emissions associated with construction from general site work and earthwork. Fugitive dust emissions were quantified based on the assumption that dust-generating construction and earthwork occurs throughout the 8-hour workday using factors from the "WRAP Fugitive Dust Handbook" for construction emissions and corresponding earthwork emissions (Countess Environmental 2006). OEA assumed $PM_{2.5}$ emissions to be 10 percent of the PM_{10} emissions consistent with the guidance. The estimated fugitive dust emissions are conservative since dust control measures, which are expected to be implemented, were not included in the analysis.

For its GHG analysis, OEA quantified the tons of GHG emissions per year that it projects would occur under the build alternatives as well as the No-Action Alternative.

H.6 Affected Environment

The affected environment for air quality is determined by the attainment status of the counties in the study area and by identifying proximate Class I Areas. Maverick County, Texas, is in attainment for all NAAQS.

[2] Time utilization factor is the percentage of time that a piece of equipment is actively being used. For example, a truck could be on site for a full 8-hour day, but with a utilization rate of 25 percent, it is only being used two of those eight hours.

Rail Segment Analysis Tables

Table H-4. Locomotive Emissions

No Action Rail Emissions

Trains/Day	19
Locomotives/Train	3
Locomotives/Day	57
Rated HP	4,280

Idle Activity

Idle Load Factor	0.004
Idle Time (hr)	0.12
Idle bhp-hr	100

Moving Activity

Moving Load Factor	0.44
Moving Distance (mi)	4.2
Moving Avg Speed (mph)	15.0
Moving Time (hr) per train	0.3
Moving bhp-hr	30,096

Total Activity

Total bhp-hr	30,195
Gallons	1,452

Proposed Rail Emissions

Trains/Day	19
Locomotives/Train	3
Locomotives/Day	57
Rated HP	4,280

Idle Activity

Idle Load Factor	0.004
Idle Time (hr)	0.0
Idle bhp-hr	0

Moving Activity

Moving Load Factor	0.44
Moving Distance (mi)	1.3
Moving Avg Speed (mph)	15.0
Moving Time (hr) per locomotive	0.1
Moving bhp-hr	9,566

Total Daily Activity

Total bhp-hr	9,566
Gallons	460

Emissions Calcuations	Emission Factor (g/gal)	Emissions (g/day)	Emissions (tons/yr)
Criteria Pollutants			
NOx	120.48	174,900.84	70.37
VOC	4.85	7,047.13	2.84
PM10	3.04	4,416.07	1.78
PM2.5	2.95	4,283.59	1.72
SO2	0.09	136.31	0.05
CO	26.62	38,649.79	15.55
Greenhouse Gases			
CO2	10,150.00	14,734,653.59	5,928.39
CH4	0.80	1,161.35	0.47
N2O	0.26	377.44	0.15
CO2e	-	14,867,192.88	5,981.71
Hazardous Air Pollutants			
Acetaldehyde	0.38	551.79	0.22
Acrolein	0.08	112.75	0.05
Benzene	0.11	158.56	0.06
1,3-Butadiene	0.01	13.11	0.01
Ethyl Benzene	0.02	27.06	0.01
Formaldehyde	1.08	1,571.51	0.63
Napthalene	0.01	19.24	0.01
POM	0.01	19.51	0.01

Emissions Calcuations	Emission Factor (g/gal)	Emissions (g/day)	Emissions (tons/yr)
Criteria Pollutants			
NOx	120.48	55,410.07	22.29
VOC	4.85	2,232.59	0.90
PM10	3.04	1,399.05	0.56
PM2.5	2.95	1,357.08	0.55
SO2	0.09	43.19	0.02
CO	26.62	12,244.58	4.93
Greenhouse Gases			
CO2	10,150.00	4,668,063.48	1,878.16
CH4	0.80	367.93	0.15
N2O	0.26	119.58	0.05
CO2e	-	4,710,053.05	1,895.06
Hazardous Air Pollutants			
Acetaldehyde	0.38	174.81	0.070
Acrolein	0.08	35.72	0.014
Benzene	0.11	50.23	0.020
1,3-Butadiene	0.01	4.15	0.002
Ethyl Benzene	0.02	8.57	0.003
Formaldehyde	1.08	497.87	0.200
Napthalene	0.01	6.09	0.002
POM	0.01	6.18	0.002

Notes:
CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

Table H-5. Locomotive Emission Factors

Factors by Tier (g/gal) (from "2020 National Emissions Inventory - Locomotive Methodology"- ERG 2020)

Tier	%	NOx	VOC	PM10	PM2.5	SO2	CO	CO2	CH4	N2O
Uncontrolled	2%	270.40	10.51	6.656	6.456	0.0939	26.624	10150	0.8	0.26
0	5%	178.88	10.51	6.656	6.456	0.0939	26.624	10150	0.8	0.26
0+	14%	149.76	6.57	4.160	4.035	0.0939	26.624	10150	0.8	0.26
1	1%	139.36	10.29	6.656	6.456	0.0939	26.624	10150	0.8	0.26
1+	26%	139.36	6.35	4.160	4.035	0.0939	26.624	10150	0.8	0.26
2	5%	102.96	5.69	3.744	3.632	0.0939	26.624	10150	0.8	0.26
2+	23%	102.96	2.85	1.664	1.614	0.0939	26.624	10150	0.8	0.26
3	14%	102.96	2.85	1.664	1.614	0.0939	26.624	10150	0.8	0.26
4	7%	20.80	0.88	0.312	0.303	0.0939	26.624	10150	0.8	0.26
4C	4%	102.96	2.85	1.664	1.614	0.0939	26.624	10150	0.8	0.26
Composite	**100%**	**120.48**	**4.85**	**3.042**	**2.951**	**0.0939**	**26.624**	**10150**	**0.8**	**0.26**

HAPS	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
Composite (g/gal)	**0.38**	**0.08**	**0.11**	**0.01**	**0.02**	**1.08**	**0.01**	**0.01**

Source Criteria Pollutants/GHGs: "2020 National Emissions Inventory - Locomotive Methodology"- ERG 2020, Table 5
Source HAPS: 2017 EPA National Emissions Inventory, "2017Rail_HAP_AugmentationProfileAssignmentFactors_20200128.xlsx".
Notes:

Tier mix from Table 4 in the previously cited ERG document.
HAPs speciation for locomotives from 2017 NEI applied to VOC and PM2.5 emission rates, as appropriate.

Grade Crossing Analysis Tables

Table H-6. Grade Crossing Analysis - No Action Criteria Pollutant Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		No Action Emissions (tons/year)									
FRA Crossing ID	**County**	**State**	**NA min**	**WA min**	**NA VPD**	**WA VPD**	**NA Hrs**	**WA Hrs**	**NOX**	**VOC**	**PM10**	**PM2.5**	**SO2**	**CO**	**CO2**	**CH4**	**N2O**	**CO2e**
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	7.2E-04	9.8E-05	1.2E-05	1.1E-05	6.3E-06	6.1E-03	1.32	1.2E-04	4.1E-05	1.33
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	1.2E-03	1.7E-04	2.0E-05	1.8E-05	1.1E-05	1.0E-02	2.26	2.0E-04	7.1E-05	2.29
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	8.1E-04	1.1E-04	1.3E-05	1.2E-05	7.0E-06	6.8E-03	1.47	1.3E-04	4.6E-05	1.48
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	7.7E-04	1.0E-04	1.3E-05	1.1E-05	6.7E-06	6.5E-03	1.39	1.2E-04	4.4E-05	1.41
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	1.9E-03	2.6E-04	3.2E-05	2.9E-05	1.7E-05	1.6E-02	3.50	3.1E-04	1.1E-04	3.54
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	6.7E-04	9.0E-05	1.1E-05	9.9E-06	5.8E-06	5.6E-03	1.22	1.1E-04	3.8E-05	1.23

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

Table H-7. Grade Crossing Analysis - Proposed Action Criteria Pollutant Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		With Action Emissions (tons/year)									
FRA Crossing ID	**County**	**State**	**NA min**	**WA min**	**NA VPD**	**WA VPD**	**NA Hrs**	**WA Hrs**	**NOX**	**VOC**	**PM10**	**PM2.5**	**SO2**	**CO**	**CO2**	**CH4**	**N2O**	**CO2e**
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

Table H-8. Grade Crossing Analysis - Action-Related Criteria Pollutant Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		Acquisition-Related Emissions (tons/year)						
FRA Crossing ID	**County**	**State**	**NA min**	**WA min**	**NA VPD**	**WA VPD**	**NA Hrs**	**WA Hrs**	**NOX**	**VOC**	**PM10**	**PM2.5**	**SO2**	**CO**	**CO2e**
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	-7.2E-04	-9.8E-05	-1.2E-05	-1.1E-05	-6.3E-06	-6.1E-03	-1.33
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	-1.2E-03	-1.7E-04	-2.0E-05	-1.8E-05	-1.1E-05	-1.0E-02	-2.29
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	-8.1E-04	-1.1E-04	-1.3E-05	-1.2E-05	-7.0E-06	-6.8E-03	-1.48
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	-7.7E-04	-1.0E-04	-1.3E-05	-1.1E-05	-6.7E-06	-6.5E-03	-1.41
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	-1.9E-03	-2.6E-04	-3.2E-05	-2.9E-05	-1.7E-05	-1.6E-02	-3.54
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	-6.7E-04	-9.0E-05	-1.1E-05	-9.9E-06	-5.8E-06	-5.6E-03	-1.23

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

Table H-9. Grade Crossing Analysis - No Action HAPs Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		No Action Emissions (tons/year)							
FRA Crossing ID	County	State	NA min	WA min	NA VPD	WA VPD	NA Hrs	WA Hrs	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	2.2E-06	2.1E-07	3.1E-06	4.9E-08	1.3E-06	3.5E-06	1.5E-07	4.0E-09
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	3.7E-06	3.7E-07	5.3E-06	8.3E-08	2.2E-06	6.0E-06	2.6E-07	6.9E-09
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	2.4E-06	2.4E-07	3.5E-06	5.4E-08	1.4E-06	3.9E-06	1.7E-07	4.5E-09
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	2.3E-06	2.3E-07	3.3E-06	5.1E-08	1.3E-06	3.7E-06	1.6E-07	4.2E-09
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	5.7E-06	5.7E-07	8.2E-06	1.3E-07	3.4E-06	9.3E-06	4.0E-07	1.1E-08
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	2.0E-06	2.0E-07	2.9E-06	4.5E-08	1.2E-06	3.2E-06	1.4E-07	3.7E-09

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

Table H-10. Grade Crossing Analysis - Proposed Action HAPs Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		With Action Emissions (tons/year)							
FRA Crossing ID	County	State	NA min	WA min	NA VPD	WA VPD	NA Hrs	WA Hrs	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

Table H-11. Grade Crossing Analysis - Action-Related HAPs Emissions by Crossing

			Average Vehicle Delay		Daily Vehicles Delayed		Total Annual Delay		Acquisition-Related Emissions (tons/year)							
FRA Crossing ID	County	State	NA min	WA min	NA VPD	WA VPD	NA Hrs	WA Hrs	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
764104S	MAVERICK	TEXAS	0.4133	0.0000	270	0	679.7	0.0	-2.2E-06	-2.1E-07	-3.1E-06	-4.9E-08	-1.3E-06	-3.5E-06	-1.5E-07	-4.0E-09
764106F	MAVERICK	TEXAS	0.4250	0.0000	452	0	1,167.8	0.0	-3.7E-06	-3.7E-07	-5.3E-06	-8.3E-08	-2.2E-06	-6.0E-06	-2.6E-07	-6.9E-09
912039X	MAVERICK	TEXAS	0.4000	0.0000	312	0	758.0	0.0	-2.4E-06	-2.4E-07	-3.5E-06	-5.4E-08	-1.4E-06	-3.9E-06	-1.7E-07	-4.5E-09
764107M	MAVERICK	TEXAS	0.4083	0.0000	290	0	719.6	0.0	-2.3E-06	-2.3E-07	-3.3E-06	-5.1E-08	-1.3E-06	-3.7E-06	-1.6E-07	-4.2E-09
764108U	MAVERICK	TEXAS	0.4250	0.0000	700	0	1,808.5	0.0	-5.7E-06	-5.7E-07	-8.2E-06	-1.3E-07	-3.4E-06	-9.3E-06	-4.0E-07	-1.1E-08
764113R	MAVERICK	TEXAS	0.4117	0.0000	251	0	628.8	0.0	-2.0E-06	-2.0E-07	-2.9E-06	-4.5E-08	-1.2E-06	-3.2E-06	-1.4E-07	-3.7E-09

Notes:

Vehicles Delayed and Average Delay provided from the transportation study

Table H-12. Grade Crossing Analysis – Onroad Vehicle Emission Factors

Roadway Idling Emission Factors (g/hr)

Year	NOX	VOC	PM10	PM2.5	SO2	CO	CO2	CH4	N2O	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
2031	0.96	0.13	0.02	0.01	0.01	8.13	1756.4	0.16	0.06	2.9E-03	2.9E-04	4.1E-03	6.5E-05	1.7E-03	4.6E-03	2.0E-04	5.3E-06

Source: MOVES 4

Notes:

MOVES Emission Rates assumed default inputs. County is in attainment and these results are for informational purposes only.

County-Level Default Scale with Default Inputs Except Average Speed Distribution set to SpeedBin 1

Represents an average of emission factors for all 24 hours and 12 months for weekday

Maverick County, TX

All Vehicle and Fuel types included

Urban Unrestricited Access Roadways included

TIGERweb (census.gov) for rural and urban classifications

Truck Analysis Tables

Table H-13. Diesel Truck VMT Emissions

2031 No Action					2031 Proposed Action				
Pollutant	**Emission Rate (g/mi)**	**Total VMT**	**g/year**	**tons/year**	**Pollutant**	**Emission Rate (g/mi)**	**Total VMT**	**g/year**	**tons/year**
NOX	1.45	13,567,650	19,608,234	21.61	NOX	1.82	3,642,014	6,619,491	7.30
VOC	0.03	13,567,650	453,684	0.50	VOC	0.04	3,642,014	143,779	0.16
PM10	0.01	13,567,650	195,466	0.22	PM10	0.04	3,642,014	144,810	0.16
PM2.5	0.01	13,567,650	84,672	0.09	PM2.5	0.01	3,642,014	37,212	0.04
SO2	0.00	13,567,650	64,892	0.07	SO2	0.00	3,642,014	17,372	0.02
CO	1.09	13,567,650	14,799,550	16.31	CO	1.42	3,642,014	5,153,604	5.68
CO2	1430	13,567,650	19,397,155,172	21,382	CO2	1426	3,642,014	5,192,900,625	5,724
CH4	0.01	13,567,650	148,675	0.16	CH4	0.01	3,642,014	47,163	0.05
N2O	0.21	13,567,650	2,862,059	3.15	N2O	0.21	3,642,014	767,036	0.85
Acetaldehyde	1.37E-03	13,567,650	18,602	2.05E-02	Acetaldehyde	1.62E-03	3,642,014	5,901	6.50E-03
Acrolein	1.49E-04	13,567,650	2,026	2.23E-03	Acrolein	1.79E-04	3,642,014	651	7.18E-04
Benzene	7.18E-05	13,567,650	974	1.07E-03	Benzene	9.06E-05	3,642,014	330	3.64E-04
1,3-Butadiene	2.32E-05	13,567,650	315	3.48E-04	1,3-Butadiene	2.90E-05	3,642,014	106	1.16E-04
Ethyl Benzene	3.04E-04	13,567,650	4,127	4.55E-03	Ethyl Benzene	3.54E-04	3,642,014	1,290	1.42E-03
Formaldehyde	1.46E-03	13,567,650	19,743	2.18E-02	Formaldehyde	1.77E-03	3,642,014	6,459	7.12E-03
Napthalene	4.93E-05	13,567,650	670	7.38E-04	Napthalene	6.16E-05	3,642,014	224	2.47E-04
POM	1.27E-06	13,567,650	17	1.90E-05	POM	1.57E-06	3,642,014	6	6.30E-06
CO2e				22,222	CO2e				5,950

Notes:

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

MOVES Emission Rates assumed default inputs. County is in attainment and these results are for informational purposes only.

County-Level Default Scale with Default Inputs Except Average Speed Distribution

Average Speed Distribution has Speed Bin 15 set to 1 for No Action

Average Speed Distribution has Speed Bins 9, 10, and 15 set to 0.4276, 0.2886, and 0.2838 respectively for Proposed Action

These estimations are based on VMT and roadway details incl speed limits

Represents an average of emission factors for 8-9 AM on January weekdays

Maverick County, TX

Long and short-haul trucks with all fuel types included, although only diesel results are presented

Urban and Rural Unrestricited and Restricted Access Roadways included

TIGERweb (census.gov) for rural and urban classifications

Table H-14. Diesel Truck Idling Emissions at Border

Pollutant	Emission Rate (g/hr)	Trucks/year*	2031 No Action			2031 Proposed Action		
			Idle Time (hr)	Emissions (g/year)	Emissions (tons/year)	Idle Time (hr)	Emissions (g/year)	Emissions (tons/year)
NOX	22.07	289,067	0.70	4,442,132	4.90	0.18	1,169,822	1.29
VOC	0.52	289,067	0.70	103,982	0.11	0.18	27,383	0.03
PM10	0.59	289,067	0.70	119,142	0.13	0.18	31,376	0.03
PM2.5	0.11	289,067	0.70	21,180	0.02	0.18	5,578	0.01
SO2	0.02	289,067	0.70	3,742	0.00	0.18	985	0.00
CO	12.25	289,067	0.70	2,465,621	2.72	0.18	649,314	0.72
CO2	5,558	289,067	0.70	1,118,408,400	1,233	0.18	294,529,385	325
CH4	0.18	289,067	0.70	36,626	0.04	0.18	9,645	0.01
N2O	0.82	289,067	0.70	164,508	0.18	0.18	43,323	0.05
Acetaldehyde	2.13E-02	289,067	0.70	4,282	4.72E-03	0.18	1,128	1.24E-03
Acrolein	2.32E-03	289,067	0.70	468	5.16E-04	0.18	123	1.36E-04
Benzene	1.14E-03	289,067	0.70	230	2.54E-04	0.18	61	6.68E-05
1,3-Butadiene	3.59E-04	289,067	0.70	72	7.97E-05	0.18	19	2.10E-05
Ethyl Benzene	4.69E-03	289,067	0.70	944	1.04E-03	0.18	249	2.74E-04
Formaldehyde	2.30E-02	289,067	0.70	4,635	5.11E-03	0.18	1,221	1.35E-03
Napthalene	7.83E-04	289,067	0.70	158	1.74E-04	0.18	42	4.58E-05
POM	1.82E-05	289,067	0.70	4	4.04E-06	0.18	1	1.06E-06
CO2e					1,282			338

Source: MOVES4

Notes:

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

MOVES Emission Rates assumed default inputs. County is in attainment and these results are for informational purposes only.

County-Level Default Scale with Default Inputs Except Average Speed Distribution set to SpeedBin 1

Represents an average of emission factors for 8-9 AM on January weekdays

Maverick County, TX

Long and short-haul trucks with all fuel types included, although only diesel results are presented

Urban Unrestricited Access Roadways included

TIGERweb (census.gov) for rural and urban classifications

*Number of annual northbound trucks

Construction Analysis Tables

Table H-15. Construction Analysis- Equipment Emissions Criteria Pollutants

		Time Utilization	Year 1 - Q1	Year 1 - Q2	Year 1 - Q3	Year 1 - Q4	Year 2 - Q1	Year 2 - Q2	Load	Quantity	State and SCC	Criteria Pollutant Emission Factors (g/hr)									Construction Emissions (Rolling Construction Y1Q1 - Y1Q4 (tons/year))											
Construction Phase	Equipment	Factor	Working hrs	Working hrs	Working hrs	Working hrs	Working hrs	Working hrs	Factor	# of pcs	Code	NOX	VOC	PM10	PM2.5	SO2	CO	CO2	CH4	N2O	NOX	VOC	PM10	PM2.5	SO2	CO	CO2e	CO2	CH4	N2O
Rail Line Earthworks	Dumpers/Tenders	65%	1143	1143	286	0	0.00	0.00	0.21	4	TX-2270002023	24.34	4.13	2.75	2.66	0.02	19	4,743	0.22	0.04	0.04	0.01	0.00	0.00	0.00	0.03	7	7	0.00	0.00
Rail Line Earthworks	Rubber Tire Loaders	65%	1143	1143	286	0	0.00	0.00	0.59	2	TX-2270002020	117.12	5.65	6.06	5.88	0.21	34	77,271	0.44	0.09	0.25	0.01	0.01	0.01	0.00	0.07	168	168	0.00	0.00
Rail Line Earthworks	Graders	45%	571	1143	1143	0	0.00	0.00	0.59	1	TX-2270002078	30.11	1.92	2.05	1.99	0.17	9	64,850	0.13	0.03	0.03	0.00	0.00	0.00	0.00	0.01	54	54	0.00	0.00
Rail Line Earthworks	Rollers	30%	0	143	571	0	0.00	0.00	0.59	1	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.01	0.00	0.00	0.00	0.00	0.00	4	4	0.00	0.00
Rail Line Earthworks	Rubber Tire Loaders	70%	904	904	904	0	0.00	0.00	0.59	1	TX-2270002020	117.12	5.65	6.06	5.88	0.21	34	77,271	0.44	0.09	0.14	0.01	0.01	0.01	0.00	0.04	95	95	0.00	0.00
Rail Line Earthworks	Dumpers/Tenders	70%	904	904	904	0	0.00	0.00	0.21	4	TX-2270002023	24.34	4.13	2.75	2.66	0.02	19	4,743	0.22	0.04	0.04	0.01	0.00	0.00	0.00	0.03	8	8	0.00	0.00
Rail Line Earthworks	Graders	50%	571	571	571	0	0.00	0.00	0.59	1	TX-2270002078	30.11	1.92	2.05	1.99	0.17	9	64,850	0.13	0.03	0.02	0.00	0.00	0.00	0.00	0.01	36	36	0.00	0.00
Rail Line Earthworks	Rollers	40%	0	286	286	0	0.00	0.00	0.59	1	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.01	0.00	0.00	0.00	0.00	0.00	5	5	0.00	0.00
Rail Line Earthworks	Off-highway Trucks	30%	0	286	286	0	0.00	0.00	0.59	1	TX-2270002079	652.06	13.34	9.50	9.22	0.66	38	247,943	1.10	0.22	0.07	0.00	0.00	0.00	0.00	0.00	28	28	0.00	0.00
Rail Line Railroad	Cranes	30%	0	0	286	286	0.00	0.00	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.01	0.00	0.00	0.00	0.00	0.00	9	9	0.00	0.00
Rail Line Railroad	Railway Maintenance	30%	0	0	286	286	0.00	0.00	0.21	4	TX-2285002088	77.96	11.40	8.23	7.99	0.06	47	18,976	0.58	0.11	0.01	0.00	0.00	0.00	0.00	0.01	3	3	0.00	0.00
Rail Line Railroad	Rubber Tire Loaders	40%	0	0	286	143	0.00	0.00	0.59	1	TX-2270002020	117.12	5.65	6.06	5.88	0.21	34	77,271	0.44	0.09	0.01	0.00	0.00	0.00	0.00	0.00	9	9	0.00	0.00
Rail Line Railroad	Railway Maintenance	25%	0	0	36	36	0.00	0.00	0.21	1	TX-2285002088	77.96	11.40	8.23	7.99	0.06	47	18,976	0.58	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
Rail Line Railroad	Railway Maintenance	25%	0	0	36	36	0.00	0.00	0.21	1	TX-2285002088	77.96	11.40	8.23	7.99	0.06	47	18,976	0.58	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
Rail Line Bridge and Complementary Works	Off-highway Trucks	30%	143	143	143	143	142.86	142.86	0.59	3	TX-2270002079	652.06	13.34	9.50	9.22	0.66	38	247,943	1.10	0.22	0.22	0.00	0.00	0.00	0.00	0.01	83	83	0.00	0.00
Rail Line Bridge and Complementary Works	Graders	20%	0	0	0	0	142.86	142.86	0.59	1	TX-2270002078	30.11	1.92	2.05	1.99	0.17	9	64,850	0.13	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
Rail Line Bridge and Complementary Works	Rollers	30%	0	0	0	0	285.71	142.86	0.59	1	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
Rail Line Bridge and Complementary Works	Cranes	50%	0	0	143	286	285.71	142.86	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.01	0.00	0.00	0.00	0.00	0.00	11	11	0.00	0.00
Rail Line Bridge and Complementary Works	Air Compressors	40%	107	107	107	107	107.14	107.14	0.43	2	TX-2270006066	59.19	2.36	2.23	2.16	0.06	14	20,445	0.24	0.05	0.01	0.00	0.00	0.00	0.00	0.00	3	3	0.00	0.00
Rail Line Bridge and Complementary Works	Bore/Drill Rigs	30%	143	143	143	143	142.86	142.86	0.43	1	TX-2270002014	163.48	10.96	8.30	8.05	0.12	47	40,762	0.56	0.11	0.01	0.00	0.00	0.00	0.00	0.00	3	3	0.00	0.00
CMV Facility Earthworks	Rubber Tire Loaders	40%	750	750	0	0	0.00	0.00	0.59	2	TX-2270002020	117.12	5.65	6.06	5.88	0.21	34	77,271	0.44	0.09	0.09	0.00	0.00	0.00	0.00	0.03	60	60	0.00	0.00
CMV Facility Earthworks	Excavators	50%	857	857	0	0	0.00	0.00	0.59	2	TX-2270002077	40.11	1.86	1.77	1.71	0.15	9	54,730	0.15	0.03	0.04	0.00	0.00	0.00	0.00	0.01	61	61	0.00	0.00
CMV Facility Earthworks	Crawler Tractor/Dozers	65%	893	714	0	0	0.00	0.00	0.59	2	TX-2270002081	99.52	4.10	4.26	4.13	0.22	24	82,752	0.33	0.06	0.14	0.01	0.01	0.01	0.00	0.03	112	112	0.00	0.00
CMV Facility Earthworks	Rubber Tire Loaders	45%	0	1714	1143	0	0.00	0.00	0.59	2	TX-2270002020	117.12	5.65	6.06	5.88	0.21	34	77,271	0.44	0.09	0.20	0.01	0.01	0.01	0.00	0.06	129	129	0.00	0.00
CMV Facility Earthworks	Off-highway Trucks	65%	1286	1286	714	0	0.00	0.00	0.59	4	TX-2270002079	652.06	13.34	9.50	9.22	0.66	38	247,943	1.10	0.22	3.62	0.07	0.05	0.05	0.00	0.21	1,378	1,378	0.01	0.00
CMV Facility Earthworks	Dumpers/Tenders	65%	1143	1143	286	0	0.00	0.00	0.21	4	TX-2270002023	24.34	4.13	2.75	2.66	0.02	19	4,743	0.22	0.04	0.04	0.01	0.00	0.00	0.00	0.03	7	7	0.00	0.00
CMV Facility Earthworks	Graders	45%	0	0	0	1714	1,714.29	0.00	0.59	4	TX-2270002078	30.11	1.92	2.05	1.99	0.17	9	64,850	0.13	0.03	0.06	0.00	0.00	0.00	0.00	0.02	130	130	0.00	0.00
CMV Facility Earthworks	Rollers	40%	0	0	0	900	0.00	0.00	0.59	2	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.02	0.00	0.00	0.00	0.00	0.01	14	14	0.00	0.00
CMV Facility Earthworks	Tampers/Rammers	40%	0	0	1429	1429	0.00	0.00	0.43	4	TX-2270002007	7.58	1.49	0.47	0.45	0.00	5	1,062	0.13	0.03	0.02	0.00	0.00	0.00	0.00	0.01	2	2	0.00	0.00
CMV Facility Earthworks	Tractors/Loaders/Backhoes	45%	0	0	1500	1500	1,500.00	0.00	0.21	4	TX-2270002021	44.45	6.32	5.33	5.17	0.04	35	13,054	0.38	0.08	0.06	0.01	0.01	0.01	0.00	0.04	16	16	0.00	0.00
CMV Facility Earthworks	Rollers	30%	0	0	0	893	0.00	0.00	0.59	2	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.02	0.00	0.00	0.00	0.00	0.00	11	11	0.00	0.00
CMV Facility Earthworks	Rollers	30%	0	0	0	893	0.00	0.00	0.59	2	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.02	0.00	0.00	0.00	0.00	0.00	11	11	0.00	0.00
CMV Facility Earthworks	Dumpers/Tenders	70%	0	0	0	904	903.57	0.00	0.21	4	TX-2270002023	24.34	4.13	2.75	2.66	0.02	19	4,743	0.22	0.04	0.01	0.00	0.00	0.00	0.00	0.01	3	3	0.00	0.00
CMV Facility Pavement	Off-highway Trucks	40%	0	0	0	0	600.00	600.00	0.59	2	TX-2270002079	652.06	13.34	9.50	9.22	0.66	38	247,943	1.10	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Other Construction Equipment	40%	0	0	0	0	485.71	600.00	0.59	2	TX-2270002024	233.68	14.58	16.77	16.26	0.31	108	104,188	0.98	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Crushing/Proc. Equipment	50%	0	0	0	0	1,178.57	821.43	0.43	2	TX-2270002018	74.48	3.33	2.51	2.44	0.10	16	35,813	0.31	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Crushing/Proc. Equipment	50%	0	0	0	0	1,178.57	821.43	0.43	2	TX-2270002018	74.48	3.33	2.51	2.44	0.10	16	35,813	0.31	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Pavers	60%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002006	53.06	2.13	2.20	2.13	0.11	12	40,395	0.22	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Tractors/Loaders/Backhoes	45%	0	0	0	0	0.00	571.43	0.21	4	TX-2270002021	44.45	6.32	5.33	5.17	0.04	35	13,054	0.38	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Rollers	30%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Rollers	30%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002009	52.12	2.43	2.29	2.22	0.08	14	30,461	0.24	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Pavement	Dumpers/Tenders	70%	0	0	0	0	571.43	285.71	0.21	4	TX-2270002023	24.34	4.13	2.75	2.66	0.02	19	4,743	0.22	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Buildings	Other Construction Equipment	70%	0	0	0	214	214.29	0.00	0.59	2	TX-2270002024	233.68	14.58	16.77	16.26	0.31	108	104,188	0.98	0.19	0.05	0.00	0.00	0.00	0.00	0.02	20	20	0.00	0.00
CMV Facility Buildings	Signal Boards/Light Plants	0%	0	0	143	857	857.14	857.14	0.43	6	TX-2270002012	34.62	3.02	1.46	1.41	0.02	12	6,059	0.27	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Buildings	Excavators	80%	0	0	286	1429	1,428.57	1,428.57	0.59	6	TX-2270002077	40.11	1.86	1.77	1.71	0.15	9	54,730	0.15	0.03	0.21	0.01	0.01	0.01	0.00	0.05	293	293	0.00	0.00
CMV Facility Buildings	Cranes	40%	0	0	0	214	214.29	214.29	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.00	0.00	0.00	0.00	0.00	0.00	4	4	0.00	0.00
CMV Facility Bridge	Other Construction Equipment	70%	686	686	0	0	0.00	0.00	0.59	2	TX-2270002024	233.68	14.58	16.77	16.26	0.31	108	104,188	0.98	0.19	0.29	0.02	0.02	0.02	0.00	0.14	130	130	0.00	0.00
CMV Facility Bridge	Off-highway Trucks	50%	714	714	714	714	714.29	0.00	0.59	4	TX-2270002079	652.06	13.34	9.50	9.22	0.66	38	247,943	1.10	0.22	2.42	0.05	0.04	0.03	0.00	0.14	922	921	0.00	0.00
CMV Facility Bridge	Signal Boards/Light Plants	0%	0	714	714	714	928.57	642.86	0.43	6	TX-2270002012	34.62	3.02	1.46	1.41	0.02	12	6,059	0.27	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Bridge	Surfacing Equipment	20%	0	714	714	714	928.57	642.86	0.59	6	TX-2260002011	9.15	31.11	0.76	0.70	0.02	1,162	4,964	3.43	0.67	0.02	0.05	0.00	0.00	0.00	1.94	9	8	0.01	0.00
CMV Facility Bridge	Bore/Drill Rigs	40%	0	571	500	500	0.00	0.00	0.43	2	TX-2270002014	163.48	10.96	8.30	8.05	0.12	47	40,762	0.56	0.11	0.10	0.01	0.00	0.00	0.00	0.03	24	24	0.00	0.00
CMV Facility Bridge	Cranes	40%	0	679	679	679	678.57	0.00	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.05	0.00	0.00	0.00	0.00	0.01	41	41	0.00	0.00
CMV Facility Bridge	Cranes	30%	0	0	714	714	714.29	535.71	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.02	0.00	0.00	0.00	0.00	0.01	22	22	0.00	0.00
CMV Facility Bridge	Cranes	30%	0	0	0	893	892.86	892.86	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.02	0.00	0.00	0.00	0.00	0.00	13	13	0.00	0.00
CMV Facility Bridge	Cranes	40%	0	893	893	893	0.00	0.00	0.43	2	TX-2270002017	60.59	3.56	2.99	2.90	0.15	16	52,952	0.27	0.05	0.06	0.00	0.00	0.00	0.00	0.02	54	54	0.00	0.00
CMV Facility Bridge	Pumps	0%	0	464	464	464	392.86	0.00	0.43	2	TX-2270006065	60.07	4.91	3.52	3.41	0.04	21	12,906	0.31	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Bridge	Other Construction Equipment	0%	0	0	0	429	428.57	357.14	0.59	2	TX-2270002024	233.68	14.58	16.77	16.26	0.31	108	104,188	0.98	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Fence	Tractors/Loaders/Backhoes	30%	129	129	0	0	0.00	0.00	0.21	1	TX-2270002021	44.45	6.32	5.33	5.17	0.04	35	13,054	0.38	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
CMV Facility Complimentary Works	Tractors/Loaders/Backhoes	60%	0	0	0	0	464.29	50.00	0.21	1	TX-2270002021	44.45	6.32	5.33	5.17	0.04	35	13,054	0.38	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00

Notes:

Emission Factors were derived for the equipment using the Nonroad module within the MOVES

Nonroad run for 2025 Analysis

Maverick County, TX

Assumes Default Inputs and Population Data

Accounts for all months of year

Load Factors sourced from "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling" EPA, 2010, EPA-420-R-10-016

N2O not provided in Nonroad, Estimated using ratio between N2O/CH4 emission factors based on EPAs "Emission Factors for GHG Inventories" for diesel fuel

CO2e values were calculated using the 100-year potential global warming potential (GWP) values from Table A-1 in 40 CFR 98.

Table H-16. Construction Analysis- Equipment Emissions HAPS

												HAPs Emission Factors (g/hr)								Construction Emissions (Rolling Construction Y1Q1 - Y1Q4 (tons/year))							
Construction Phase	Equipment	Time Utilization Factor	Year 1 - Q1 Working hrs	Year 1 - Q2 Working hrs	Year 1 - Q3 Working hrs	Year 1 - Q4 Working hrs	Year 2 - Q1 Working hrs	Year 2 - Q2 Working hrs	Load Factor	Quantity # of pcs	State and SCC Code	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Naphthalene	POM	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Naphthalene	POM
Rail Line Earthworks	Dumpers/Tenders	65%	1143	1143	286	0	0.00	0.00	0.21	4	TX-2270002023	3.77E-01	8.96E-02	1.61E-01	7.66E-03	2.40E-02	1.06E+00	8.11E-03	6.17E-04	5.83E-04	1.39E-04	2.49E-04	1.19E-05	3.72E-05	1.64E-03	1.26E-05	9.55E-07
Rail Line Earthworks	Rubber Tire Loaders	65%	1143	1143	286	0	0.00	0.00	0.59	2	TX-2270002020	5.37E-01	9.83E-02	2.54E-01	9.60E-03	2.86E-02	1.47E+00	1.17E-02	8.06E-04	1.17E-03	2.14E-04	5.52E-04	2.09E-05	6.22E-05	3.19E-03	2.54E-05	1.75E-06
Rail Line Earthworks	Graders	45%	571	1143	1143	0	0.00	0.00	0.59	1	TX-2270002078	1.66E-01	2.79E-02	7.49E-02	2.59E-03	1.22E-02	4.21E-01	3.46E-03	2.35E-04	1.39E-04	2.33E-05	6.26E-05	2.16E-06	1.02E-05	3.52E-04	2.89E-06	1.96E-07
Rail Line Earthworks	Rollers	30%	0	143	571	0	0.00	0.00	0.59	1	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	3.37E-05	6.02E-06	1.69E-05	5.94E-07	1.61E-06	9.34E-05	7.71E-07	5.05E-08
Rail Line Earthworks	Rubber Tire Loaders	70%	904	904	904	0	0.00	0.00	0.59	1	TX-2270002020	5.37E-01	9.83E-02	2.54E-01	9.60E-03	2.86E-02	1.47E+00	1.17E-02	8.06E-04	6.62E-04	1.21E-04	3.13E-04	1.18E-05	3.53E-05	1.81E-03	1.44E-05	9.95E-07
Rail Line Earthworks	Dumpers/Tenders	70%	904	904	904	0	0.00	0.00	0.21	4	TX-2270002023	3.77E-01	8.96E-02	1.61E-01	7.66E-03	2.40E-02	1.06E+00	8.11E-03	6.17E-04	6.62E-04	1.57E-04	2.83E-04	1.35E-05	4.22E-05	1.86E-03	1.42E-05	1.08E-06
Rail Line Earthworks	Graders	50%	571	571	571	0	0.00	0.00	0.59	1	TX-2270002078	1.66E-01	2.79E-02	7.49E-02	2.59E-03	1.22E-02	4.21E-01	3.46E-03	2.35E-04	9.27E-05	1.55E-05	4.17E-05	1.44E-06	6.80E-06	2.34E-04	1.93E-06	1.31E-07
Rail Line Earthworks	Rollers	40%	0	286	286	0	0.00	0.00	0.59	1	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	3.60E-05	6.42E-06	1.80E-05	6.34E-07	1.72E-06	9.96E-05	8.22E-07	5.39E-08
Rail Line Earthworks	Off-highway Trucks	30%	0	286	286	0	0.00	0.00	0.59	1	TX-2270002079	1.33E+00	2.35E-01	6.68E-01	2.30E-02	6.56E-02	3.64E+00	2.91E-02	1.93E-03	1.48E-04	2.62E-05	7.45E-05	2.56E-06	7.32E-06	4.05E-04	3.24E-06	2.16E-07
Rail Line Railroad	Cranes	30%	0	0	286	286	0.00	0.00	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	5.46E-05	9.92E-06	2.57E-05	9.64E-07	3.01E-06	1.48E-04	1.18E-06	7.93E-08
Rail Line Railroad	Railway Maintenance	30%	0	0	286	286	0.00	0.00	0.21	4	TX-2285002088	1.02E+00	2.41E-01	4.24E-01	2.11E-02	6.44E-02	2.87E+00	2.17E-02	1.65E-03	1.63E-04	3.82E-05	6.74E-05	3.35E-06	1.02E-05	4.56E-04	3.44E-06	2.62E-07
Rail Line Railroad	Rubber Tire Loaders	40%	0	0	286	143	0.00	0.00	0.59	1	TX-2270002020	5.37E-01	9.83E-02	2.54E-01	9.60E-03	2.86E-02	1.47E+00	1.17E-02	8.06E-04	5.98E-05	1.10E-05	2.83E-05	1.07E-06	3.19E-06	1.64E-04	1.30E-06	8.99E-08
Rail Line Railroad	Railway Maintenance	25%	0	0	36	36	0.00	0.00	0.21	1	TX-2285002088	1.02E+00	2.41E-01	4.24E-01	2.11E-02	6.44E-02	2.87E+00	2.17E-02	1.65E-03	4.23E-06	9.94E-07	1.75E-06	8.73E-08	2.66E-07	1.19E-05	8.96E-08	6.82E-09
Rail Line Railroad	Railway Maintenance	25%	0	0	36	36	0.00	0.00	0.21	1	TX-2285002088	1.02E+00	2.41E-01	4.24E-01	2.11E-02	6.44E-02	2.87E+00	2.17E-02	1.65E-03	4.23E-06	9.94E-07	1.75E-06	8.73E-08	2.66E-07	1.19E-05	8.96E-08	6.82E-09
Rail Line Bridge and Complementary Works	Off-highway Trucks	30%	143	143	143	143	142.86	142.86	0.59	3	TX-2270002079	1.33E+00	2.35E-01	6.68E-01	2.30E-02	6.56E-02	3.64E+00	2.91E-02	1.93E-03	4.44E-04	7.85E-05	2.24E-04	7.69E-06	2.19E-05	1.22E-03	9.72E-06	6.47E-07
Rail Line Bridge and Complementary Works	Graders	20%	0	0	0	0	142.86	142.86	0.59	1	TX-2270002078	1.66E-01	2.79E-02	7.49E-02	2.59E-03	1.22E-02	4.21E-01	3.46E-03	2.35E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Rail Line Bridge and Complementary Works	Rollers	30%	0	0	0	0	285.71	142.86	0.59	1	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Rail Line Bridge and Complementary Works	Cranes	50%	0	0	143	286	285.71	142.86	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	6.82E-05	1.24E-05	3.22E-05	1.20E-06	3.76E-06	1.85E-04	1.48E-06	9.92E-08
Rail Line Bridge and Complementary Works	Air Compressors	40%	107	107	107	107	107.14	107.14	0.43	2	TX-2270006066	2.36E-01	4.28E-02	1.17E-01	4.26E-03	1.08E-02	6.59E-01	5.48E-03	3.54E-04	3.83E-05	6.96E-06	1.89E-05	6.92E-07	1.75E-06	1.07E-04	8.90E-07	5.75E-08
Rail Line Bridge and Complementary Works	Bore/Drill Rigs	30%	143	143	143	143	142.86	142.86	0.43	1	TX-2270002014	9.75E-01	2.32E-01	3.99E-01	2.01E-02	6.38E-02	2.72E+00	2.07E-02	1.59E-03	7.92E-05	1.89E-05	3.24E-05	1.63E-06	5.18E-06	2.21E-04	1.68E-06	1.29E-07
CMV Facility Earthworks	Rubber Tire Loaders	40%	750	750	0	0	0.00	0.00	0.59	2	TX-2270002020	5.37E-01	9.83E-02	2.54E-01	9.60E-03	2.86E-02	1.47E+00	1.17E-02	8.06E-04	4.19E-04	7.67E-05	1.98E-04	7.49E-06	2.23E-05	1.15E-03	9.10E-06	6.29E-07
CMV Facility Earthworks	Excavators	50%	857	857	0	0	0.00	0.00	0.59	2	TX-2270002077	1.70E-01	2.91E-02	7.96E-02	2.76E-03	1.09E-02	4.44E-01	3.67E-03	2.43E-04	1.89E-04	3.24E-05	8.88E-05	3.08E-06	1.21E-05	4.95E-04	4.09E-06	2.71E-07
CMV Facility Earthworks	Crawler Tractor/Dozers	65%	893	714	0	0	0.00	0.00	0.59	2	TX-2270002081	3.87E-01	6.79E-02	1.85E-01	6.61E-03	2.18E-02	1.04E+00	8.39E-03	5.70E-04	5.26E-04	9.22E-05	2.52E-04	8.99E-06	2.96E-05	1.41E-03	1.14E-05	7.75E-07
CMV Facility Earthworks	Rubber Tire Loaders	45%	0	1714	1143	0	0.00	0.00	0.59	2	TX-2270002020	5.37E-01	9.83E-02	2.54E-01	9.60E-03	2.86E-02	1.47E+00	1.17E-02	8.06E-04	8.98E-04	1.64E-04	4.25E-04	1.61E-05	4.79E-05	2.45E-03	1.95E-05	1.35E-06
CMV Facility Earthworks	Off-highway Trucks	65%	1286	1286	714	0	0.00	0.00	0.59	4	TX-2270002079	1.33E+00	2.35E-01	6.68E-01	2.30E-02	6.56E-02	3.64E+00	2.91E-02	1.93E-03	7.37E-03	1.30E-03	3.71E-03	1.28E-04	3.65E-04	2.02E-02	1.61E-04	1.08E-05
CMV Facility Earthworks	Dumpers/Tenders	65%	1143	1143	286	0	0.00	0.00	0.21	4	TX-2270002023	3.77E-01	8.96E-02	1.61E-01	7.66E-03	2.40E-02	1.06E+00	8.11E-03	6.17E-04	5.83E-04	1.39E-04	2.49E-04	1.19E-05	3.72E-05	1.64E-03	1.26E-05	9.55E-07
CMV Facility Earthworks	Graders	45%	0	0	0	1714	1,714.29	0.00	0.59	4	TX-2270002078	1.66E-01	2.79E-02	7.49E-02	2.59E-03	1.22E-02	4.21E-01	3.46E-03	2.35E-04	3.34E-04	5.60E-05	1.50E-04	5.19E-06	2.45E-05	8.44E-04	6.94E-06	4.71E-07
CMV Facility Earthworks	Rollers	40%	0	0	0	900	0.00	0.00	0.59	2	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	1.13E-04	2.02E-05	5.67E-05	2.00E-06	5.41E-06	3.14E-04	2.59E-06	1.70E-07
CMV Facility Earthworks	Tampers/Rammers	40%	0	0	1429	1429	0.00	0.00	0.43	4	TX-2270002007	1.54E-01	2.78E-02	8.02E-02	2.76E-03	6.53E-03	4.33E-01	3.44E-03	2.21E-04	3.34E-04	6.03E-05	1.74E-04	5.99E-06	1.41E-05	9.39E-04	7.46E-06	4.78E-07
CMV Facility Earthworks	Tractors/Loaders/Backhoes	45%	0	0	1500	1500	1,500.00	0.00	0.21	4	TX-2270002021	5.91E-01	1.25E-01	2.62E-01	1.17E-02	3.20E-02	1.66E+00	1.26E-02	9.19E-04	7.38E-04	1.57E-04	3.27E-04	1.47E-05	4.00E-05	2.07E-03	1.57E-05	1.15E-06
CMV Facility Earthworks	Rollers	30%	0	0	0	893	0.00	0.00	0.59	2	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	8.43E-05	1.51E-05	4.22E-05	1.49E-06	4.03E-06	2.33E-04	1.93E-06	1.26E-07
CMV Facility Earthworks	Rollers	30%	0	0	0	893	0.00	0.00	0.59	2	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	8.43E-05	1.51E-05	4.22E-05	1.49E-06	4.03E-06	2.33E-04	1.93E-06	1.26E-07
CMV Facility Earthworks	Dumpers/Tenders	70%	0	0	0	904	903.57	0.00	0.21	4	TX-2270002023	3.77E-01	8.96E-02	1.61E-01	7.66E-03	2.40E-02	1.06E+00	8.11E-03	6.17E-04	2.21E-04	5.25E-05	9.43E-05	4.49E-06	1.41E-05	6.19E-04	4.75E-06	3.61E-07
CMV Facility Pavement	Off-highway Trucks	40%	0	0	0	0	600.00	600.00	0.59	2	TX-2270002079	1.33E+00	2.35E-01	6.68E-01	2.30E-02	6.56E-02	3.64E+00	2.91E-02	1.93E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Other Construction Equipment	40%	0	0	0	0	485.71	600.00	0.59	2	TX-2270002024	1.36E+00	2.81E-01	6.19E-01	2.59E-02	7.75E-02	3.78E+00	2.95E-02	2.19E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Crushing/Proc. Equipment	50%	0	0	0	0	1,178.57	821.43	0.43	2	TX-2270002018	3.21E-01	5.97E-02	1.54E-01	5.80E-03	1.65E-02	8.88E-01	7.34E-03	4.71E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Crushing/Proc. Equipment	50%	0	0	0	0	1,178.57	821.43	0.43	2	TX-2270002018	3.21E-01	5.97E-02	1.54E-01	5.80E-03	1.65E-02	8.88E-01	7.34E-03	4.71E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Pavers	60%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002006	2.05E-01	3.61E-02	1.00E-01	3.51E-03	1.09E-02	5.59E-01	4.76E-03	3.05E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Tractors/Loaders/Backhoes	45%	0	0	0	0	0.00	571.43	0.21	4	TX-2270002021	5.91E-01	1.25E-01	2.62E-01	1.17E-02	3.20E-02	1.66E+00	1.26E-02	9.19E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Rollers	30%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Rollers	30%	0	0	0	0	0.00	857.14	0.59	2	TX-2270002009	2.42E-01	4.32E-02	1.21E-01	4.26E-03	1.16E-02	6.70E-01	5.53E-03	3.62E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Pavement	Dumpers/Tenders	70%	0	0	0	0	571.43	285.71	0.21	4	TX-2270002023	3.77E-01	8.96E-02	1.61E-01	7.66E-03	2.40E-02	1.06E+00	8.11E-03	6.17E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Buildings	Other Construction Equipment	70%	0	0	0	214	214.29	0.00	0.59	2	TX-2270002024	1.36E+00	2.81E-01	6.19E-01	2.59E-02	7.75E-02	3.78E+00	2.95E-02	2.19E-03	2.66E-04	5.48E-05	1.21E-04	5.06E-06	1.51E-05	7.37E-04	5.76E-06	4.26E-07
CMV Facility Buildings	Signal Boards/Light Plants	0%	0	0	143	857	857.14	857.14	0.43	6	TX-2270002012	3.11E-01	5.67E-02	1.60E-01	5.60E-03	1.34E-02	8.75E-01	7.00E-03	4.54E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Buildings	Excavators	80%	0	0	286	1429	1,428.57	1,428.57	0.59	6	TX-2270002077	1.70E-01	2.91E-02	7.96E-02	2.76E-03	1.09E-02	4.44E-01	3.67E-03	2.43E-04	9.09E-04	1.56E-04	4.26E-04	1.48E-05	5.82E-05	2.38E-03	1.96E-05	1.30E-06
CMV Facility Buildings	Cranes	40%	0	0	0	214	214.29	214.29	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	2.73E-05	4.96E-06	1.29E-05	4.82E-07	1.51E-06	7.41E-05	5.91E-07	3.97E-08
CMV Facility Bridge	Other Construction Equipment	70%	686	686	0	0	0.00	0.00	0.59	2	TX-2270002024	1.36E+00	2.81E-01	6.19E-01	2.59E-02	7.75E-02	3.78E+00	2.95E-02	2.19E-03	1.70E-03	3.51E-04	7.72E-04	3.24E-05	9.67E-05	4.72E-03	3.68E-05	2.73E-06
CMV Facility Bridge	Off-highway Trucks	50%	714	714	714	714	714.29	0.00	0.59	4	TX-2270002079	1.33E+00	2.35E-01	6.68E-01	2.30E-02	6.56E-02	3.64E+00	2.91E-02	1.93E-03	4.93E-03	8.72E-04	2.48E-03	8.54E-05	2.44E-04	1.35E-02	1.08E-04	7.19E-06
CMV Facility Bridge	Signal Boards/Light Plants	0%	0	714	714	714	928.57	642.86	0.43	6	TX-2270002012	3.11E-01	5.67E-02	1.60E-01	5.60E-03	1.34E-02	8.75E-01	7.00E-03	4.54E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Bridge	Surfacing Equipment	20%	0	714	714	714	928.57	642.86	0.59	6	TX-2260002011	1.82E-01	9.11E-03	1.27E+00	2.52E-01	5.20E-01	3.57E-01	2.10E-02	5.49E-04	3.04E-04	1.52E-05	2.13E-03	4.21E-04	8.70E-04	5.97E-04	3.52E-05	9.18E-07
CMV Facility Bridge	Bore/Drill Rigs	40%	0	571	500	500	0.00	0.00	0.43	2	TX-2270002014	9.75E-01	2.32E-01	3.99E-01	2.01E-02	6.38E-02	2.72E+00	2.07E-02	1.59E-03	5.81E-04	1.38E-04	2.38E-04	1.20E-05	3.80E-05	1.62E-03	1.24E-05	9.49E-07
CMV Facility Bridge	Cranes	40%	0	679	679	679	678.57	0.00	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	2.59E-04	4.71E-05	1.22E-04	4.58E-06	1.43E-05	7.04E-04	5.61E-06	3.77E-07
CMV Facility Bridge	Cranes	30%	0	0	714	714	714.29	535.71	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	1.36E-04	2.48E-05	6.43E-05	2.41E-06	7.53E-06	3.70E-04	2.96E-06	1.98E-07
CMV Facility Bridge	Cranes	30%	0	0	0	893	892.86	892.86	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	8.52E-05	1.55E-05	4.02E-05	1.51E-06	4.71E-06	2.31E-04	1.85E-06	1.24E-07
CMV Facility Bridge	Cranes	40%	0	893	893	893	0.00	0.00	0.43	2	TX-2270002017	3.36E-01	6.11E-02	1.58E-01	5.93E-03	1.85E-02	9.11E-01	7.27E-03	4.88E-04	3.41E-04	6.20E-05	1.61E-04	6.02E-06	1.88E-05	9.26E-04	7.39E-06	4.96E-07
CMV Facility Bridge	Pumps	0%	0	464	464	464	392.86	0.00	0.43	2	TX-2270006065	4.56E-01	9.81E-02	2.00E-01	9.08E-03	2.53E-02	1.28E+00	9.82E-03	7.06E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Bridge	Other Construction Equipment	0%	0	0	0	429	428.57	357.14	0.59	2	TX-2270002024	1.36E+00	2.81E-01	6.19E-01	2.59E-02	7.75E-02	3.78E+00	2.95E-02	2.19E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
CMV Facility Fence	Tractors/Loaders/Backhoes	30%	129	129	0	0	0.00	0.00	0.21	1	TX-2270002021	5.91E-01	1.25E-01	2.62E-01	1.17E-02	3.20E-02	1.66E+00	1.26E-02	9.19E-04	1.05E-05	2.24E-06	4.67E-06	2.09E-07	5.72E-07	2.96E-05	2.25E-07	1.64E-08
CMV Facility Complimentary Works	Tractors/Loaders/Backhoes	60%	0	0	0	0	464.29	50.00	0.21	1	TX-2270002021	5.91E-01	1.25E-01	2.62E-01	1.17E-02	3.20E-02	1.66E+00	1.26E-02	9.19E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Notes:

Emission Factors were derived for the equipment using the Nonroad module within the MOVES

Nonroad run for 2025 Analysis

Maverick County, TX

Assumes Default Inputs and Population Data

Accounts for all months of year

Load Factors sourced from "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling" EPA, 2010, EPA-420-R-10-016

N2O not provided in Nonroad, Estimated using ratio between N2O/CH4 emission factors based on EPAs "Emission Factors for GHG Inventories" for diesel fuel

Table H-17. Construction Analysis- Fugitive Dust Emissions

Rolling Year 1

						Days of Construction	Work Hours	Emission Factors (lbs/hr)		Construction Emissions (Rolling Construction Y1Q1 - Y1Q4 (tons/year))	
Site	**County**	**State**	**Attainment**	**NA Pollutant**	**Dust Source**	**days**	**hrs**	**PM10**	**PM2.5**	**PM10**	**PM2.5**
Rail Line	Maverick	TX	Attainment	N/A	General Construction	261	2086	0.13	0.013	0.14	0.01
Rail Line	Maverick	TX	Attainment	N/A	Earthwork	143	1143	49	4.9	28.00	2.80
CMV Facility	Maverick	TX	Attainment	N/A	General Construction	261	2086	0.13	0.013	0.14	0.01
CMV Facility	Maverick	TX	Attainment	N/A	Earthwork	261	2086	49	4.9	51.10	5.11

Notes:

Analysis done for the first rolling year as it has the highest construction emissions

Fugitive Dust Emissions rates taken from WRAP Fugitive Dust Handbook.

Western Governors' Association (WGA). "WRAP Fugitive Dust Handbook" September 7, 2006.

PM2.5 emissions were assumed to be 10 percent of the PM10 emissions as described by the guidance.

Table H-18. Construction Analysis- Emissions Yearly Summary

Construction Phase	Construction Emissions (Rolling Construction Y1Q1 - Y1Q4 (tons/year))																	
	NOX	VOC	PM10	PM2.5	SO2	CO	CO2e	CO2	CH4	N2O	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethyl Benzene	Formaldehyde	Napthalene	POM
Rail Line																		
Construction Equipment	0.90	0.05	0.04	0.04	0.00	0.24	527	527	0.00	0.00	4.44E-03	8.86E-04	2.04E-03	8.22E-05	2.54E-04	1.22E-02	9.61E-05	6.81E-06
Fugitive Dust	-	-	28.14	2.81	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Line Subtotal	0.90	0.05	28.18	2.85	0.00	0.24	527	527	0.00	0.00	4.44E-03	8.86E-04	2.04E-03	8.22E-05	2.54E-04	1.22E-02	9.61E-05	6.81E-06
CMV Facility																		
Construction Equipment	7.58	0.27	0.18	0.17	0.01	2.82	3,468	3,466	0.02	0.00	2.14E-02	3.93E-03	1.24E-02	7.96E-04	1.99E-03	5.85E-02	4.96E-04	3.24E-05
Fugitive Dust	-	-	51.24	5.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMV Facility Subtotal	7.58	0.27	51.41	5.30	0.01	2.82	3,468	3,466	0.02	0.00	2.14E-02	3.93E-03	1.24E-02	7.96E-04	1.99E-03	5.85E-02	4.96E-04	3.24E-05
Overall Total	8.48	0.32	79.59	8.15	0.01	3.06	3,995	3,993	0.03	0.01	2.59E-02	4.81E-03	1.44E-02	8.78E-04	2.24E-03	7.07E-02	5.92E-04	3.92E-05

Notes:

Year 1 Quarters 1-4 was selected as the analysis year as it had the highest emissions of any rolling construction year.

Totals may not add exactly due to rounding.

Appendix I
Topography, Geology, Soils, and Hazardous Waste Sites

OEA analyzed how construction and operation of the proposed line (both the Southern and Northern Rail Alternatives) and the associated CMV Facility could affect topography, geology, soils, and hazardous waste sites. Topography is the natural and artificial surface features of a landscape. Geology is the structure on and below Earth's surface and the processes that have shaped it. Soils are the upper layer of earth in which plants grow. Hazardous waste sites involve the presence or concentration of liquids, solids, gases or sludges with properties that are potentially harmful to humans or the environment. This appendix describes the affected environment and potential environmental consequences on geology, soils, and hazardous waste sites that could result from the Southern and Northern Rail Alternatives, the associated CMV Facility, and the No-Action Alternative.

I.1 Approach

This section describes the approach OEA used to analyze effects on topography, geology, and soils in the study area. This section also describes the approach that OEA used to identify the sites of past hazardous materials releases. Construction of the proposed line has the potential to impact soil or groundwater contaminated by past deposits or releases (such as spills or leaks) of hazardous materials.

I.1.1 Topography, Geology, and Soils

OEA used the following sources to assess the affected environment and potential effects on topography, geology, and soils: Natural Resources Conservation Service (NRCS) Online Soil Survey for Maverick County, Texas; correspondence from NRCS; Geologic Database of Texas Viewer; Google Earth topographical data; and field observations conducted in April 2024.

This section also provides information on farmland that may require consideration under the Farmland Protection Policy Act (FPPA). 7 U.S.C. Part 658. FPPA is intended to minimize the impact that federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Farmland considered under FPAA includes prime farmland, unique farmland, and land of statewide or local importance. Prime farmland is land that has the best potential for producing essential crops and is available for such use. Unique farmland is land other than prime farmland that is used for high-value food and fiber crop production. Land of statewide or local importance is designated by state agencies and contributes to food production. The requirements and applicability of FPPA are further discussed in *Chapter 3, Section 3.12, Land Use,* of the ~~Draft~~ Environmental Impact Statement (EIS).

The topography, geology, and soils study area for the proposed line encompasses the area underlying the Southern and Northern Rail Alternatives. The study area for the associated CMV Facility is underlying the associated CMV Facility.

To evaluate potential effects on topography, geology, and soils, OEA used Geographic Information Systems (GIS) to overlay the two build alternatives and the associated CMV Facility onto soil and topographic maps.

I.1.2 Hazardous Waste Sites

Hazardous waste, as described by the U.S. Environmental Protection Agency (EPA), is waste with properties that make it dangerous or potentially harmful to human health or the environment. Hazardous wastes, which can be liquids, solids, gases, or sludges, are generally discarded commercial products or the byproducts of manufacturing processes (EPA 2024d). Hazardous materials are hazardous substances as defined by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and are not necessarily associated with chemical handling and industrial processes. 42 U.S.C. § 9601 *et seq*. For purposes of OEA's analysis, a hazardous materials site is a documented area that has been affected by a past release of hazardous materials into soil, groundwater, surface water, sediments, and/or air.

OEA identified sites where releases of hazardous materials are recorded to have occurred within 500 feet of the proposed line and the associated CMV Facility, including construction staging areas (hereafter referred to as the study area). OEA used a 500-foot buffer when seeking to identify hazardous materials release sites where contamination may have migrated into a project construction area. OEA considers it unlikely that this would happen for sites farther than 500 feet.

To identify documented past spills and releases of hazardous materials in the study area, OEA obtained environmental database reports from Environmental Data Resources, Inc. (EDR) (EDR 2024). The EDR reports include listings from several federal and state environmental databases, a subset of which are listed in ASTM Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Specifically, the following state and federal environmental databases were searched by EDR in preparing the reports: Federal National Priorities List (NPL), Superfund Enterprise Management System (SEMS), Resource Conservation Recovery Act (RCRA) corrective action (CORRACTS), RCRA generator, engineering/institutional control, Emergency Response Notification System (ERNS), state and tribal equivalent SEMS, IA ALLSITES, landfill or solid waste disposal sites, leaking storage tanks, registered storage tanks, voluntary cleanup programs, and brownfield databases. Descriptions of these different environmental databases are included in *Attachment A* to this appendix**.** A property identified in the EDR reports may be listed in multiple environmental databases. OEA evaluated only database listings related to spills or releases of petroleum and/or hazardous materials to assess for potential impacts that past releases may have had on soil and/or groundwater conditions within the study area.

In addition, OEA conducted a review of Federal Railroad Administration's (FRA) database of train collision reports and Pipeline and Hazardous Materials Safety Administration (PHMSA) data to identify incidents that took place between 1990 and 2024 in the study area that involved hazardous materials and hazardous waste. OEA considered incidents that involved a spill or release of hazardous materials as outlined in 49 C.F.R. § 171.16 and resulted in impacts to either soil or groundwater. OEA used mile marker information for the proposed line and the Union Pacific Railroad (UP) mainline to determine the locations of rail incidents in the study area. Based on OEA's review of the FRA database of train collision reports, no incidents were identified within the study area.

After locating hazardous materials release sites and rail incidents in the study area, OEA considered the potential impacts of rail construction activities on hazardous materials release sites. An impact would occur if:

- The construction activities would disturb properties where hazardous materials sites have not achieved regulatory closure (*i.e.*, have not been remediated) with the applicable state or federal agency; or
- The construction activities would disturb hazardous materials release sites where a land use restriction prohibits disturbing contamination that was left in place (*e.g.*, contaminated soil covered with asphalt, clean soil, or another barrier).

I.2 Affected Environment

I.2.1 Topography, Geology, and Soils

I.2.1.1 Proposed Line

According to the Geologic Database of Texas Viewer, the study area for the proposed line overlays three rock units: Fluviatile Terrace Deposits (Qt), Alluvium (Qal), and the Olmos Formation (Kol). Qt and Qal are located west of U.S. 277 and are characterized by their composition of gravel, sand, clay, silt, and organic material. East of U.S. 277 is Kol, which is mostly composed of clay, sandstone, and coal. The Kol formation in this area has a principal coal seam about 6-foot-thick underground.

Under either build alternative, the proposed line would run from the Rio Grande River and along Seco Creek at a terrain elevation of approximately 690 feet, and end at the existing UP mainline at approximately 745 feet. West to east from the Rio Grande River along the proposed line, the terrain slopes steeply, with up to an approximately 48 percent slope, to a maximum height of approximately 743 feet before decreasing near U.S. 277. East of U.S. 277, the terrain is relatively flat, with an elevation of approximately 726 feet.

Seco Creek meanders roughly parallel to the route of the proposed line and flows east to west into the Rio Grande River. Between the river and U.S. 277, the bed of Seco Creek cuts into the terrain at an average elevation of approximately 705 feet, creating a deep ravine with steep slopes. East of U.S. 277, the bed of Seco Creek has an average elevation of approximately 717 feet.

Coal mining operations began in Eagle Pass, Maverick County, in the late 1880s. The development of other fuels such as natural gas and oil led to the overall decline of mining operations in the area, leading to the closure of the Olmo's Lamar Mine and the International Coal Mines, connected to the Eagle Pass Mines, in the late 1920s (Texas Historical Commission n.d.). The Dos Republicas surface coal mine began operating in 2015 and closed in 2020. Available historic information and field observations do not indicate the presence of historic coal mines in the vicinity of the proposed line.

There are seven soil units underlying the proposed line, as shown in **Figure I-1** and summarized in **Table I-1. Table I-1** shows selected characteristics for each soil type, including slope, K-factor, hydric soil rating, and farmland. Slope represents the average incline of the land. The K-factor represents the erosion susceptibility of the soil; a higher value indicates a greater erosion risk. A hydric soil rating indicates soil that is periodically or permanently saturated with water, which can lead to potential infrastructure instability and drainage concerns; hydric soils are one of the indicators used to identify

wetlands. LgA and LgB soils, found along Seco Creek, are classified as prime farmland if the soils are irrigated. In the study area for the proposed line, due to the steep topography along Seco Creek, confirmed by field observations, these soils are not suitable for agriculture and are not irrigated.

I.2.1.2 Associated CMV Facility

The site of the proposed associated CMV Facility overlaps the Qal and Qt rock units. From the Rio Grande River, the terrain rises sharply with a maximum slope of approximately 44 percent, then becomes relatively flat within the associated CMV Facility's footprint. Between the facility and Seco Creek to the south, the terrain is steep, with up to an approximately 56 percent slope.

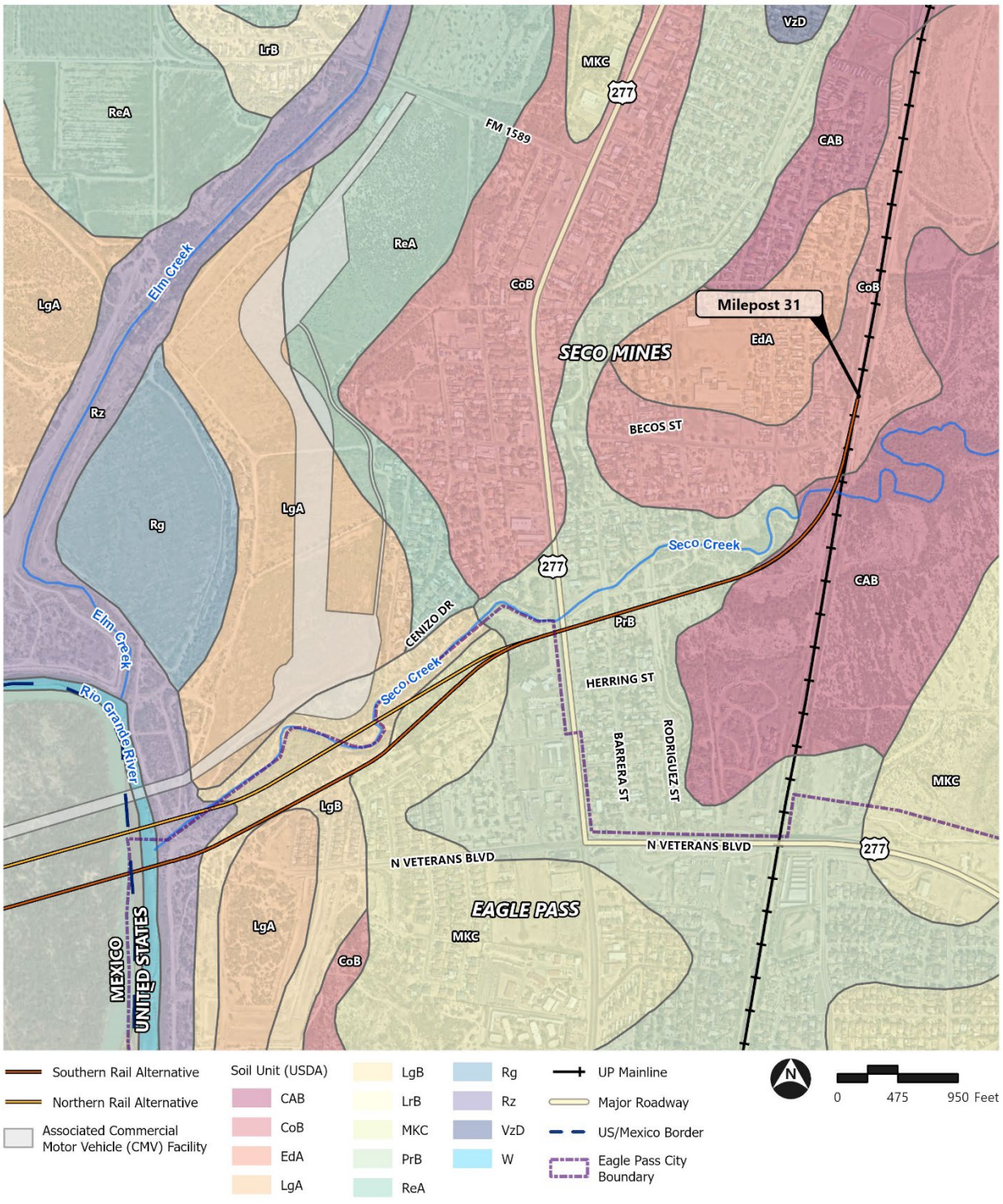
There are four soil units within the associated CMV Facility footprint, as shown in **Figure I-1** and summarized in **Table I-1**, including soils that qualify as prime farmland if irrigated. Field observations indicate that within the associated CMV Facility study area, such soils are currently irrigated and used for agriculture. They account for approximately 143 acres of the associated CMV Facility study area.

Table I-1. Characteristics of Soil Units in the Proposed Line and CMV Facility Study Areas

Map Unit Name	Slope (percent)	Farmland	K-factor	Hydric Soil Rating
Both Proposed Line and CMV Facility Study Areas				
Lagloria very fine sandy loam, 0 to 1 percent slopes (LgA)	0 to 1	Prime farmland if irrigated	1.00	No
Lagloria very fine sandy loam, 1 to 3 percent slopes (LgB)	1 to 3	Prime farmland if irrigated	1.00	No
Rio Grande and Zalla soils, frequently flooded (Rz)	Frequently flooded	Not prime farmland	1.00	Yes
Proposed Line Study Area Only				
Catarina clay, association, 0 to 5 percent slopes (CAB)	0 to 5	Not prime farmland	0.50	No
Copita sandy clay loam, 1 to 3 percent slopes (CoB)	1 to 3	Not prime farmland	0.13	No
Maverick association, undulating (MKC)	1 to 5	Not prime farmland	0.50	No
Pryor clay loam, 1 to 3 percent slopes (PrB)	1 to 3	Not prime farmland	0.88	No
Associated CMV Facility Study Area Only				
Reynosa silty clay loam, 0 to 1 percent slopes (ReA)	0 to 1	Prime farmland if irrigated	1.00	No

Source: NRCS 2024

Figure I-1. Soils Units



I.2.2 Hazardous Waste Sites

I.2.2.1 Recorded Sites

The EDR reports identified four properties in the study area with past spills or releases of petroleum and/or hazardous materials, as shown in **Figure I-2**. Information regarding each property is summarized below. See *Attachment A* for more details.

Commercial Property, 2550 Del Rio Boulevard

This property experienced a reported release of sewage from a hotel into a storm drain in July 2021. The quantity of sewage entering the storm drain is unknown, but there is no documentation indicating that soil or groundwater were impacted by the release.[1]

Gutierrez Used Tires, 2600 Del Rio Boulevard

This property has been a used tire facility since November 1992. No violations or enforcement orders are recorded for the property.

W.C. Rabb, In and On West Bank of Drainage Ditch, Exact Limits Unknown

This property was an active landfill until 1992. The exact limits of the landfill are unknown; however, available documentation indicates that the landfill was located east of Rodriguez Street. Additionally, aerial imagery indicates that the property east of Rodriguez Street and north of North Veteran Boulevard contains a high volume of miscellaneous debris.

7-Eleven Store, 2427 Del Rio Boulevard[2]

Two 20,000-gallon underground storage tanks (USTs) that contain a combination of gasoline and diesel are reported to have been used at the property since May 2011. The property was noted for a violation associated with a failure to maintain copies of records pertaining to the UST system in May 2019.

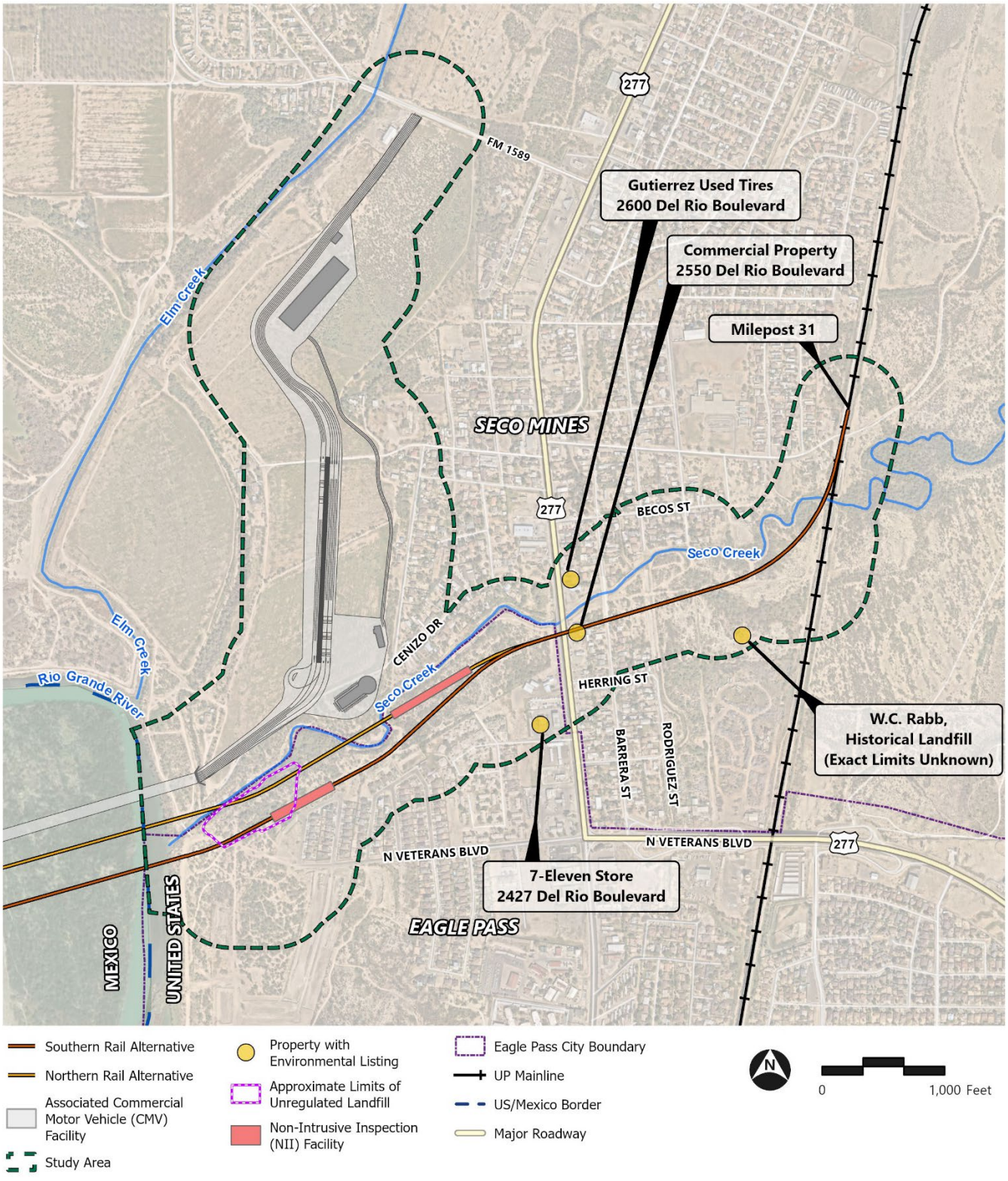
I.2.2.2 Unregulated Landfill

In 2024, as part of the preparation of this ~~Draft~~ EIS and pursuant to Section 106 of the National Historic Preservation Act, OEA conducted an archaeological survey of the Area of Potential Effects (APE) for the proposed line, which overlaps with the study area for past hazardous waste sites. During this survey, four excavated shovel tests near the western end of the proposed line found evidence of buried layers of modern refuse indicative of a modern landfill.

[1] While this spill was recorded as reported, OEA notes that current and historic aerial imagery do not show a hotel or motel at this address or adjacent to this address.

[2] OEA notes that, based on recent imagery, this property is now a Stripes service station and convenience store.

Figure I-2. Hazardous Waste Sites



Source: ArcGIS Online, NearMap, GER, EDR

Based on OEA's review of available documentation at the Texas Commission on Environmental Quality (TCEQ), this landfill does not appear to be regulated. Debris observed included domestic goods, architectural materials and tires up to a depth of 20 feet below ground surface. The observed refuse appears to extend towards the southern bank of Seco Creek, covering an area within the APE measuring approximately 300 feet by 810 feet. The approximate limits of this landfill are depicted in **Figure I-2.**

I.3 Environmental Consequences

I.3.1 Southern Rail Alternative

I.3.1.1 Topography, Geology, and Soils

The effects of the Southern Rail Alternative on topography and geology would be negligible. The Southern Rail Alternative would run on a new embankment that would allow it to remain nearly flat along its entire length, with slopes no greater than 0.15 percent. There would be no need to cut into the existing terrain to maintain the appropriate elevation for the Southern Rail Alternative to connect to the existing UP mainline. The embankment would introduce a new, artificial topographical feature in the landscape, approximately 18 to 19 feet high and up to approximately 130 feet in width, based on information provided by Green Eagle Railroad (GER). GER would design the new embankment to minimize potential effects on stormwater and floodwater flows (see *Chapter 3, Section 3.11, Water Resources*, of the ~~Draft~~ EIS for effects on floodplains). The design would also include the installation of culverts to maintain a hydrologic connection to Seco Creek, north of the proposed line.

During construction of the Southern Rail Alternative, topsoil layers would be cleared of vegetation, excavated, and compacted using heavy equipment to build the embankment and access road. GER would acquire materials for embankment construction through local sources. GER would use excavated soils to cover the embankments and reduce the angle of slopes as required to meet minimum standards for construction. The area covered by the embankment would be approximately 14.8 acres, based on information provided by GER. Approximately 0.47 acres would be used for bridge piers and abutments.

Altogether, soil compaction and the construction of the embankment, bridge piers, and abutments would reduce pervious surfaces along the proposed line by approximately 15.3 acres, leading to reduced groundwater recharge and increased stormwater runoff. Potential effects on stormwater runoff are addressed further in *Chapter 3, Section 3.11, Water Resources,* of the ~~Draft~~ EIS.

As shown in **Table I-1** above, soils along the Southern Rail Alternative have a high susceptibility to erode. Soil disturbance during excavation, grading, and cut-and-fill activities temporarily increases the potential for wind and water erosion, which can lead to water quality degradation through increased sedimentation. GER would avoid or minimize such effects through adherence to Texas Pollutant Discharge Elimination System (TPDES) regulations, including the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would specify appropriate erosion and sedimentation best management practices. These may include silt fences, earthen berms and dikes, or sediment traps to minimize sediment transport from the construction site into streams and the Rio Grande River. *Chapter 3, Section 3.11, Water Resources*, of the ~~Draft~~ EIS provides further information on TPDES regulations. Considering these regulatory requirements, OEA is not recommending any mitigation.

I.3.1.2 Hazardous Waste Sites

Construction of the Southern Rail Alternative would potentially disturb contaminated areas including the unregulated landfill near the western end of the proposed line and the W.C. Rabb Historic Landfill near its eastern end. The unregulated landfill is within the construction footprint. The W.C. Rabb Historic Landfill has no defined limits, presenting the potential for contamination from landfill materials within the construction footprint.

Soils removed during construction activities for the Southern Rail Alternative would ultimately require on-site or off-site reuse, recycling, or disposal. If contaminated soils are encountered, they would be disposed of at a landfill permitted to accept such waste, in accordance with applicable state and federal laws and regulations. Under RCRA, if GER disposed of contaminated soils at a landfill, regulations require that the soils are managed to prevent impacts to human health and the environment via proper containment within a licensed and permitted area. The removal of contamination from the study area would be a small beneficial impact.

The other sites listed in *Section I.2.2, Hazardous Waste Sites*, above, are unlikely to be affected by the construction of the Southern Rail Alternative because they are either far enough away from the construction footprint; do not have documented releases that warrant concern; or had releases that were responded to adequately. Therefore, OEA is not recommending any mitigation.

I.3.2 Northern Rail Alternative

I.3.2.1 Topography, Geology, and Soils

The effects of the Northern Rail Alternative on topography, geology, and soils would be similar to those of the Southern Rail Alternative described above. However, because of the different alignment of the Northern Rail Alternative west of U.S. 277 and the greater length of the New Rail Bridge, the total area occupied by the Northern Rail Alternative's embankment would be approximately 12.4 acres. Bridge piers and abutments would occupy approximately 0.7 acres. The total area of new impervious surface would be approximately 13.2 acres.

I.3.2.2 Hazardous Waste Sites

The impacts of the Northern Rail Alternative would be the same as those described above for the Southern Rail Alternative because the construction footprints of both alternatives are so similar. For the same reason as discussed for the Southern Rail Alternative, OEA is not recommending any mitigation.

I.3.3 Associated CMV Facility

I.3.3.1 Topography, Geology, and Soils

The effects on topography and geology from construction of the associated CMV Facility would be negligible. The facility would be located in an area that is generally flat and requires no deep excavations or cuts into the terrain.

Constructing the associated CMV Facility would require clearing vegetation, removing topsoil to a depth of 8 to 16 inches, filling and compacting backfill material to a thickness of 2 to 4 feet, and paving an area of approximately 60 acres. Deeper excavations would be needed to construct the foundation of

the supporting facilities (up to 4 feet); utility connection (up to 9 feet); and the piers and abutment of the New Road Bridge (up to 65 feet). Soil compaction and paving would reduce pervious surfaces by approximately 40 acres, leading to reduced groundwater recharge and increased stormwater runoff. Potential effects on stormwater runoff are discussed further in *Chapter 3, Section 3.11, Water Resources,* of the ~~Draft~~ EIS. Puerto Verde Holdings (PVH) would avoid or minimize such effects through adherence to TPDES regulations, including the preparation and implementation of a SWPPP.

I.3.3.2 Hazardous Waste

OEA identified no past hazardous materials releases sites within 500 feet of the proposed associated CMV Facility. However, most of the area that the associated CMV Facility would occupy currently consists of an agricultural field, where OEA presumes pesticides and herbicides have been used. Pesticides are exempt from hazardous materials release reporting requirements provided they are applied consistently with labeling requirements and registered under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA). 7 U.S.C. § 136 *et seq*.

In accordance with applicable state and federal laws and regulations, if contaminated soils are encountered during construction, PVH would dispose of them at a landfill permitted to accept such waste. Soils disposed within a landfill would be managed to prevent future impacts to human health and the environment via proper containment within a licensed and permitted area. Therefore, OEA is not recommending any mitigation.

I.3.4 No-Action Alternative

Under the No-Action Alternative, the Surface Transportation Board (Board) would deny authority for GER to construct and operate the proposed line. The proposed line and the associated CMV Facility would not be constructed. There would be no new effects on geology, topography, or soils. Erosion and sediment transport due to natural processes such as wind and water would continue to occur at an unchanged rate. Hazardous waste sites would not be disturbed.

I.4 Conclusion

OEA has determined that construction of the Southern Rail Alternative, the Northern Rail Alternative, and the associated CMV Facility could result in temporary increases in erosion and sedimentation. However, GER and PVH would have to comply with TPDES permit requirements and the associated SWPPP, which would minimize these impacts. Therefore, OEA is not recommending mitigation for erosion and sedimentation impacts.

OEA has determined that construction of the Southern Rail Alternative, the Northern Rail Alternative, and the associated CMV Facility would have small beneficial impacts on hazardous waste sites because if any contaminated soils are encountered, they would be removed and disposed of at a licensed and permitted landfill in compliance with the RCRA. Therefore, OEA is not recommending mitigation.

ATTACHMENT A
EDR Report

CMV Facilities
Route 1589
Eagle Pass, TX 78852

Inquiry Number: 7742561.2s
August 21, 2024

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

ROUTE 1589
EAGLE PASS, TX 78852

COORDINATES

Latitude (North):	28.7442370 - 28° 44' 39.25''
Longitude (West):	100.5022840 - 100° 30' 8.22''
Universal Tranverse Mercator:	Zone 14
UTM X (Meters):	353306.9
UTM Y (Meters):	3180400.0
Elevation:	733 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50018323 EAGLE PASS WEST, TX
Version Date:	2022
Northeast Map:	50018417 DEADMANS HILL, TX
Version Date:	2022
Southeast Map:	50018320 EAGLE PASS EAST, TX
Version Date:	2022
Northwest Map:	50018375 QUEMADO SE, TX
Version Date:	2022

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20201025
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
ROUTE 1589
EAGLE PASS, TX 78852

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators
RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System

US ENG CONTROLS---------- Engineering Controls Sites List
US INST CONTROLS---------- Institutional Controls Sites List

Federal ERNS list

ERNS---------- Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

SHWS---------- State Superfund Registry

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF---------- Permitted Solid Waste Facilities
CLI---------- Closed Landfill Inventory
WASTE MGMT---------- Commercial Hazardous & Solid Waste Management Facilities

Lists of state and tribal leaking storage tanks

INDIAN LUST---------- Leaking Underground Storage Tanks on Indian Land
LPST---------- Leaking Petroleum Storage Tank Listing
RDR---------- Release Determination Report Listing

Lists of state and tribal registered storage tanks

FEMA UST---------- Underground Storage Tank Listing
UST---------- Petroleum Storage Tank Database
AST---------- Petroleum Storage Tank Database
INDIAN UST---------- Underground Storage Tanks on Indian Land
TANKS---------- Petroleum Storage Tanks Listing

State and tribal institutional control / engineering control registries

AUL---------- Sites with Controls

Lists of state and tribal voluntary cleanup sites

VCP---------- Voluntary Cleanup Program Database
INDIAN VCP---------- Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS---------- Brownfields Site Assessments

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY---------- Recycling Facility Listing
HIST LF---------- Historical Information About Municipal Solid Waste Facilities

INDIAN ODI	Report on the Status of Open Dumps on Indian Lands
ODI	Open Dump Inventory
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS	Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL	Delisted National Clandestine Laboratory Register
CDL	CDL
PRIORITYCLEANERS	Dry Cleaner Remediation Program Prioritization List
DEL SHWS	Deleted Superfund Registry Sites
US CDL	National Clandestine Laboratory Register
CENTRAL REGISTRY	CENTRAL REGISTRY

Local Lists of Registered Storage Tanks

NON REGIST PST	Petroleum Storage Tank Non Registered

Local Land Records

HIST LIENS	Environmental Liens Listing
LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
SPILLS	Spills Database
SPILLS 90	SPILLS 90 data from FirstSearch
SPILLS 80	SPILLS 80 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database

RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
MINES MRDS	Mineral Resources Data System
FINDS	Facility Index System/Facility Registry System
UXO	Unexploded Ordnance Sites
ECHO	Enforcement & Compliance History Information
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
PFAS NPL	Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES	Federal Sites PFAS Information
PFAS TRIS	List of PFAS Added to the TRI
PFAS TSCA	PFAS Manufacture and Imports Information
PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing
PFAS ATSDR	PFAS Contamination Site Location Listing
PFAS WQP	Ambient Environmental Sampling for PFAS
PFAS NPDES	Clean Water Act Discharge Monitoring Information
PFAS PROJECT	NORTHEASTERN UNIVERSITY PFAS PROJECT
PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing
PFAS ECHO FIRE TRAIN	Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing
BIOSOLIDS	ICIS-NPDES Biosolids Facility Data
UST FINDER	UST Finder Database
UST FINDER RELEASE	UST Finder Releases Database
E MANIFEST	Hazardous Waste Electronic Manifest System
PFAS	PFAS Contamination Site Location Listing
AQUEOUS FOAM	AFFF Sites Listing
AIRS	Current Emission Inventory Data
APAR	Affected Property Assessment Report Site Listing
ASBESTOS	ASBESTOS
COAL ASH	Coal Ash Disposal Sites
DRYCLEANERS	Drycleaner Registration Database Listing
ED AQUIF	Edwards Aquifer Permits
ENF	Notice of Violations Listing
Financial Assurance	Financial Assurance Information Listing
GCC	Groundwater Contamination Cases
IOP	Innocent Owner/Operator Program
LEAD	LEAD
Ind. Haz Waste	Industrial & Hazardous Waste Database
MSD	Municipal Settings Designations Database
NPDES	NPDES Facility List
RWS	Radioactive Waste Sites
TIER 2	Tier 2 Chemical Inventory Reports
UIC	Underground Injection Wells Database Listing
IHW CORR ACTION	Industrial and Hazardous Waste Corrective Action Information
PST STAGE 2	PST Stage 2

LAND PERMIT ---------- Land Application Permit Listing
COMPLAINTS ---------- Complaints Information Listing
PETRO STOR CAVERNS ---- Listing of Permitted Storage Caverns
RRC OCP ---------- Operator Cleanup Program Listing

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---------- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---------- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS ---------- Recovered Government Archive State Hazardous Waste Facilities List
RGA LF ---------- Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

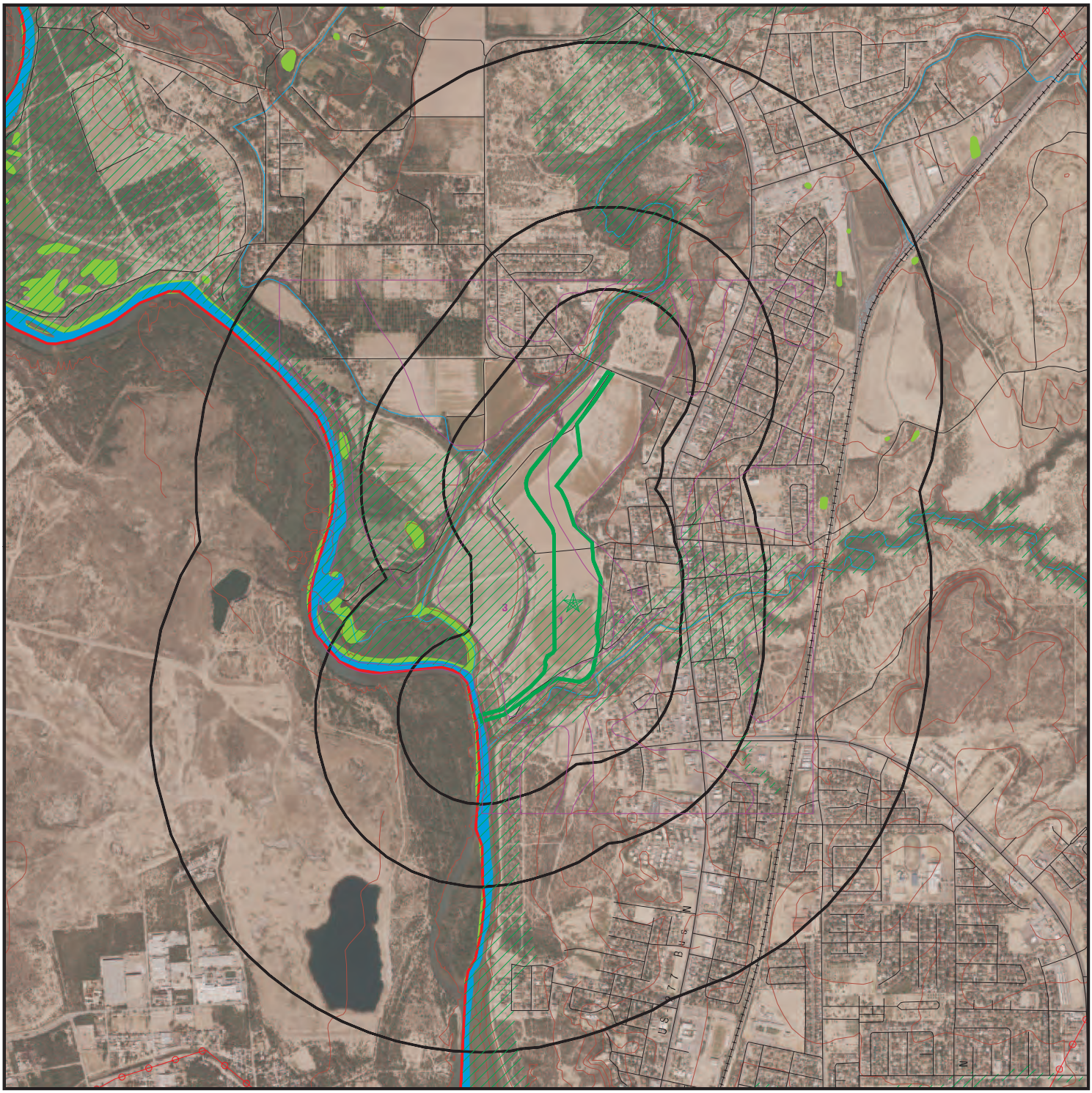
Surrounding sites were not identified.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 7742561.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: CMV Facilities ADDRESS: Route 1589 Eagle Pass TX 78852 LAT/LONG: 28.744237 / 100.502284	CLIENT: Vanasse Hangen Brustlin, Inc. CONTACT: Paige Cochrane INQUIRY #: 7742561.2s DATE: August 21, 2024 5:17 pm

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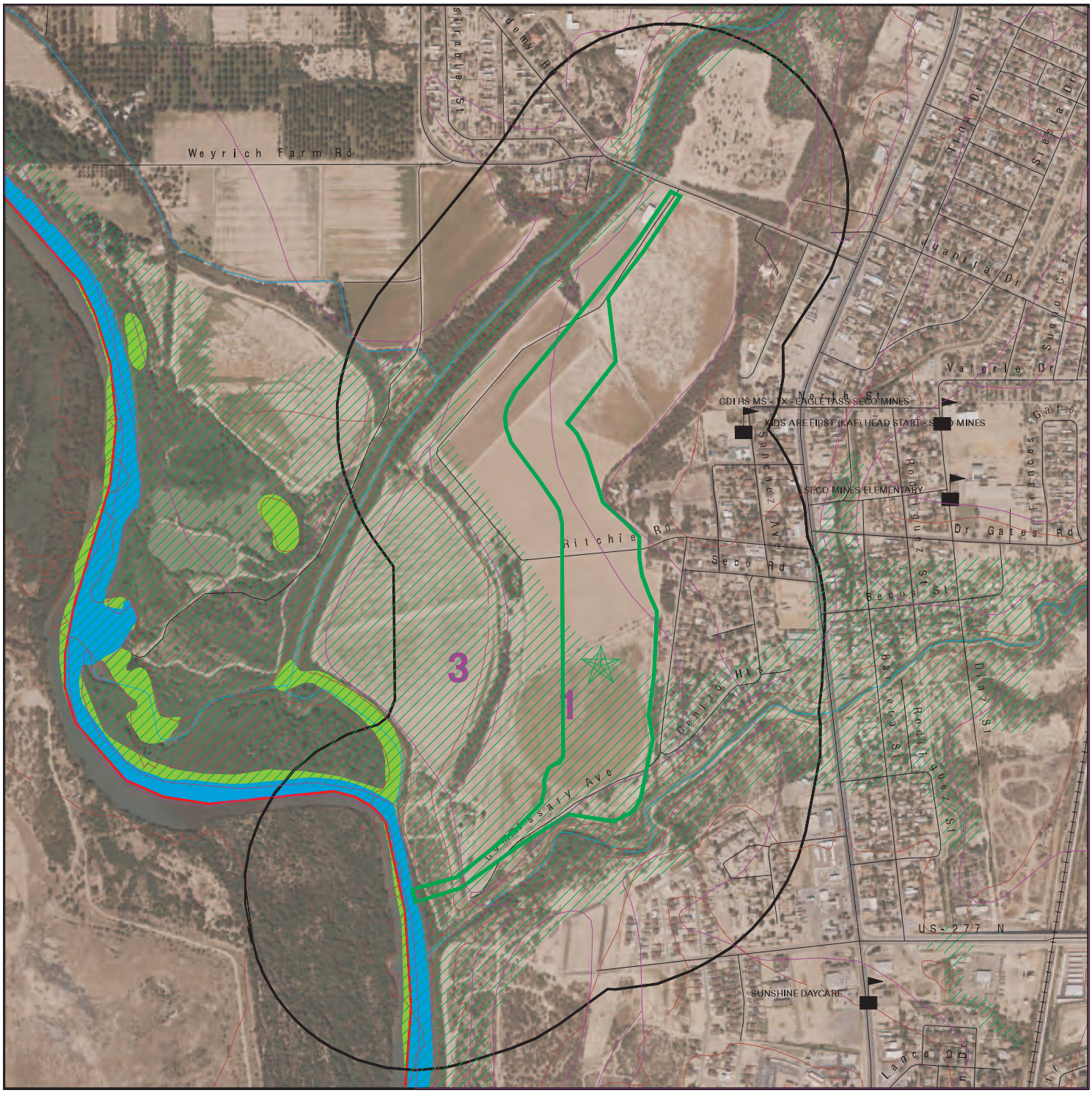
DETAIL MAP - 7742561.2S



0 1/8 1/4 1/2 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	CMV Facilities	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 1589 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
LAT/LONG:	28.744237 / 100.502284	INQUIRY #:	7742561.2s
		DATE:	August 21, 2024 5:22 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	0.125		0	NR	NR	NR	NR	0
Proposed NPL	0.125		0	NR	NR	NR	NR	0
NPL LIENS	0.125		0	NR	NR	NR	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	0.125		0	NR	NR	NR	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.125		0	NR	NR	NR	NR	0
SEMS	0.125		0	NR	NR	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.125		0	NR	NR	NR	NR	0
RCRA-SQG	0.125		0	NR	NR	NR	NR	0
RCRA-VSQG	0.125		0	NR	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.125		0	NR	NR	NR	NR	0
US ENG CONTROLS	0.125		0	NR	NR	NR	NR	0
US INST CONTROLS	0.125		0	NR	NR	NR	NR	0
Federal ERNS list								
ERNS	0.125		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
SHWS	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.125		0	NR	NR	NR	NR	0
CLI	0.125		0	NR	NR	NR	NR	0
WASTE MGMT	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal leaking storage tanks								
INDIAN LUST	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LPST	0.125		0	NR	NR	NR	NR	0
RDR	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.125		0	NR	NR	NR	NR	0
UST	0.125		0	NR	NR	NR	NR	0
AST	0.125		0	NR	NR	NR	NR	0
INDIAN UST	0.125		0	NR	NR	NR	NR	0
TANKS	0.125		0	NR	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
AUL	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.125		0	NR	NR	NR	NR	0
INDIAN VCP	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.125		0	NR	NR	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.125		0	NR	NR	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWRCY	0.125		0	NR	NR	NR	NR	0
HIST LF	0.125		0	NR	NR	NR	NR	0
INDIAN ODI	0.125		0	NR	NR	NR	NR	0
ODI	0.125		0	NR	NR	NR	NR	0
DEBRIS REGION 9	0.125		0	NR	NR	NR	NR	0
IHS OPEN DUMPS	0.125		0	NR	NR	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.125		0	NR	NR	NR	NR	0
CDL	0.125		0	NR	NR	NR	NR	0
PRIORITYCLEANERS	0.125		0	NR	NR	NR	NR	0
DEL SHWS	0.125		0	NR	NR	NR	NR	0
US CDL	0.125		0	NR	NR	NR	NR	0
CENTRAL REGISTRY	0.125		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
NON REGIST PST	0.125		0	NR	NR	NR	NR	0
Local Land Records								
HIST LIENS	0.125		0	NR	NR	NR	NR	0
LIENS	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.125		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.125		0	NR	NR	NR	NR	0
SPILLS	0.125		0	NR	NR	NR	NR	0
SPILLS 90	0.125		0	NR	NR	NR	NR	0
SPILLS 80	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.125		0	NR	NR	NR	NR	0
FUDS	0.125		0	NR	NR	NR	NR	0
DOD	0.125		0	NR	NR	NR	NR	0
SCRD DRYCLEANERS	0.125		0	NR	NR	NR	NR	0
US FIN ASSUR	0.125		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.125		0	NR	NR	NR	NR	0
2020 COR ACTION	0.125		0	NR	NR	NR	NR	0
TSCA	0.125		0	NR	NR	NR	NR	0
TRIS	0.125		0	NR	NR	NR	NR	0
SSTS	0.125		0	NR	NR	NR	NR	0
ROD	0.125		0	NR	NR	NR	NR	0
RMP	0.125		0	NR	NR	NR	NR	0
RAATS	0.125		0	NR	NR	NR	NR	0
PRP	0.125		0	NR	NR	NR	NR	0
PADS	0.125		0	NR	NR	NR	NR	0
ICIS	0.125		0	NR	NR	NR	NR	0
FTTS	0.125		0	NR	NR	NR	NR	0
MLTS	0.125		0	NR	NR	NR	NR	0
COAL ASH DOE	0.125		0	NR	NR	NR	NR	0
COAL ASH EPA	0.125		0	NR	NR	NR	NR	0
PCB TRANSFORMER	0.125		0	NR	NR	NR	NR	0
RADINFO	0.125		0	NR	NR	NR	NR	0
HIST FTTS	0.125		0	NR	NR	NR	NR	0
DOT OPS	0.125		0	NR	NR	NR	NR	0
CONSENT	0.125		0	NR	NR	NR	NR	0
INDIAN RESERV	0.125		0	NR	NR	NR	NR	0
FUSRAP	0.125		0	NR	NR	NR	NR	0
UMTRA	0.125		0	NR	NR	NR	NR	0
LEAD SMELTERS	0.125		0	NR	NR	NR	NR	0
US AIRS	0.125		0	NR	NR	NR	NR	0
US MINES	0.125		0	NR	NR	NR	NR	0
ABANDONED MINES	0.125		0	NR	NR	NR	NR	0
MINES MRDS	0.125		0	NR	NR	NR	NR	0
FINDS	0.125		0	NR	NR	NR	NR	0
UXO	0.125		0	NR	NR	NR	NR	0
ECHO	0.125		0	NR	NR	NR	NR	0
DOCKET HWC	0.125		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.125		0	NR	NR	NR	NR	0
PFAS NPL	0.125		0	NR	NR	NR	NR	0
PFAS FEDERAL SITES	0.125		0	NR	NR	NR	NR	0
PFAS TRIS	0.125		0	NR	NR	NR	NR	0
PFAS TSCA	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS RCRA MANIFEST	0.125		0	NR	NR	NR	NR	0
PFAS ATSDR	0.125		0	NR	NR	NR	NR	0
PFAS WQP	0.125		0	NR	NR	NR	NR	0
PFAS NPDES	0.125		0	NR	NR	NR	NR	0
PFAS PROJECT	0.125		0	NR	NR	NR	NR	0
PFAS ECHO	0.125		0	NR	NR	NR	NR	0
PFAS ECHO FIRE TRAIN	0.125		0	NR	NR	NR	NR	0
PFAS PT 139 AIRPORT	0.125		0	NR	NR	NR	NR	0
AQUEOUS FOAM NRC	0.125		0	NR	NR	NR	NR	0
BIOSOLIDS	0.125		0	NR	NR	NR	NR	0
UST FINDER	0.125		0	NR	NR	NR	NR	0
UST FINDER RELEASE	0.125		0	NR	NR	NR	NR	0
E MANIFEST	0.125		0	NR	NR	NR	NR	0
PFAS	0.125		0	NR	NR	NR	NR	0
AQUEOUS FOAM	0.125		0	NR	NR	NR	NR	0
AIRS	0.125		0	NR	NR	NR	NR	0
APAR	0.125		0	NR	NR	NR	NR	0
ASBESTOS	0.125		0	NR	NR	NR	NR	0
COAL ASH	0.125		0	NR	NR	NR	NR	0
DRYCLEANERS	0.125		0	NR	NR	NR	NR	0
ED AQUIF	0.125		0	NR	NR	NR	NR	0
ENF	0.125		0	NR	NR	NR	NR	0
Financial Assurance	0.125		0	NR	NR	NR	NR	0
GCC	0.125		0	NR	NR	NR	NR	0
IOP	0.125		0	NR	NR	NR	NR	0
LEAD	0.125		0	NR	NR	NR	NR	0
Ind. Haz Waste	0.125		0	NR	NR	NR	NR	0
MSD	0.125		0	NR	NR	NR	NR	0
NPDES	0.125		0	NR	NR	NR	NR	0
RWS	0.125		0	NR	NR	NR	NR	0
TIER 2	0.125		0	NR	NR	NR	NR	0
UIC	0.125		0	NR	NR	NR	NR	0
IHW CORR ACTION	0.125		0	NR	NR	NR	NR	0
PST STAGE 2	0.125		0	NR	NR	NR	NR	0
LAND PERMIT	0.125		0	NR	NR	NR	NR	0
COMPLAINTS	0.125		0	NR	NR	NR	NR	0
PETRO STOR CAVERNS	0.125		0	NR	NR	NR	NR	0
RRC OCP	0.125		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	0.125		0	NR	NR	NR	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA HWS	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RGA LF	0.125		0	NR	NR	NR	NR	0
- Totals --		0	0	0	0	0	0	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number

MAP FINDINGS

NO SITES FOUND

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 03/25/2024
Date Data Arrived at EDR: 03/26/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/25/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 48

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/13/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/17/2024
Number of Days to Update: 90

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

SHWS: State Superfund Registry

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 12/29/2023
Number of Days to Update: 1

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5680
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Semi-Annually

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Permitted Solid Waste Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/19/2024
Date Data Arrived at EDR: 04/19/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 88

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6706
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Quarterly

CLI: Closed Landfill Inventory

Closed and abandoned landfills (permitted as well as unauthorized) across the state of Texas. For current information regarding any of the sites included in this database, contact the appropriate Council of Governments agency.

Date of Government Version: 08/30/1999
Date Data Arrived at EDR: 09/28/2000
Date Made Active in Reports: 10/30/2000
Number of Days to Update: 32

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: No Update Planned

H-GAC CLI: Houston-Galveston Closed Landfill Inventory

Closed Landfill Inventory for the Houston-Galveston Area Council Region. In 1993, the Texas Legislature passed House Bill (HB) 2537, which required Councils of Governments (COGs) to develop an inventory of closed municipal solid waste landfills for their regional solid waste management plans.

Date of Government Version: 03/26/2024
Date Data Arrived at EDR: 03/27/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 89

Source: Houston-Galveston Area Council
Telephone: 832-681-2518
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

WASTE MGMT: Commercial Hazardous & Solid Waste Management Facilities
This list contains commercial recycling facilities and facilities permitted or authorized (interim status) by the Texas Natural Resource Conservation Commission.

Date of Government Version: 10/14/2022
Date Data Arrived at EDR: 06/30/2023
Date Made Active in Reports: 09/22/2023
Number of Days to Update: 84
Source: Texas Commission on Environmental Quality
Telephone: 512-239-2920
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Lists of state and tribal leaking storage tanks

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/04/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

LPST: Leaking Petroleum Storage Tank Database
An inventory of reported leaking petroleum storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 03/20/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 04/09/2024
Number of Days to Update: 5

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2200
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RDR: Release Determination Report Listing
An owner-operator permanently removing an underground storage tank system from service must determine whether a release of a stored regulated substance has occurred. Assemble and submit documentation of tank removal and release determination?including the details of all excavation, removal, and sampling activities?to the TCEQ using the PST Program?s Release Determination Report form (TCEQ-00621).

Date of Government Version: 03/19/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 07/03/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2081
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 03/15/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/17/2024
Number of Days to Update: 90

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

UST: Petroleum Storage Tank Database
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

AST: Petroleum Storage Tank Database
Registered Aboveground Storage Tanks.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/17/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

TANKS: Petroleum Storage Tanks Listing

A list of facilities included on the Petroleum Storage Tank database that have no association as either underground or aboveground tanks.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0985
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

State and tribal institutional control / engineering control registries

AUL: Sites with Controls

Activity and use limitations include both engineering controls and institutional controls.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 6

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5891
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

VCP TCEQ: Voluntary Cleanup Program Database
The Texas Voluntary Cleanup Program was established to provide administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in Texas.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 6
Source: Texas Commission on Environmental Quality
Telephone: 512-239-5891
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

VCP RRC: Voluntary Cleanup Program Sites
The Voluntary Cleanup Program (RRC-VCP) provides an incentive to remediate Oil & Gas related pollution by participants as long as they did not cause or contribute to the contamination. Applicants to the program receive a release of liability to the state in exchange for a successful cleanup.

Date of Government Version: 04/09/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 90
Source: Railroad Commission of Texas
Telephone: 512-463-6969
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Brownfields Site Assessments
Brownfield site assessments that are being cleaned under EPA grant monies.

Date of Government Version: 03/27/2024
Date Data Arrived at EDR: 04/09/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 90
Source: TCEQ
Telephone: 512-239-5872
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/11/2024
Date Data Arrived at EDR: 03/12/2024
Date Made Active in Reports: 05/10/2024
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/11/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

CAPCOG LI: Capitol Area Landfill Inventory
Permitted and unpermitted landfills for the CAPCOG region. Serving Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis, and Williamson Counties.

Date of Government Version: 11/11/2022
Date Data Arrived at EDR: 05/23/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 13

Source: Capital Area Council of Governments
Telephone: 512-916-6000
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

NCTCOG LI: North Central Landfill Inventory
North Central Texas Council of Governments landfill database.

Date of Government Version: 06/24/2024
Date Data Arrived at EDR: 06/26/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 1

Source: North Central Texas Council of Governments
Telephone: 817-695-9223
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

SWRCY: Recycling Facility Listing
A listing of recycling facilities in the state.

Date of Government Version: 05/08/2024
Date Data Arrived at EDR: 05/09/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 89

Source: TCEQ
Telephone: 512-239-6700
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

HIST LF: Historical Information About Municipal Solid Waste Facilities
An historical information listing old, closed unnumbered MSW landfills that were operated before permits were required, as well as unauthorized landfills and miscellaneous illegal dumps and disposal sites.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 09/28/2022
Date Made Active in Reports: 05/24/2023
Number of Days to Update: 238

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2335
Last EDR Contact: 07/15/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: No Update Planned

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 05/21/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 79

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Site Locations Listing
A listing of former clandestine drug site locations

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 12/09/2021
Date Made Active in Reports: 03/01/2022
Number of Days to Update: 82

Source: Department of Public Safety
Telephone: 512-424-2144
Last EDR Contact: 07/17/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

PRIORITY CLEANERS: Dry Cleaner Remediation Program Prioritization List
A listing of dry cleaner related contaminated sites.

Date of Government Version: 09/01/2023
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/21/2024
Number of Days to Update: 86

Source: Texas Commisision on Environmenatl Quality
Telephone: 512-239-5658
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

DEL SHWS: Deleted Superfund Registry Sites
Sites have been deleted from the state Superfund registry in accordance with the Act, 361.189

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 12/29/2023
Number of Days to Update: 1

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0666
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 05/21/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 79

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

CENTRAL REGISTRY: The Central Registry

The Central Registry, a common record area of the TCEQ, maintains information about TCEQ customers and regulated activities, such as company names, addresses, and telephone numbers. This information is commonly referred to as "core data". The Central Registry provides the regulated community with a central access point within the agency to check core data and make changes when necessary.

Date of Government Version: 05/30/2024
Date Data Arrived at EDR: 06/14/2024
Date Made Active in Reports: 06/25/2024
Number of Days to Update: 11

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5175
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

NON REGIST PST: Petroleum Storage Tank Non Registered

A listing of non-registered petroleum storage tank site locations.

Date of Government Version: 12/11/2023
Date Data Arrived at EDR: 12/11/2023
Date Made Active in Reports: 03/06/2024
Number of Days to Update: 86

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2081
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

Local Land Records

HIST LIENS: Environmental Liens Listing

This listing contains information fields that are no longer tracked in the LIENS database.

Date of Government Version: 03/23/2007
Date Data Arrived at EDR: 03/23/2007
Date Made Active in Reports: 05/02/2007
Number of Days to Update: 40

Source: Texas Commission on Environmental Qualilty
Telephone: 512-239-2209
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

LIENS: Environmental Liens Listing

The listing covers TCEQ liens placed against either State Superfund sites or Federal Superfund sites to recover cost incurred by TCEQ.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 6

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2209
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

SPILLS RRC: RRC Spills Listing

The RRC is the state's lead agency in responding to spills or discharges from all activities associated with the exploration, development, or production, including storage or pipeline transportation (excluding highway transport and refined product spills), of oil, gas, and geothermal resources.

Date of Government Version: 06/27/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 6

Source: Railroad Commission of Texas
Telephone: 512-463-6947
Last EDR Contact: 06/25/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/14/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 7

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

SPILLS: Spills Database

Spills reported to the Emergency Response Division.

Date of Government Version: 04/09/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5100
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 10/23/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 05/15/2005
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 86

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/12/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/05/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 93

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/13/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 86

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/15/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/11/2024
Date Data Arrived at EDR: 07/11/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 1

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/01/2024
Date Data Arrived at EDR: 04/17/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 16

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2023
Date Data Arrived at EDR: 04/04/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 66

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 57

Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2024
Date Data Arrived at EDR: 04/19/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 68

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 03/20/2023
Number of Days to Update: 11

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 04/01/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 99

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/06/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 1

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/14/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 04/15/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 85

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/23/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 79

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 08/23/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/28/2023
Number of Days to Update: 98

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/09/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 87

Source: EPA
Telephone: (214) 665-2200
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 89

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/23/2024
Date Data Arrived at EDR: 06/28/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/28/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 86

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/19/2023
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 62

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 04/14/2024
Date Data Arrived at EDR: 04/16/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 07/16/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA’s UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA’s Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Semi-Annually

E MANIFEST: Hazardous Waste Electronic Manifest System

EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 07/24/2023
Date Data Arrived at EDR: 04/18/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

PFOS and PFOA stand for perfluorooctane sulfonate and perfluorooctanoic acid, respectively. Both are fluorinated organic chemicals, part of a larger family of compounds referred to as perfluoroalkyl substances (PFASs).

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 05/23/2024
Number of Days to Update: 83

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2341
Last EDR Contact: 05/24/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

AQUEOUS FOAM: AFFF Sites Listing

A list of Aqueous Film Forming Foam (AFFF) sites.

Date of Government Version: 03/06/2023
Date Data Arrived at EDR: 03/15/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 82

Source: Texas Commission on Environmental Quality
Telephone: 512-239-1913
Last EDR Contact: 05/24/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

AIRS: Current Emission Inventory Data

The database lists by company, along with their actual emissions, the TNRCC air accounts that emit EPA criteria pollutants.

Date of Government Version: 06/12/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 08/13/2024
Number of Days to Update: 41

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Semi-Annually

APAR: Affected Property Assessment Report Site Listing

Listing of Sites That Have Received an APAR (Affected Property Assessment Report)

Date of Government Version: 04/10/2024
Date Data Arrived at EDR: 04/11/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 89

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5872
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

ASBESTOS: Asbestos Notification Listing

A listing of asbestos notification site locations.

Date of Government Version: 02/23/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 03/12/2024
Number of Days to Update: 14

Source: Department of State Health Services
Telephone: 512-834-6787
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH: Coal Ash Disposal Sites
A listing of facilities that use surface impoundments or landfills to dispose of coal ash.

Date of Government Version: 07/23/2024
Date Data Arrived at EDR: 07/25/2024
Date Made Active in Reports: 07/31/2024
Number of Days to Update: 6
Source: Texas Commission on Environmental Quality
Telephone: 512-239-6624
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

DRYCLEANERS: Drycleaner Registration Database Listing
A listing of drycleaning facilities.

Date of Government Version: 05/03/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 08/16/2024
Number of Days to Update: 86
Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

ED AQUIF: Edwards Aquifer Permits
A listing of permits in the Edwards Aquifer Protection Program database. The information provided is for the counties located in the Austin Region (Hays, Travis, and Williamson counties).

Date of Government Version: 06/28/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 7
Source: Texas Commission on Environmental Quality, Austin Region
Telephone: 512-339-2929
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

ENFORCEMENT: Notice of Violations Listing
A listing of permit violations.

Date of Government Version: 03/20/2024
Date Data Arrived at EDR: 03/27/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 89
Source: Texas Commission on Environmental Quality
Telephone: 512-239-6012
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial assurance information.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 04/05/2024
Number of Days to Update: 15
Source: Texas Commission on Environmental Quality
Telephone: 512-239-6239
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

FIN ASSURANCE 2: Financial Assurance Information Listing
Financial Assurance information for underground storage tank facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85
Source: Texas Commission on Environmental Quality
Telephone: 512-239-0986
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

GCC: Groundwater Contamination Cases
Texas Water Code, Section 26.406 requires the annual report to describe the current status of groundwater monitoring activities conducted or required by each agency at regulated facilities or associated with regulated activities. The report is required to contain a description of each case of groundwater contamination documented during the previous calendar year. Also to be included, is a description of each case of contamination documented during previous periods for which voluntary clean up action was incomplete at the time the preceding report was issued. The report is also required to indicate the status of enforcement action for each listed case.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 08/31/2023
Date Made Active in Reports: 11/15/2023
Number of Days to Update: 76

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5690
Last EDR Contact: 05/23/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Annually

IOP: Innocent Owner/Operator Program

Contains information on all sites that are in the IOP. An IOP is an innocent owner or operator whose property is contaminated as a result of a release or migration of contaminants from a source or sources not located on the property, and they did not cause or contribute to the source or sources of contamination.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/25/2024
Number of Days to Update: 22

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5894
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

LEAD: Lead Inspection Listing

Lead inspection sites

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 06/25/2024
Number of Days to Update: 26

Source: Department of State Health Services
Telephone: 512-834-6600
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

Ind. Haz Waste: Industrial & Hazardous Waste Database

Summary reports reported by waste handlers, generators and shippers in Texas.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/15/2023
Date Made Active in Reports: 02/12/2024
Number of Days to Update: 89

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0985
Last EDR Contact: 07/09/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

MSD: Municipal Settings Designations Database

An MSD is an official state designation given to property within a municipality or its extraterritorial jurisdiction that certifies that designated groundwater at the property is not use as potable water, and is prohibited from future use as potatable water because that groundwater is contaminated in excess of the applicable potable-water protective concentration level.

Date of Government Version: 03/26/2024
Date Data Arrived at EDR: 04/09/2024
Date Made Active in Reports: 04/18/2024
Number of Days to Update: 9

Source: Texas Commission on Environmental Quality
Telephone: 512-239-4982
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

NPDES: NPDES Facility List

Permitted wastewater outfalls.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/08/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-4591
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

RWS: Radioactive Waste Sites

Sites in the State of Texas that have been designated as Radioactive Waste sites.

Date of Government Version: 07/24/2006
Date Data Arrived at EDR: 12/14/2006
Date Made Active in Reports: 01/23/2007
Number of Days to Update: 40

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0859
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Semi-Annually

TIER 2: Tier 2 Chemical Inventory Reports

A listing of facilities which store or manufacture hazardous materials and submit a chemical inventory report.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/07/2013
Date Made Active in Reports: 07/22/2013
Number of Days to Update: 45

Source: Department of State Health Services
Telephone: 512-834-6603
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

UIC: Underground Injection Wells Database Listing

Class V injection wells regulated by the TCEQ. Class V wells are used to inject non-hazardous fluids underground. Most Class V wells are used to dispose of wastes into or above underground sources of drinking water and can pose a threat to ground water quality, if not managed properly.

Date of Government Version: 10/20/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/19/2024
Number of Days to Update: 87

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6627
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

UIC RRC: UIC RRCUIC Listing

The Underground Injection Control (UIC) Well Inventory System was implemented in January 1980. This file contains information related to all underground injection wells in Texas, including inventory and permit specific data, H-10 monitoring data, H-5 pressure testing data, and UIC enforcement action data.

Date of Government Version: 04/10/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 05/06/2024
Number of Days to Update: 26

Source: Railroad Commission of Texas
Telephone: 512-463-6838
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Semi-Annually

IHW CORR ACTION: Industrial and Hazardous Waste Corrective Action Information

Industrial hazardous waste facilities with corrective actions.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 5

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5872
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

PST STAGE 2: PST Stage 2

State II Vapor Recovery. Decommissioning of Stage II Rule - Gasoline dispensing facilities (GDFs) may begin the process of removing Stage II equipment on May 16, 2014 providing that all other requirements for decommissioning have been met, including appropriate notification.

Date of Government Version: 07/17/2019
Date Data Arrived at EDR: 07/18/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 68

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

COMP HIST: Compliance History Listing

A listing of compliance histories of regulated entities

Date of Government Version: 04/08/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 08/19/2024
Number of Days to Update: 89

Source: Txas Commission on Environmental Quality
Telephone: 512-239-3282
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

RRC OCP: Operator Cleanup Program Listing

The Operator Cleanup Program (OCP) under the Site Remediation Section is tasked with oversight of complex pollution cleanups performed by the oil and gas industry.

Date of Government Version: 03/25/2024
Date Data Arrived at EDR: 03/26/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 90

Source: Railroad Commission of Texas
Telephone: 512-475-3089
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LAND PERMIT: Land Application Permit Listing

Texas Land Application Permits from the Texas Commission on Environmental Quality for any domestic facility that disposes of treated effluent by land application such as subsurface land application, surface irrigation, drainfields, evaporation.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 06/14/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-4671
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Varies

COMPLAINTS: Complaints Information Listing

Complaints received by the TCEQ are assigned an Incident Number. The information alleged by the complainant is documented and associated to that unique number and then further investigated. An Incident Number may be listed more than once if there are multiple Customer Names, Released Materials, Media, and/or Effects.

Date of Government Version: 02/27/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/22/2024
Number of Days to Update: 84

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0179
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

PETRO STOR CAVERNS: Listing of Permitted Storage Caverns

Salt caverns for petroleum storage information, from the Railroad Commission of Texas. Salt caverns, constructed in naturally occurring salt domes or salt beds, are used as storage for hydrocarbons including crude oil and natural gases.

Date of Government Version: 06/24/2024
Date Data Arrived at EDR: 06/26/2024
Date Made Active in Reports: 07/11/2024
Number of Days to Update: 15

Source: Railroad Commission of Texas
Telephone: 512-463-6900
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Texas Commission of Environmental Quality in Texas formerly known as Texas Natural Resources Conservation Commission which changed in 2002.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/26/2013
Number of Days to Update: 178

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Texas Commission of Environmental Quality in Texas formerly known as Texas Natural Resources Conservation Commission which changed in 2002.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

TRAVIS COUNTY:

HIST UST AUSTIN: Historic Tank Records
A listing of historic records from the City of Austin.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 68

Source: Department of Planning & Development Review
Telephone: 512-974-2715
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/05/2024
Date Data Arrived at EDR: 05/07/2024
Date Made Active in Reports: 08/01/2024
Number of Days to Update: 86

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/03/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/09/2020
Number of Days to Update: 72

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/03/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facility List
Source: Department of Protective & Regulatory Services
Telephone: 512-438-3269

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Texas General Land Office
Telephone: 512-463-0745

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

CMV FACILITIES
ROUTE 1589
EAGLE PASS, TX 78852

TARGET PROPERTY COORDINATES

Latitude (North):	28.744237 - 28° 44' 39.25''
Longitude (West):	100.502284 - 100° 30' 8.22''
Universal Tranverse Mercator:	Zone 14
UTM X (Meters):	353306.9
UTM Y (Meters):	3180400.0
Elevation:	733 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50018323 EAGLE PASS WEST, TX
Version Date:	2022
Northeast Map:	50018417 DEADMANS HILL, TX
Version Date:	2022
Southeast Map:	50018320 EAGLE PASS EAST, TX
Version Date:	2022
Northwest Map:	50018375 QUEMADO SE, TX
Version Date:	2022

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

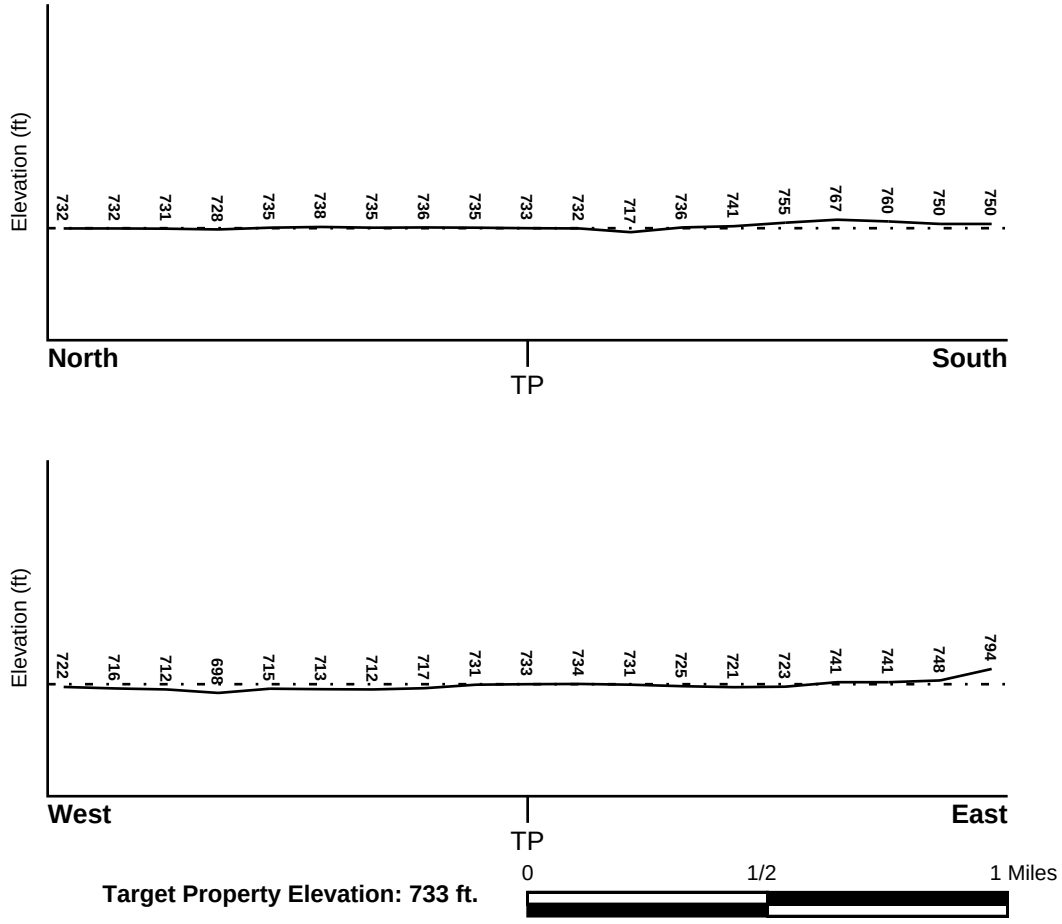
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
48323C0435D	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
48323C0325D	FEMA FIRM Flood data
48323C0350D	FEMA FIRM Flood data
48323C0451D	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
NOT AVAILABLE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

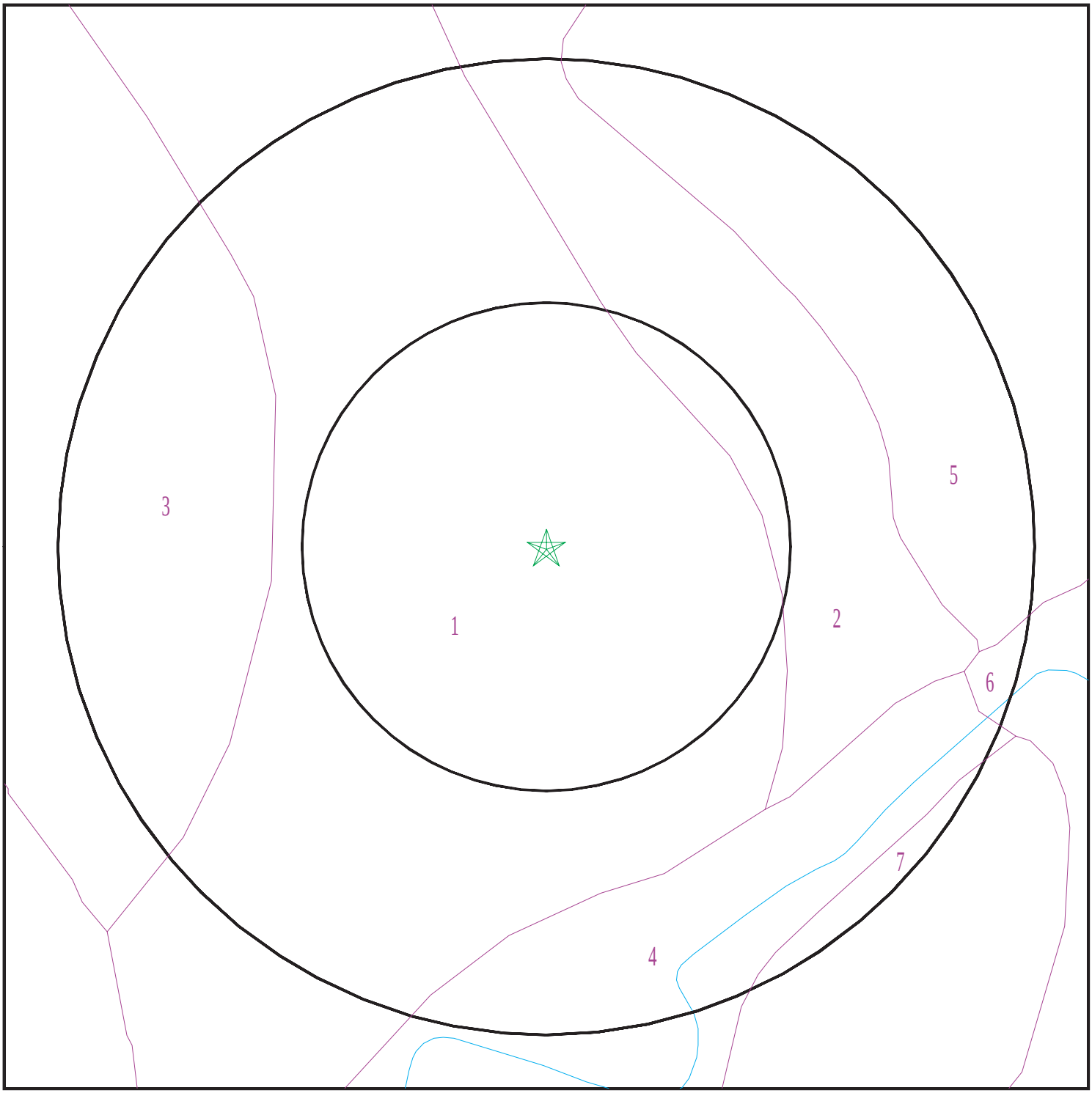
Era:	Mesozoic
System:	Cretaceous
Series:	Navarro Group
Code:	uK4 *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7742561.2s



SITE NAME:	CMV Facilities	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 1589 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
		INQUIRY #:	7742561.2s
LAT/LONG:	28.744237 / 100.502284	DATE:	August 21, 2024 5:23 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Lagloria

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	44 inches	very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	44 inches	79 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 2

Soil Component Name: Reynosa

Soil Surface Texture: silty clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	14 inches	silty clay loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	14 inches	44 inches	silty clay loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
3	44 inches	77 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 3

Soil Component Name: Rio Grande

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	very fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	9 inches	79 inches	sr to silt loam to loamy very fine sand	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Map ID: 4

Soil Component Name: Lagloria

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	44 inches	very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	44 inches	79 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 5

Soil Component Name: Copita

Soil Surface Texture: sandy clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	sandy clay loam	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:
2	11 inches	35 inches	sandy clay loam	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:
3	35 inches	59 inches	bedrock	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:

Soil Map ID: 6

Soil Component Name: Pryor

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	clay loam	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9
2	7 inches	42 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
3	42 inches	72 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9

Soil Map ID: 7

Soil Component Name: Maverick

Soil Surface Texture: clay

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4
2	5 inches	20 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4
3	20 inches	25 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4
4	25 inches	72 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	0.125
Federal FRDS PWS	Nearest PWS within 0.125 miles
State Database	0.125

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

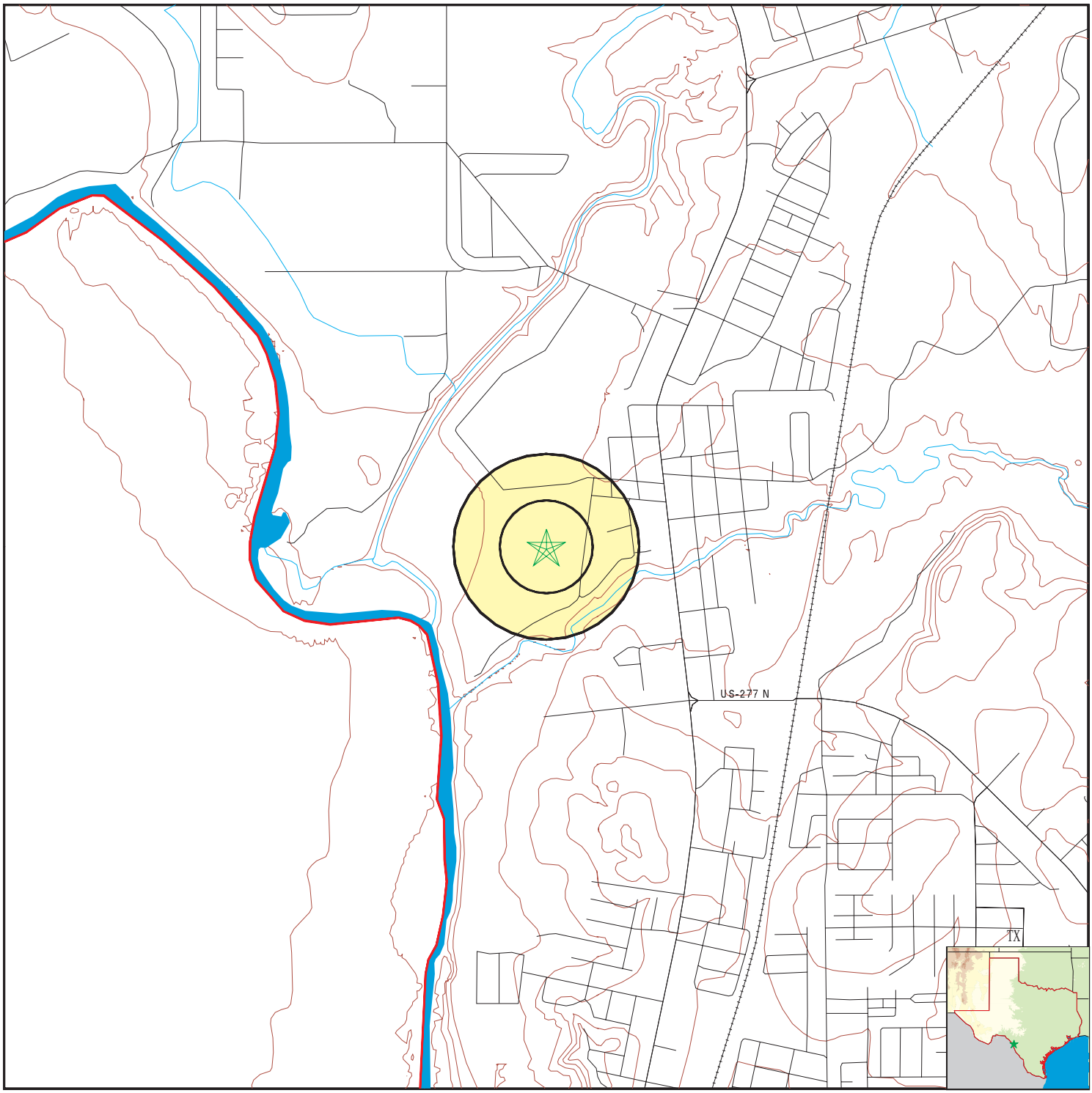
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 7742561.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil or gas wells

SITE NAME:	CMV Facilities	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 1589 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
		INQUIRY #:	7742561.2s
LAT/LONG:	28.744237 / 100.502284	DATE:	August 21, 2024 5:23 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: TX Radon

Radon Test Results

County	Mean	Total Sites	%>4 pCi/L	%>20 pCi/L	Min pCi/L	Max pCi/L
MAVERICK	1.4	4	.0	.0	.8	2.2

Federal EPA Radon Zone for MAVERICK County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 78852

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.500 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Texas General Land Office
Telephone: 512-463-0745

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Public Water Supply Sources Databases
Source: Texas Commission on Environmental Quality
Telephone: 512-239-6199
Locations of public drinking water sources maintained by the TCEQ.

Groundwater Database
Source: Texas Water Development Board
Telephone: 512-936-0837

Well Report Database
Source: Department of Licensing and Regulation
Telephone: 512-936-0833

Water Well Database
Source: Harris-Galveston Coastal Subsidence District
Telephone: 281-486-1105

Brackish Resources Aquifer Characterization System Database
Source: Texas Water Development Board
WDB's Brackish Resources Aquifer Characterization System (BRACS) was designed to map and characterize the brackish aquifers of Texas in greater detail than previous studies. The information is contained in the BRACS Database and project data are summarized in a project report with companion geographic information system data files.

Submitted Driller's Reports Database
Source: Texas Water Development Board
Telephone: 512-936-0833
The Submitted Driller's Report Database is populated from the online Texas Well Report Submission and Retrieval System which is a cooperative Texas Department of Licensing and Regulation (TDLR) and Texas Water Development Board (TWDB) application that registered water-well drillers use to submit their required reports.

OTHER STATE DATABASE INFORMATION

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Texas Oil and Gas Wells
Source: Texas Railroad Commission
Telephone: 512-463-6882
Oil and gas well locations.

RADON

State Database: TX Radon
Source: Department of Health
Telephone: 512-834-6688
Rinal Report of the Texas Indoor Radon Survey

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

STREET AND ADDRESS INFORMATION

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Northern and Southern Lines
Route 277
Eagle Pass, TX 78852

Inquiry Number: 7741790.2s
August 21, 2024

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

ROUTE 277
EAGLE PASS, TX 78852

COORDINATES

Latitude (North):	28.7394770 - 28° 44' 22.11''
Longitude (West):	100.5026920 - 100° 30' 9.69''
Universal Tranverse Mercator:	Zone 14
UTM X (Meters):	353260.4
UTM Y (Meters):	3179873.0
Elevation:	730 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50018320 EAGLE PASS EAST, TX
Version Date:	2022
Northeast Map:	50018417 DEADMANS HILL, TX
Version Date:	2022
Southwest Map:	50018323 EAGLE PASS WEST, TX
Version Date:	2022
Northwest Map:	50018375 QUEMADO SE, TX
Version Date:	2022

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20201025
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
ROUTE 277
EAGLE PASS, TX 78852

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1		2550 DEL RIO BLVD	ERNS	Lower	19, 0.004, ENE
2	GUTIERREZ USED TIRES	2600 DEL RIO BLVD	CENTRAL REGISTRY	Lower	149, 0.028, NE
A3	W.C. RABB	IN AND ON WEST BANK	HIST LF	Higher	510, 0.097, ENE
A4	W.C. RABB	IN AND ON WEST BANK	CLI	Higher	510, 0.097, ENE
B5	HECTOR LOPEZ AUTO SH	2663 BARRERA ST	CENTRAL REGISTRY	Lower	545, 0.103, NE
B6	HECTOR LOPEZ AUTO SH	2663 BARRERA ST	FINDS	Lower	545, 0.103, NE
B7	HECTOR LOPEZ AUTO SH	2663 BARRERA ST	SPILLS, ENF, COMPLAINTS	Lower	545, 0.103, NE
C8	7-ELEVEN STORE 40533	2427 DEL RIO BLVD	UST FINDER	Higher	639, 0.121, East
C9	7-ELEVEN STORE 40533	2427 DEL RIO BLVD	UST, ENF, Financial Assurance	Higher	639, 0.121, East
C10	7-ELEVEN STORE 40533	2427 DEL RIO BLVD	CENTRAL REGISTRY	Higher	639, 0.121, East

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators
RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System

US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROLS ..... Institutional Controls Sites List

Lists of state- and tribal (Superfund) equivalent sites

SHWS ..... State Superfund Registry

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF ..... Permitted Solid Waste Facilities
WASTE MGMT ..... Commercial Hazardous & Solid Waste Management Facilities

Lists of state and tribal leaking storage tanks

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
LPST ..... Leaking Petroleum Storage Tank Listing
RDR ..... Release Determination Report Listing

Lists of state and tribal registered storage tanks

FEMA UST ..... Underground Storage Tank Listing
AST ..... Petroleum Storage Tank Database
INDIAN UST ..... Underground Storage Tanks on Indian Land
TANKS ..... Petroleum Storage Tanks Listing

State and tribal institutional control / engineering control registries

AUL ..... Sites with Controls

Lists of state and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Database
INDIAN VCP ..... Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS ..... Brownfields Site Assessments

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY ..... Recycling Facility Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
ODI ..... Open Dump Inventory
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register

EXECUTIVE SUMMARY

CDL	CDL
DEL SHWS	Deleted Superfund Registry Sites
US CDL	National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

NON REGIST PST	Petroleum Storage Tank Non Registered

Local Land Records

HIST LIENS	Environmental Liens Listing
LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
SPILLS 90	SPILLS 90 data from FirstSearch
SPILLS 80	SPILLS 80 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines

MINES MRDS ..... Mineral Resources Data System
UXO ..... Unexploded Ordnance Sites
ECHO ..... Enforcement & Compliance History Information
DOCKET HWC ..... Hazardous Waste Compliance Docket Listing
FUELS PROGRAM ..... EPA Fuels Program Registered Listing
PFAS NPL ..... Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES ..... Federal Sites PFAS Information
PFAS TRIS ..... List of PFAS Added to the TRI
PFAS TSCA ..... PFAS Manufacture and Imports Information
PFAS RCRA MANIFEST ..... PFAS Transfers Identified In the RCRA Database Listing
PFAS ATSDR ..... PFAS Contamination Site Location Listing
PFAS WQP ..... Ambient Environmental Sampling for PFAS
PFAS NPDES ..... Clean Water Act Discharge Monitoring Information
PFAS PROJECT ..... NORTHEASTERN UNIVERSITY PFAS PROJECT
PFAS ECHO ..... Facilities in Industries that May Be Handling PFAS Listing
PFAS ECHO FIRE TRAIN ..... Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 139 AIRPORT ..... All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC ..... Aqueous Foam Related Incidents Listing
BIOSOLIDS ..... ICIS-NPDES Biosolids Facility Data
UST FINDER RELEASE ..... UST Finder Releases Database
E MANIFEST ..... Hazardous Waste Electronic Manifest System
PFAS ..... PFAS Contamination Site Location Listing
AQUEOUS FOAM ..... AFFF Sites Listing
AIRS ..... Current Emission Inventory Data
APAR ..... Affected Property Assessment Report Site Listing
ASBESTOS ..... ASBESTOS
COAL ASH ..... Coal Ash Disposal Sites
ED AQUIF ..... Edwards Aquifer Permits
Financial Assurance ..... Financial Assurance Information Listing
GCC ..... Groundwater Contamination Cases
IOP ..... Innocent Owner/Operator Program
LEAD ..... LEAD
Ind. Haz Waste ..... Industrial & Hazardous Waste Database
NPDES ..... NPDES Facility List
RWS ..... Radioactive Waste Sites
TIER 2 ..... Tier 2 Chemical Inventory Reports
UIC ..... Underground Injection Wells Database Listing
IHW CORR ACTION ..... Industrial and Hazardous Waste Corrective Action Information
PST STAGE 2 ..... PST Stage 2
LAND PERMIT ..... Land Application Permit Listing
COMPLAINTS ..... Complaints Information Listing
PETRO STOR CAVERNS ..... Listing of Permitted Storage Caverns
RRC OCP ..... Operator Cleanup Program Listing

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ..... EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ..... EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ..... EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS ..... Recovered Government Archive State Hazardous Waste Facilities List

EXECUTIVE SUMMARY

RGA LF ---------- Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal ERNS list

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 03/13/2024 has revealed that there is 1 ERNS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported NRC Report #: 1310659 Incident Date Time: 7/8/2021 10:00	2550 DEL RIO BLVD	ENE 0 - 1/8 (0.004 mi.)	1	9

Lists of state and tribal landfills and solid waste disposal facilities

CLI: Closed and abandoned landfills (permitted as well as unauthorized) across the state of Texas. For current information regarding any of the sites included in this database, contact the appropriate Council of Governments agency.

A review of the CLI list, as provided by EDR, has revealed that there is 1 CLI site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
W.C. RABB Database: CLI, Date of Government Version: 08/30/1999 Date Closed: 1992	IN AND ON WEST BANK	ENE 0 - 1/8 (0.097 mi.)	A4	25

Lists of state and tribal registered storage tanks

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Texas Commission on Environmental Quality's Petroleum Storage Tank Database.

A review of the UST list, as provided by EDR, and dated 03/04/2024 has revealed that there is 1 UST site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
7-ELEVEN STORE 40533	***2427 DEL RIO BLVD***	***E 0 - 1/8 (0.121 mi.)***	***C9***	***32***
Facility Status: ACTIVE Facility Id: 84315 Facility Num: 129202 AI Number: 486507052011199				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

HIST LF: An historical information listing old, closed unnumbered MSW landfills that were operated before permits were required, as well as unauthorized landfills and miscellaneous illegal dumps and disposal sites.

A review of the HIST LF list, as provided by EDR, and dated 02/01/2022 has revealed that there is 1 HIST LF site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
W.C. RABB	IN AND ON WEST BANK	ENE 0 - 1/8 (0.097 mi.)	A3	24

Local Lists of Hazardous waste / Contaminated Sites

CENTRAL REGISTRY: The Central Registry, a common record area of the TCEQ, maintains information about TCEQ customers and regulated activities, such as company names, addresses, and telephone numbers. This information is commonly referred to as "core data". The Central Registry provides the regulated community with a central access point within the agency to check core data and make changes when necessary.

A review of the CENTRAL REGISTRY list, as provided by EDR, and dated 05/30/2024 has revealed that there are 3 CENTRAL REGISTRY sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
7-ELEVEN STORE 40533	2427 DEL RIO BLVD	E 0 - 1/8 (0.121 mi.)	C10	55

Lower Elevation	Address	Direction / Distance	Map ID	Page
GUTIERREZ USED TIRES	2600 DEL RIO BLVD	NE 0 - 1/8 (0.028 mi.)	2	23
HECTOR LOPEZ AUTO SH	2663 BARRERA ST	NE 0 - 1/8 (0.103 mi.)	B5	26

EXECUTIVE SUMMARY

Records of Emergency Release Reports

SPILLS: The Spills Database comes from the Texas Commission on Environmental Quality.

A review of the SPILLS list, as provided by EDR, has revealed that there is 1 SPILLS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HECTOR LOPEZ AUTO SH	***2663 BARRERA ST***	***NE 0 - 1/8 (0.103 mi.)***	***B7***	***27***

Database: SPILLS, Date of Government Version: 04/09/2024
Incident Status: Closed
Facility Id: RN104087697
Incident Number: 32111

Other Ascertainable Records

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 02/09/2024 has revealed that there is 1 FINDS site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HECTOR LOPEZ AUTO SH	2663 BARRERA ST	NE 0 - 1/8 (0.103 mi.)	B6	27

Registry ID:: 110033877428

UST FINDER: EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
7-ELEVEN STORE 40533	2427 DEL RIO BLVD	E 0 - 1/8 (0.121 mi.)	C8	31

EXECUTIVE SUMMARY

ENF: Administrative Orders issued to Municipal Solid Waste, Petroleum Storage Tank and Multi-Media Sites

A review of the ENF list, as provided by EDR, and dated 03/20/2024 has revealed that there are 2 ENF sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
7-ELEVEN STORE 40533	***2427 DEL RIO BLVD***	***E 0 - 1/8 (0.121 mi.)***	***C9***	***32***

Unique TCEQ Ref# of Reg Entity: RN106179930
Status Code: RESOLVED
Status of NOV: DAPPROVED

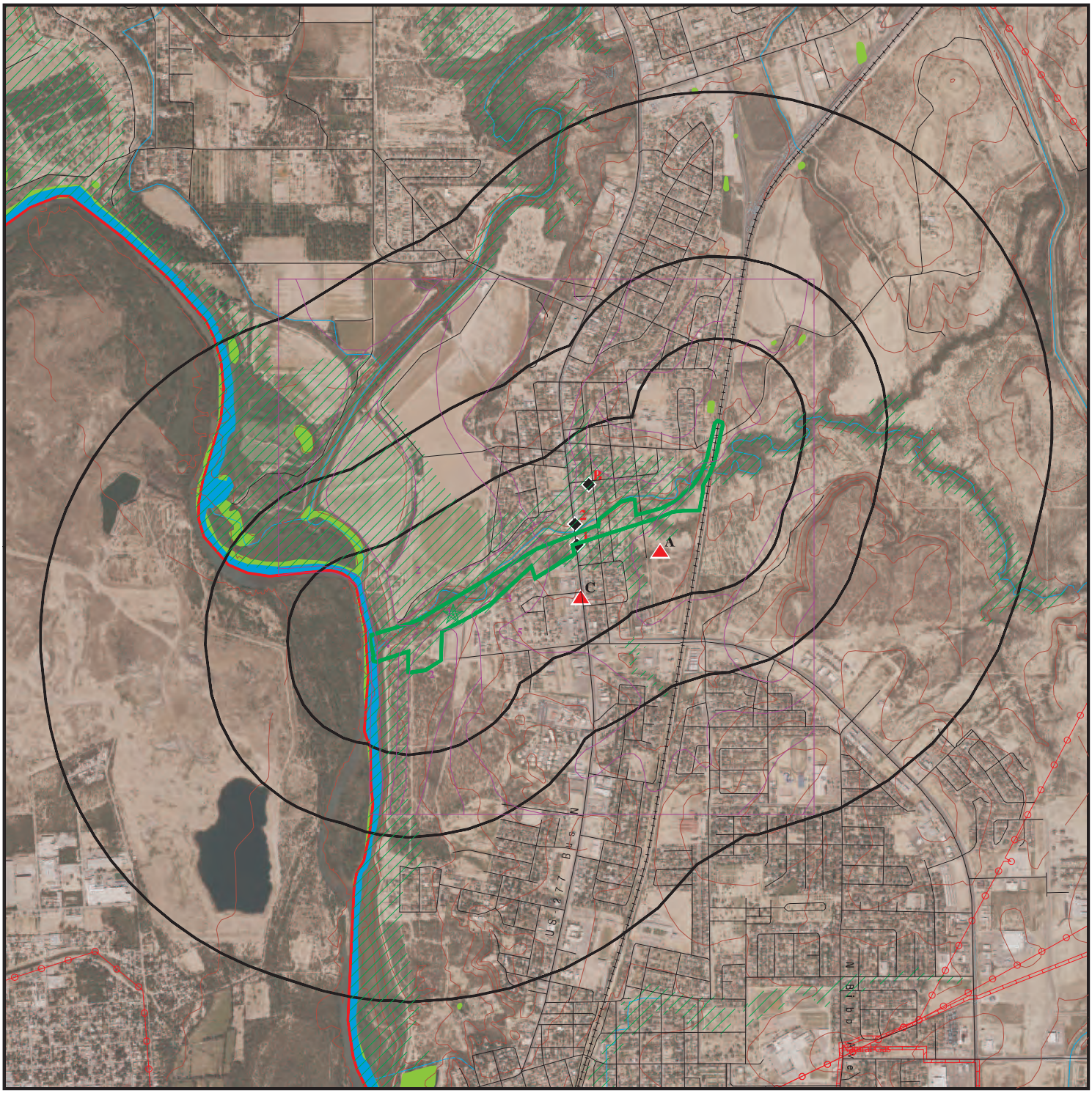
Lower Elevation	Address	Direction / Distance	Map ID	Page
HECTOR LOPEZ AUTO SH	***2663 BARRERA ST***	***NE 0 - 1/8 (0.103 mi.)***	***B7***	***27***

Unique TCEQ Ref# of Reg Entity: RN104087697
Status of NOV: RESOLVED

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 7741790.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Northern and Southern Lines	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 277 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
		INQUIRY #:	7741790.2s
LAT/LONG:	28.739477 / 100.502692	DATE:	August 21, 2024 12:29 pm

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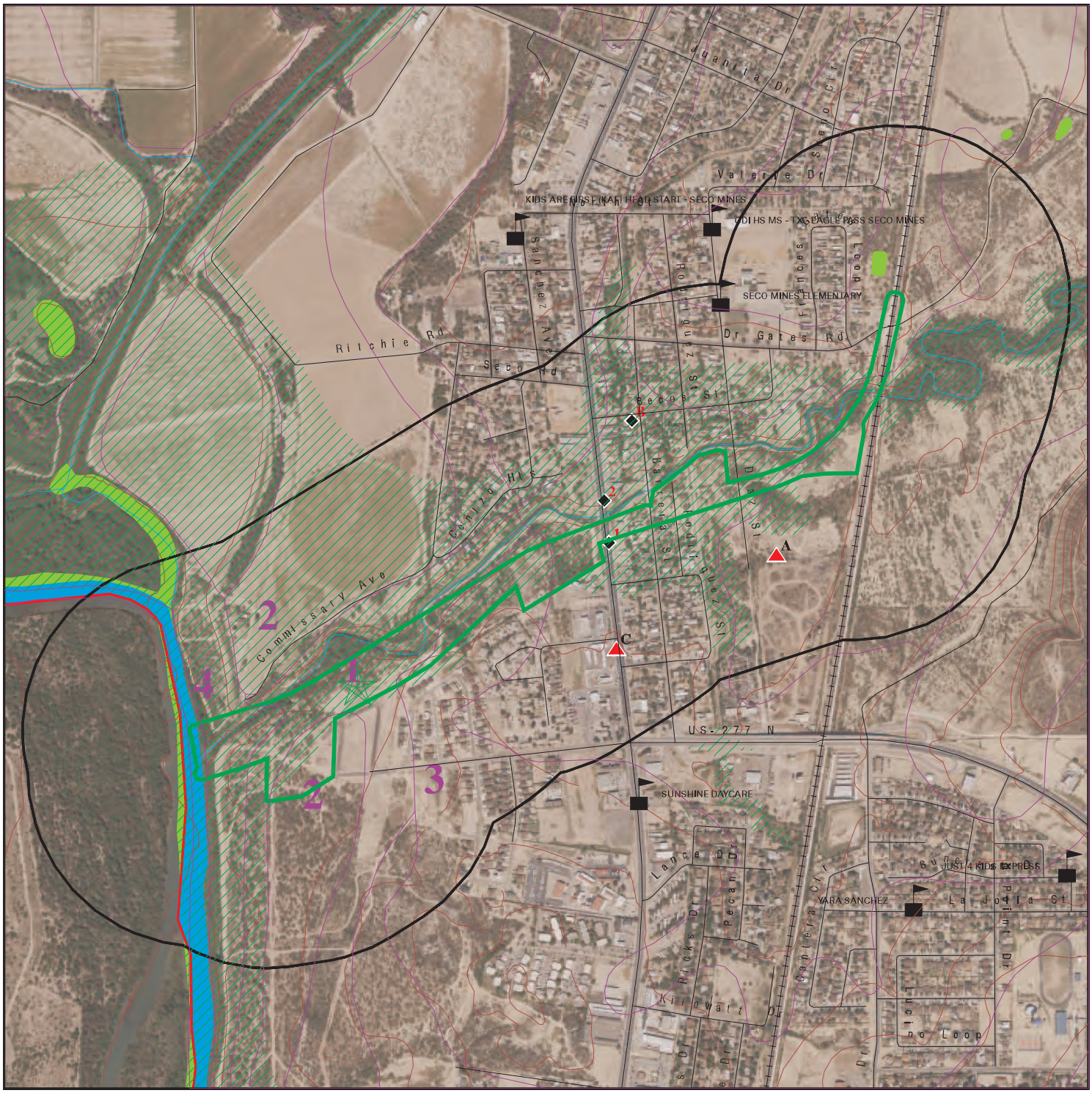
DETAIL MAP - 7741790.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA

County Boundary

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Northern and Southern Lines	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 277 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
LAT/LONG:	28.739477 / 100.502692	INQUIRY #:	7741790.2s
		DATE:	August 21, 2024 12:34 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	0.125		0	NR	NR	NR	NR	0
Proposed NPL	0.125		0	NR	NR	NR	NR	0
NPL LIENS	0.125		0	NR	NR	NR	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	0.125		0	NR	NR	NR	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.125		0	NR	NR	NR	NR	0
SEMS	0.125		0	NR	NR	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.125		0	NR	NR	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.125		0	NR	NR	NR	NR	0
RCRA-SQG	0.125		0	NR	NR	NR	NR	0
RCRA-VSQG	0.125		0	NR	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.125		0	NR	NR	NR	NR	0
US ENG CONTROLS	0.125		0	NR	NR	NR	NR	0
US INST CONTROLS	0.125		0	NR	NR	NR	NR	0
Federal ERNS list								
ERNS	0.125		1	NR	NR	NR	NR	1
Lists of state- and tribal (Superfund) equivalent sites								
SHWS	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.125		0	NR	NR	NR	NR	0
CLI	0.125		1	NR	NR	NR	NR	1
WASTE MGMT	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal leaking storage tanks								
INDIAN LUST	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LPST	0.125		0	NR	NR	NR	NR	0
RDR	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.125		0	NR	NR	NR	NR	0
UST	0.125		1	NR	NR	NR	NR	1
AST	0.125		0	NR	NR	NR	NR	0
INDIAN UST	0.125		0	NR	NR	NR	NR	0
TANKS	0.125		0	NR	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
AUL	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.125		0	NR	NR	NR	NR	0
INDIAN VCP	0.125		0	NR	NR	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.125		0	NR	NR	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.125		0	NR	NR	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWRCY	0.125		0	NR	NR	NR	NR	0
HIST LF	0.125		1	NR	NR	NR	NR	1
INDIAN ODI	0.125		0	NR	NR	NR	NR	0
ODI	0.125		0	NR	NR	NR	NR	0
DEBRIS REGION 9	0.125		0	NR	NR	NR	NR	0
IHS OPEN DUMPS	0.125		0	NR	NR	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.125		0	NR	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
DEL SHWS	0.125		0	NR	NR	NR	NR	0
US CDL	0.125		0	NR	NR	NR	NR	0
CENTRAL REGISTRY	0.125		3	NR	NR	NR	NR	3
Local Lists of Registered Storage Tanks								
NON REGIST PST	0.125		0	NR	NR	NR	NR	0
Local Land Records								
HIST LIENS	TP		NR	NR	NR	NR	NR	0
LIENS	0.125		0	NR	NR	NR	NR	0
LIENS 2	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Records of Emergency Release Reports								
HMIRS	0.125		0	NR	NR	NR	NR	0
SPILLS	0.125		1	NR	NR	NR	NR	1
SPILLS 90	0.125		0	NR	NR	NR	NR	0
SPILLS 80	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.125		0	NR	NR	NR	NR	0
FUDS	0.125		0	NR	NR	NR	NR	0
DOD	0.125		0	NR	NR	NR	NR	0
SCRD DRYCLEANERS	0.125		0	NR	NR	NR	NR	0
US FIN ASSUR	0.125		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.125		0	NR	NR	NR	NR	0
2020 COR ACTION	0.125		0	NR	NR	NR	NR	0
TSCA	0.125		0	NR	NR	NR	NR	0
TRIS	0.125		0	NR	NR	NR	NR	0
SSTS	0.125		0	NR	NR	NR	NR	0
ROD	0.125		0	NR	NR	NR	NR	0
RMP	0.125		0	NR	NR	NR	NR	0
RAATS	0.125		0	NR	NR	NR	NR	0
PRP	0.125		0	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	0.125		0	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	0.125		0	NR	NR	NR	NR	0
COAL ASH DOE	0.125		0	NR	NR	NR	NR	0
COAL ASH EPA	0.125		0	NR	NR	NR	NR	0
PCB TRANSFORMER	0.125		0	NR	NR	NR	NR	0
RADINFO	0.125		0	NR	NR	NR	NR	0
HIST FTTS	0.125		0	NR	NR	NR	NR	0
DOT OPS	0.125		0	NR	NR	NR	NR	0
CONSENT	0.125		0	NR	NR	NR	NR	0
INDIAN RESERV	0.125		0	NR	NR	NR	NR	0
FUSRAP	0.125		0	NR	NR	NR	NR	0
UMTRA	0.125		0	NR	NR	NR	NR	0
LEAD SMELTERS	0.125		0	NR	NR	NR	NR	0
US AIRS	0.125		0	NR	NR	NR	NR	0
US MINES	0.125		0	NR	NR	NR	NR	0
ABANDONED MINES	0.125		0	NR	NR	NR	NR	0
MINES MRDS	0.125		0	NR	NR	NR	NR	0
FINDS	0.125		1	NR	NR	NR	NR	1
UXO	0.125		0	NR	NR	NR	NR	0
ECHO	0.125		0	NR	NR	NR	NR	0
DOCKET HWC	0.125		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.125		0	NR	NR	NR	NR	0
PFAS NPL	0.125		0	NR	NR	NR	NR	0
PFAS FEDERAL SITES	0.125		0	NR	NR	NR	NR	0
PFAS TRIS	0.125		0	NR	NR	NR	NR	0
PFAS TSCA	0.125		0	NR	NR	NR	NR	0
PFAS RCRA MANIFEST	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS ATSDR	0.125		0	NR	NR	NR	NR	0
PFAS WQP	0.125		0	NR	NR	NR	NR	0
PFAS NPDES	0.125		0	NR	NR	NR	NR	0
PFAS PROJECT	0.125		0	NR	NR	NR	NR	0
PFAS ECHO	0.125		0	NR	NR	NR	NR	0
PFAS ECHO FIRE TRAIN	0.125		0	NR	NR	NR	NR	0
PFAS PT 139 AIRPORT	0.125		0	NR	NR	NR	NR	0
AQUEOUS FOAM NRC	0.125		0	NR	NR	NR	NR	0
BIOSOLIDS	0.125		0	NR	NR	NR	NR	0
UST FINDER	0.125		1	NR	NR	NR	NR	1
UST FINDER RELEASE	0.125		0	NR	NR	NR	NR	0
E MANIFEST	0.125		0	NR	NR	NR	NR	0
PFAS	0.125		0	NR	NR	NR	NR	0
AQUEOUS FOAM	0.125		0	NR	NR	NR	NR	0
AIRS	TP		NR	NR	NR	NR	NR	0
APAR	0.125		0	NR	NR	NR	NR	0
ASBESTOS	TP		NR	NR	NR	NR	NR	0
COAL ASH	0.125		0	NR	NR	NR	NR	0
ED AQUIF	TP		NR	NR	NR	NR	NR	0
ENF	0.125		2	NR	NR	NR	NR	2
Financial Assurance	TP		NR	NR	NR	NR	NR	0
GCC	TP		NR	NR	NR	NR	NR	0
IOP	TP		NR	NR	NR	NR	NR	0
LEAD	0.125		0	NR	NR	NR	NR	0
Ind. Haz Waste	0.125		0	NR	NR	NR	NR	0
NPDES	0.125		0	NR	NR	NR	NR	0
RWS	0.125		0	NR	NR	NR	NR	0
TIER 2	0.125		0	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
IHW CORR ACTION	0.125		0	NR	NR	NR	NR	0
PST STAGE 2	0.125		0	NR	NR	NR	NR	0
LAND PERMIT	0.125		0	NR	NR	NR	NR	0
COMPLAINTS	TP		NR	NR	NR	NR	NR	0
PETRO STOR CAVERNS	0.125		0	NR	NR	NR	NR	0
RRC OCP	0.125		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	0.125		0	NR	NR	NR	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA HWS	0.125		0	NR	NR	NR	NR	0
RGA LF	0.125		0	NR	NR	NR	NR	0
- Totals --		0	12	0	0	0	0	12

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1 **ERNS** **2021310659**
ENE **2550 DEL RIO BLVD** **N/A**
< 1/8 **EAGLE PASS, TX 78852**
0.004 mi.
19 ft.

Relative: **Lower**

Actual: **724 ft.**

Incident Commons:

NRC Report #:	1310659
Description of Incident:	CALLER STATES THAT RAW SEWAGE IS BEING RELEASED FROM A HOTEL INTO A STORM DRAIN AT THE INCIDENT LOCATION. CALLER STATES THAT THE FOUNDATION AND SEWER LINES HAVE NOT BEEN UPDATED SINCE 1996. CALLER STATES THAT THIS IS ON A DOWN HILL ALLEY SO WHEN IT RAINS IT GETS WASHED DOWN ONTO NEIGHBORING RESIDENCES.
Type of Incident:	FIXED
Incident Cause:	OTHER
Incident Date Time:	7/8/2021 10:00
Incident DTG:	DISCOVERED
Incident Location:	Not reported
Loaction Address:	2550 DEL RIO BLVD
Location Street 1:	Not reported
Location Street 2:	Not reported
Location Nearest City:	EAGLE PASS
Location State:	TX
Location County:	MAVERICK
Location Zip:	78852
Distance From City:	Not reported
Distance Units:	Not reported
Direction From City:	Not reported
Lat Deg:	Not reported
Lat Min:	Not reported
Lat Sec:	Not reported
Lat Quad:	Not reported
Long Deg:	Not reported
Long Min:	Not reported
Long Sec:	Not reported
Long Quad:	Not reported
Location Section:	Not reported
Location Township:	Not reported
Location range:	Not reported
Potential Range:	N

Incidents:

Year:	2021
NRC Report #:	1310659
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported

(Continued) **2021310659**

NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported

(Continued) **2021310659**

RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX
Year:	2021
NRC Report #:	1310659
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported

(Continued) **2021310659**

Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX

Incident Details:

Year:	2021
NRC Report #:	1310659
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported

(Continued) **2021310659**

Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	WATER
Additional Medium Info:	STORM DRAIN
Body of Water:	STORM DRAIN
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	MAKING NOTIFICATION
State Agency on Scene:	TCEQ
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	WATER WORKS
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N

(Continued) **2021310659**

Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO
Year:	2021
NRC Report #:	1310659
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	WATER
Additional Medium Info:	STORM DRAIN
Body of Water:	STORM DRAIN
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	MAKING NOTIFICATION
State Agency on Scene:	TCEQ
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported

(Continued) **2021310659**

Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	WATER WORKS
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Calls:

Year:	2021
NRC Report #:	1310659
Site ID:	20211310659
Date Time Received:	2021-07-14 13:36:00
Date Time Complete:	2021-07-14 13:49:00
Call Type:	INC
Responsible Company:	WELCOME IN HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	EAGLE PASS
Responsible State:	TX
Responsible Zip:	78852
On Behalf:	Not reported
Source:	TELEPHONE

Year:	2021
NRC Report #:	1310659
Site ID:	20211310659
Date Time Received:	2021-07-14 13:36:00
Date Time Complete:	2021-07-14 13:49:00
Call Type:	INC
Responsible Company:	WELCOME IN HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	EAGLE PASS
Responsible State:	TX
Responsible Zip:	78852
On Behalf:	Not reported
Source:	TELEPHONE

(Continued) **2021310659**

Material Involved:

Year:	2021
NRC Report #:	1310659
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	0
Unit of Measure:	UNKNOWN AMOUNT
Name of Material:	RAW SEWAGE
If Reached Water:	YES
Amount in Water:	0
Unit of Measure Reach Water:	UNKNOWN AMOUNT

Year:	2021
NRC Report #:	1310659
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	0
Unit of Measure:	UNKNOWN AMOUNT
Name of Material:	RAW SEWAGE
If Reached Water:	YES
Amount in Water:	0
Unit of Measure Reach Water:	UNKNOWN AMOUNT

NRC Report #:	1310659
Description of Incident:	CALLER STATES THAT RAW SEWAGE IS BEING RELEASED FROM A HOTEL INTO A STORM DRAIN AT THE INCIDENT LOCATION. CALLER STATES THAT THE FOUNDATION AND SEWER LINES HAVE NOT BEEN UPDATED SINCE 1996. CALLER STATES THAT THIS IS ON A DOWN HILL ALLEY SO WHEN IT RAINS IT GETS WASHED DOWN ONTO NEIGHBORING RESIDENCES.
Type of Incident:	FIXED
Incident Cause:	OTHER
Incident Date Time:	7/8/2021 10:00
Incident DTG:	DISCOVERED
Incident Location:	Not reported
Loaction Address:	2550 DEL RIO BLVD
Location Street 1:	Not reported
Location Street 2:	Not reported
Location Nearest City:	EAGLE PASS
Location State:	TX
Location County:	MAVERICK
Location Zip:	78852
Distance From City:	Not reported
Distance Units:	Not reported
Direction From City:	Not reported
Lat Deg:	Not reported
Lat Min:	Not reported
Lat Sec:	Not reported
Lat Quad:	Not reported
Long Deg:	Not reported
Long Min:	Not reported
Long Sec:	Not reported
Long Quad:	Not reported
Location Section:	Not reported
Location Township:	Not reported

(Continued) **2021310659**

Location range:	Not reported
Potential Range:	N

Incidents:

Year:	2021
NRC Report #:	1310659
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported

(Continued) **2021310659**

Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX

Year:	2021
NRC Report #:	1310659
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported

(Continued) **2021310659**

Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX

(Continued) **2021310659**

Passenger Delay: XXX

Incident Details:

Year:	2021
NRC Report #:	1310659
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	WATER
Additional Medium Info:	STORM DRAIN
Body of Water:	STORM DRAIN
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	MAKING NOTIFICATION
State Agency on Scene:	TCEQ
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported

(Continued) **2021310659**

Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	WATER WORKS
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Year:	2021
NRC Report #:	1310659
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	WATER

(Continued) **2021310659**

Additional Medium Info:	STORM DRAIN
Body of Water:	STORM DRAIN
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	MAKING NOTIFICATION
State Agency on Scene:	TCEQ
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	WATER WORKS
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Calls:

Year:	2021
NRC Report #:	1310659
Site ID:	20211310659
Date Time Received:	2021-07-14 13:36:00
Date Time Complete:	2021-07-14 13:49:00
Call Type:	INC
Responsible Company:	WELCOME IN HOTEL

(Continued) **2021310659**

Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	EAGLE PASS
Responsible State:	TX
Responsible Zip:	78852
On Behalf:	Not reported
Source:	TELEPHONE

Year:	2021
NRC Report #:	1310659
Site ID:	20211310659
Date Time Received:	2021-07-14 13:36:00
Date Time Complete:	2021-07-14 13:49:00
Call Type:	INC
Responsible Company:	WELCOME IN HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	EAGLE PASS
Responsible State:	TX
Responsible Zip:	78852
On Behalf:	Not reported
Source:	TELEPHONE

Material Involved:

Year:	2021
NRC Report #:	1310659
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	0
Unit of Measure:	UNKNOWN AMOUNT
Name of Material:	RAW SEWAGE
If Reached Water:	YES
Amount in Water:	0
Unit of Measure Reach Water:	UNKNOWN AMOUNT

Year:	2021
NRC Report #:	1310659
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	0
Unit of Measure:	UNKNOWN AMOUNT
Name of Material:	RAW SEWAGE
If Reached Water:	YES
Amount in Water:	0
Unit of Measure Reach Water:	UNKNOWN AMOUNT

2
NE
< 1/8
0.028 mi.
149 ft.

GUTIERREZ USED TIRES
2600 DEL RIO BLVD
EAGLE PASS, TX 78852

CENTRAL REGISTRY **S126891313**
N/A

Relative:
Lower

Actual:
721 ft.

CENTRAL REGISTRY:

Regulated Entity Number:	RN108816620
Name:	GUTIERREZ USED TIRES
Address:	2600 DEL RIO BLVD

GUTIERREZ USED TIRES (Continued) **S126891313**

Address 2:	Not reported
City,State,Zip:	EAGLE PASS, TX 78852
Status:	ACTIVE
Status Date:	10/26/2015
Customer Number:	CN604955328
Customer Name:	GUTIERREZ USED TIRES
Customer Legal Name:	Gutierrez Used Tires
Customer Ownership Type:	ORGANIZATION
Affiliation Begin Date:	01/01/1800
Affiliation End Date:	12/31/3000
Customer Status:	ACTIVE
Primary NAICS Industry Type Code:	Not reported
Primary NAICS Industry Type Description:	Not reported
Physical Location Description:	Not reported
Additional ID:	8739
Additional ID Status:	ACTIVE
Additional ID Address:	2600 DEL RIO BLVD
Additional ID Address 2:	Not reported
Additional ID City:	EAGLE PASS
Additional ID State:	TX
Additional ID zip:	78852-3640
Additional ID NAICS:	Not reported
Additional ID SIC:	Not reported

A3 **W.C. RABB** **HIST LF** **S129374079**
ENE **IN AND ON WEST BANK OF DRAINAGE DITCH ON E SIDE OF RODRIQUEZ** **N/A**
< 1/8 **MAVERICK (County), TX**
0.097 mi.
510 ft. **Site 1 of 2 in cluster A**

Relative: **Higher**

Actual: **733 ft.**

HIST LF:

Name:	W.C. RABB
Name 2:	Not reported
Address:	IN AND ON WEST BANK OF DRAINAGE DITCH ON E SIDE OF RODRIQUEZ ST; FABRICA SUBDIVISION, N OF EAGLE PASS
City,State,Zip:	TX
Latitude:	28.742333
Longitude:	-100.492333
Lat Deg:	28
Lat MM:	44.54
Lon DD:	100
Lon MM:	29.54
UNUM:	2541
Comments:	TNRCC #32710
Inspection:	PLASTICS, EMPTY OIL CONTAINERS
COG Number:	24
COOR CD:	Not reported
TWC District:	Not reported
Owner Name:	W.c. Rabb
Owner Code:	Not reported
Open Date:	1992
Close Date:	1992
Acres:	1
Yards:	0
Parties:	Not reported
Household:	Y
Construct Demo:	Not reported
Industrial:	Not reported

W.C. RABB (Continued) **S129374079**

Tires:	Not reported
Agriculture:	Not reported
Brush:	Not reported
Other:	Y
Other Description:	SEE INSPECTION
Haz Unlike:	Not reported
Haz Prob:	Not reported
Haz Cert:	Not reported
Legal:	Not reported
Un-Author:	Not reported
Max Depth:	Not reported
Depth Code:	Not reported
Final Cov:	Not reported
Min Thick:	Not reported
Use:	Not reported
Update:	New Record
Reviewer:	19920317 - 19920418
Accuracy:	Geocoded at Southwest Texas State University (SWTSU) from good location information, high confidence level
Source:	1

A4 **W.C. RABB** **CLI** **S103260391**
ENE **IN AND ON WEST BANK OF DRAINAGE DITCH ON E SIDE OF RODRIQUEZ** **N/A**
< 1/8 **, TX**
0.097 mi.
510 ft. **Site 2 of 2 in cluster A**

Relative: CLI:
Higher

Actual: Name: W.C. RABB
733 ft. Address: In And On West Bank Of Drainage Ditch On E Side Of Rodriquez St; Fabrica Subdivision, N Of Eagle Pas
City,State,Zip: TX
Facility ID: Not reported
Facility Name2: Not reported
Site Status: Not reported
Date Recieved: Not reported
County: Not reported
Region: Not reported
Near City: Not reported
Organic Acres: Not reported
Area Served: Not reported
Population Srvd: Not reported
Tons per Day: Not reported
Yards per Day: Not reported
Permit Status: Not reported
Removal Status: Not reported
Status Date: Not reported
Engineer: Not reported
Source: 1
Source Code: Not reported
Date Opened: 1992
Date Closed: 1992
Size - Acres: Not reported
Size - Cubic Yrds: Not reported
Lat Deg: 28
Lat Min: 44.54
Long Deg: 100
Long Min: 29.54

W.C. RABB (Continued) **S103260391**

Lat/Long (deg):	28.742333 / -100.492333
Owner:	W.c. Rabb
Owner Address:	Not reported
Owner C,S,Z:	Not reported
Business Type:	Not reported
Facility Type:	Not reported
Version of Amendment:	Not reported
Extra Territorial Jurisdiction:	Not reported
Applicant Name:	Not reported
Applicant Address:	Not reported
Applicant City,St,Zip:	Not reported
Applicant Phone:	Not reported
Est Cleanup Date:	Not reported
River Basin Code:	Not reported
Earliest Date in the Records:	Not reported
Last Date in Records Site Accepted Waste:	Not reported
Texas Counsil of Government Code:	24
Texas Water Commision District Code:	**********
Code for Landfill:	2
Parties:	Not reported
Accepts House Hold:	Yes
Accepts Construction Demolition:	Not reported
Accepts Industrial Waste:	Not reported
Accepts Tires:	Not reported
Accepts Agriculture:	Not reported
Accepts Brush:	Not reported
Accepts Other:	Y
Accepts Other Description:	SEE INSPECTION
Haz Waste Unlikey:	Not reported
Haz Waste Probably:	Not reported
Haz Waste Likey:	Not reported
Legal:	Not reported
Maximum Depth:	**********
Depth Code:	Not reported
Final Cover Has Been Applied:	Not reported
Minimun Thickness of Final Cover:	Not reported
In Use Inspector:	Not reported
Inspc Comments:	PLASTICS, EMPTY OIL CONTAINERS
Comments:	TNRCC #32710
Update:	4
Reviewer:	19920317 - 19920418
Flag:	Not reported

B5 **HECTOR LOPEZ AUTO SHOP** **CENTRAL REGISTRY** **S128218271**
NE **2663 BARRERA ST** **N/A**
< 1/8 **EAGLE PASS, TX 78852**
0.103 mi.
545 ft. **Site 1 of 3 in cluster B**

Relative: CENTRAL REGISTRY:
Lower

Actual: Regulated Entity Number:	RN104087697
724 ft. Name:	HECTOR LOPEZ AUTO SHOP
Address:	2663 BARRERA ST
Address 2:	Not reported
City,State,Zip:	EAGLE PASS, TX 78852
Status:	ACTIVE
Status Date:	12/17/2003
Customer Number:	CN602524795

HECTOR LOPEZ AUTO SHOP (Continued) **S128218271**

Customer Name:	LOPEZ, HECTOR
Customer Legal Name:	Not reported
Customer Ownership Type:	INDIVIDUAL OWNER TYPE
Affiliation Begin Date:	01/01/1800
Affiliation End Date:	12/31/3000
Customer Status:	ACTIVE
Primary NAICS Industry Type Code:	Not reported
Primary NAICS Industry Type Description:	Not reported
Physical Location Description:	2663 BARRERA ST
Additional ID:	Not reported
Additional ID Status:	Not reported
Additional ID Address:	Not reported
Additional ID Address 2:	Not reported
Additional ID City:	Not reported
Additional ID State:	Not reported
Additional ID zip:	Not reported
Additional ID NAICS:	Not reported
Additional ID SIC:	Not reported

B6 **HECTOR LOPEZ AUTO SHOP** **FINDS** **1010756261**
NE **2663 BARRERA ST** **N/A**
< 1/8 **EAGLE PASS, TX 78852**
0.103 mi.
545 ft. **Site 2 of 3 in cluster B**

Relative:
Lower

Actual:
724 ft.

FINDS:
Registry ID: 110033877428

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The Texas Commission on Environmental Quality (TCEQ) - Agency Central Registry is a computer application that allows the TCEQ to use a single, centralized area to record common information, such as the company names, addresses, and telephone numbers of those the TCEQ regulates. It also contains additional IDs (permits, registrations, authorizations, etc) and their status.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B7 **HECTOR LOPEZ AUTO SHOP** **SPILLS** **S107654288**
NE **2663 BARRERA ST** **ENF** **N/A**
< 1/8 **EAGLE PASS, TX 78852** **COMPLAINTS**
0.103 mi.
545 ft. **Site 3 of 3 in cluster B**

Relative:
Lower

Actual:
724 ft.

SPILLS:

Name:	HECTOR LOPEZ AUTO SHOP
Address:	2663 BARRERA ST
City,State,Zip:	EAGLE PASS, TX 78852
Incident Number:	32111
Facility Id:	RN104087697
Date of Spill:	Not reported
Seq Num:	Not reported
Responsible Party Name:	Not reported
Responsible Party Address:	Not reported
Responsible Party City:	Not reported

HECTOR LOPEZ AUTO SHOP (Continued) **S107654288**

Responsible Party State:	Not reported
Responsible Party Zip:	Not reported
Responsible Party Telephone:	Not reported
Substance:	Not reported
Material Code:	Not reported
Media Affected:	Not reported
Permit Number:	Not reported
District:	REGION 16 - LAREDO
Origin:	Not reported
Cause:	Not reported
Basin Code:	Not reported
Notify Date:	Not reported
Adequate Clean:	Not reported
Classification:	unknown
Basin Name:	Not reported
Water Affected:	Not reported
Amnt Spilled:	Not reported
Amnt in Water:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Inspected By:	Not reported
Interim Report:	Not reported
Enforce:	Not reported
Information Final:	Not reported
Coordinator:	Not reported
Time Reported:	Not reported
Spill Time:	Not reported
Incident Type:	No Incident Type
Near City Name:	EAGLE PASS
Importance Level:	0
Received Date:	12/17/2003
Start Date:	10/31/2003
Status Date:	12/19/2003
Media Name:	WASTE
Customer:	LOPEZ, HECTOR
Effect:	ENVIRONMEN
Num Complaining:	1
Frequency:	PAST
Nature:	WASTE
Watertext:	Elm Creek
Air Text:	Not reported
Incident Status:	Closed
Disputed Status:	Not reported
Disputed Date:	12/17/2003
Comments:	Responded to complaint.
Incident Action:	Not reported
Incident Description:	Not reported
Invest Number:	Not reported
Invest Status:	Not reported
Customer Number:	Not reported

ENFORCEMENT:

Name:	HECTOR LOPEZ AUTO SHOP
Address:	2663 BARRERA ST
City,State,Zip:	EAGLE PASS, TX
Unique TCEQ Ref Number Of Customer:	CN602524795
Unique TCEQ Ref Number Of Reg. Entity:	RN104087697

HECTOR LOPEZ AUTO SHOP (Continued) **S107654288**

Contact Person For The Reg. Entity:	HECTOR LOPEZ
Owner/operator Of A Regulated Entity:	LOPEZ, HECTOR
Regulated Entity Associated With An NOV:	AUTO MECHANIC WORK
Org Title Of The Contact Person:	OWNER
Physical Location:	Not reported
Near City:	Not reported
Investigation Number:	Not reported
Status Code:	Not reported
Status Date:	Not reported
Violation Tracking Number:	Not reported
Violation Category:	Not reported
Nov ID:	Not reported
Role Code:	Not reported
Date Notice Of Violation Issued:	12/18/2003
Description 1:	Failure to label or mark 55 gallon drums with the words "Used Oil."
Description 2:	Not reported
Category of the NOV:	Minor
Method Of Notice Issuance:	WRITTEN
TCEQ Prog Area Monitoring Violation:	WASTE
TCEQ Rule Number Cited For The Violation:	279.22(c)(1)
Status Of The NOV:	RESOLVED
Investigation:	Not reported
Investigation ID:	Not reported
Regulated Entity ID:	Not reported
Date of Notice Enforcement:	Not reported
Violation Date:	Not reported
Rejected:	Not reported
Type Code:	Not reported
Date Resolved:	Not reported
Assessed Amount:	Not reported
Deferred Amount:	Not reported
Payable Amount:	Not reported
Supplemental Env Project Offset Amount:	Not reported
Nov Type:	Not reported

Name:	HECTOR LOPEZ AUTO SHOP
Address:	2663 BARRERA ST
City,State,Zip:	EAGLE PASS, TX
Unique TCEQ Ref Number Of Customer:	CN602524795
Unique TCEQ Ref Number Of Reg. Entity:	RN104087697
Contact Person For The Reg. Entity:	HECTOR LOPEZ
Owner/operator Of A Regulated Entity:	LOPEZ, HECTOR
Regulated Entity Associated With An NOV:	AUTO MECHANIC WORK
Org Title Of The Contact Person:	OWNER
Physical Location:	Not reported
Near City:	Not reported
Investigation Number:	Not reported
Status Code:	Not reported
Status Date:	Not reported
Violation Tracking Number:	Not reported
Violation Category:	Not reported
Nov ID:	Not reported
Role Code:	Not reported
Date Notice Of Violation Issued:	12/18/2003
Description 1:	Failure to give used oil drums to a registered used oil transporter.
Description 2:	Not reported
Category of the NOV:	Moderate

HECTOR LOPEZ AUTO SHOP (Continued) **S107654288**

Method Of Notice Issuance:	WRITTEN
TCEQ Prog Area Monitoring Violation:	WASTE
TCEQ Rule Number Cited For The Violation:	279.24(b)[G]
Status Of The NOV:	RESOLVED
Investigation:	Not reported
Investigation ID:	Not reported
Regulated Entity ID:	Not reported
Date of Notice Enforcement:	Not reported
Violation Date:	Not reported
Rejected:	Not reported
Type Code:	Not reported
Date Resolved:	Not reported
Assessed Amount:	Not reported
Deferred Amount:	Not reported
Payable Amount:	Not reported
Supplemental Env Project Offset Amount:	Not reported
Nov Type:	Not reported

COMPLAINTS:

Incident Number:	32111
Regulated Entity Number:	RN104087697
Name:	HECTOR LOPEZ AUTO SHOP
Address:	2663 BARRERA ST
City,State,Zip:	EAGLE PASS, TX
TCEQ Region:	REGION 16 - LAREDO
Latitude:	Not reported
Longitude:	Not reported
Incident Received Date:	12/17/2003
Incident Start Date:	10/31/2003
Incident Status Date:	12/19/2003
Media:	WASTE
Customer Number:	CN602524795
Customer Name:	LOPEZ, HECTOR
Effect:	ENVIRONMEN
Frequency:	PAST
Nature:	WASTE
Incident Comment:	The TCEQ Region 16 hired Chemical Response & Remediation Contractors, Inc. (CRRC) to clean up the used oil spill at Mr. Marical Beltran's property located at Eagle Pass, Texas. A notice of violation letter will be issued to Mr. Hector Lopez for all the used oil violations that were discovered at the time of the investigation. Mr. Lopez was the generator of the four 55-gallon drums of used oil. The used oil spill was completely cleaned up by November 07, 2003.
Incident Description:	On October 31, 2003, Ms. Elsa Hull,Tceq Pws Investigator Got A Call From Mr. Mario Felan, Maverick County Inspector Regarding A Complaint He Received On October 30, 2003. According To Mr. Felan, He Was Alleging That Oil Was Leaking Into A Drainage Canal Leading To Elm Creek In Eagle Pass, Texas From Some Drums At A Nearby Property. He Couldn'T State How Much Oil Had Leaked, But It Seemed To Be A Big Mess And Wanted The Tceq To Go Out To Look At The Site.
Mailing Address:	2663 BARRERA ST
Mailing State:	TX
Mailing Zip:	78852
Incident Priority:	Not reported
Number Complaining:	1
Receiving Water Body:	Elm Creek
Incident Source:	Not reported

HECTOR LOPEZ AUTO SHOP (Continued) **S107654288**

Incident Status:	CLOSED
Incident Action Taken:	Responded to complaint.
Material Released:	Not reported
Material Released Amount:	Not reported
Spill Classification:	Not reported

C8 **7-ELEVEN STORE 40533** **UST FINDER** **1028731643**
East **2427 DEL RIO BLVD** **N/A**
< 1/8 **EAGLE PASS, TX 78852**
0.121 mi.
639 ft. **Site 1 of 3 in cluster C**

Relative: **Higher**

Actual: **741 ft.**

UST FINDER:

Object ID:	432813
Facility ID:	TX129202
Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Address Match Type:	StreetAddress
Open USTs:	2
Closed USTs:	0
TOS USTs:	0
Population 1500ft:	810
Private Wells 1500ft:	3
Within 100yr Floodplain:	No
Land Use:	Developed, High Intensity
Within SPA:	Yes
SPA PWS Facility ID:	TX1620001_33708
SPA Water Type:	SW - Surface Water
SPA Facility Type:	IN - Intake
SPA HUC12:	130800020101
Within WHPA:	No
WHPA PWS Facility ID:	Not reported
WHPA Water Type:	Not reported
WHPA Facility Type:	Not reported
WHPA HUC12:	Not reported
Facility Status:	Open UST(s)
Date of Last Inspection:	Not reported
EPA Region:	6
Tribe:	Not reported
Coordinate Source:	Geocode
X Coord:	-100.4962981
Y Coord:	28.7402638900001
Latitude:	28.74026389
Longitude:	-100.4962981

UST FINDER:

Object ID:	1866566
Facility ID:	TX129202
Tank ID:	TX215083
Tank Status:	Open
Installation Date:	2011/05/05 15:59:59+00
Removal Date:	Not reported
Tank Capacity:	20000
Substances:	Not reported
Tank Wall Type:	Double

Object ID:	1866567

7-ELEVEN STORE 40533 (Continued) **1028731643**

Facility ID:	TX129202
Tank ID:	TX215084
Tank Status:	Open
Installation Date:	2011/05/05 15:59:59+00
Removal Date:	Not reported
Tank Capacity:	20000
Substances:	Not reported
Tank Wall Type:	Double

C9 **7-ELEVEN STORE 40533** **UST U004180562**
East **2427 DEL RIO BLVD** **ENF N/A**
< 1/8 **EAGLE PASS, TX 78852** **Financial Assurance**
0.121 mi.
639 ft. **Site 2 of 3 in cluster C**

Relative:
Higher

Actual:
741 ft.

UST:

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 788523216
AI Number:	84315
Facility Type:	RETAIL
Facility Begin Date:	05/05/2011
Facility Status:	ACTIVE
Additional ID:	486507052011199
Facility Exempt Status:	N
Records Off-Site:	Yes
UST Financial Assurance Required:	No
Number Of Active UST:	2
Site Location Description:	Not reported
Site Location (Nearest City Name):	Not reported
Site Location (County Name):	MAVERICK
Site Location (Tceq Region):	16
Site Location (Location Zip):	78852
Contact Name/Title:	PEGGIE BETZ,REGION COMPLIANCE SPECIALIST
Contact Organization Name:	7-ELEVEN STORE 40533
Contact Mailing Address1:	Not reported
Contact Mailing Address2:	Not reported
Contact Mailing City/State/Zip:	Not reported
Contact Telephone:	9728287205
Facility Contact Address Deliverable:	Not reported
Contact Fax Number:	Not reported
Contact Email Address:	Not reported
Signature Date On Earliest Reg Form:	02/06/2018
Signature Name/Title On Earliest Reg Form:	RAYMOND MCNIECE,REGION COMPLIANCE SPECIALIST
Application Received Date On Earliest Reg Form:	02/08/2018
Signature Role On Earliest Reg Form:	LEGAL AUTH REP OWNER
Signature Company On Earliest Reg Form:	Not reported
Enforcement Action:	No
Facility Not Inspectable:	No

Operator:

Princ ID:	959578622001257
Additional ID:	486507052011199
Ai Number:	84315
Operator CN:	CN600240329
Operator Name:	7-ELEVEN INC
Operator Effective Begin Date:	01/23/2018

7-ELEVEN STORE 40533 (Continued) **U004180562**

Operator Type:	CO
Operator Role:	OWNOPRCON
Contact Name:	RAY MCNIECE/REGION COMPLIANCE MANAGER
Contact Organization Name:	7-ELEVEN INC
Contact Mailing Address (Delivery):	PO BOX 711
Contact Mailing Address (Internal Delivery):	Not reported
Contact Mailing City/State/Zip:	DALLAS TX 75221-0711
Contact Phone Country Code:	1
Contact Phone Area Code:	210
Contact Phone Number:	5070913
Contact Phone Extension:	0
Contact Fax Country Code:	Not reported
Contact Fax Area Code:	Not reported
Contact Fax Number:	Not reported
Contact Fax Extension:	Not reported
Contact Email Address:	raymond.mcniece@7-11.com
Contact Address Deliverable:	Not reported

Owner:

Owner CN:	CN600240329
Owner Last Name:	7-ELEVEN INC
Owner First Name:	Not reported
Owner Middle Name:	Not reported
Owner Type:	CO
Contact Mailing Address (Delivery):	PO BOX 711
Contact Mailing Address (Internal Delivery):	Not reported
Contact Mailing City:	DALLAS
Contact Mailing State:	TX
Contact Mailing Zip:	75221
Contact Mailing Zip5:	0711
Contact Phone Number/Ext:	1 210 5070913/0
Contact Fax Country Code:	Not reported
Contact Fax Number/Ext:	/
Contact Email Address:	raymond.mcniece@7-11.com
Contact Address Deliverable:	Not reported
Princ ID:	959578622001257
Additional ID:	486507052011199
AI Number:	84315
Owner Effective Begin Date:	01/23/2018
State Tax ID:	17510851318
Contact Role:	OWNOPRCON
Contact Name/Title:	RAY MCNIECE/REGION COMPLIANCE MANAGER
Contact Organization Name:	7-ELEVEN INC

Self Certification:

Self Cert ID:	129202
Cert ID:	399782
AI Number:	84315
Self Certification Date:	01/22/2024
Signature Name/Title:	RAYMOND MCNIECE ENVIRONMENTAL MANAGER
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Delivery Certificate Expiration Date:	01/31/2025
Reporting Method:	E
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	382631
AI Number:	84315
Self Certification Date:	01/17/2023
Signature Name/Title:	RAYMOND MCNIECE ENVIRONMENTAL COMPLIANCE MGR
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2024
Reporting Method:	E
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	365262
AI Number:	84315
Self Certification Date:	01/19/2022
Signature Name/Title:	RAYMOND MCNIECE ENVIRONMENTAL MANAGER
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2023
Reporting Method:	E
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	347496
AI Number:	84315
Self Certification Date:	01/18/2021
Signature Name/Title:	Raymond Mcniece Env.Mgr.
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Delivery Certificate Expiration Date:	01/31/2022
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	330555
AI Number:	84315
Self Certification Date:	01/09/2020
Signature Name/Title:	Raymond Mcniece Env.Mgr.
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2021
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	315088
AI Number:	84315
Self Certification Date:	01/24/2019
Signature Name/Title:	Raymond Mcniece ENV. MGR
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2020
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	300332
AI Number:	84315
Self Certification Date:	02/02/2018
Signature Name/Title:	RAYMOND MCNIECE REGION COMPLIANCE SPECIALIST
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	INITIAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Delivery Certificate Expiration Date:	01/31/2019
Reporting Method:	P
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	298088
AI Number:	84315
Self Certification Date:	01/22/2018
Signature Name/Title:	Megan Scotton Permits Specialist
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2019
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	280349
AI Number:	84315
Self Certification Date:	01/10/2017
Signature Name/Title:	Craig E Scotton Director of Petroleu
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2018
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	262028
AI Number:	84315
Self Certification Date:	12/03/2015
Signature Name/Title:	Craig E Scotton Director of Petroleu
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Delivery Certificate Expiration Date:	01/31/2017
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	245068
AI Number:	84315
Self Certification Date:	12/02/2014
Signature Name/Title:	Craig E Scotton Director of Petroleu
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2016
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	229182
AI Number:	84315
Self Certification Date:	12/23/2013
Signature Name/Title:	Craig E Scotton Environmental Manage
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2015
Reporting Method:	S
Tank Corrosion Protection Compliance:	Y
Piping Corrosion Protection Compliance:	Y
Compartment Release Detection Compliance:	Y
Piping Release Detection Compliance:	Y
Spill Prevention/Overfill Compliance:	Y
Self Cert ID:	129202
Cert ID:	216630
AI Number:	84315
Self Certification Date:	12/12/2012
Signature Name/Title:	CRAIG E SCOTTON DIRECTOR OF PETROLEU
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Delivery Certificate Expiration Date:	01/31/2014
Reporting Method:	Not reported
Tank Corrosion Protection Compliance:	Not reported
Piping Corrosion Protection Compliance:	Not reported
Compartment Release Detection Compliance:	Not reported
Piping Release Detection Compliance:	Not reported
Spill Prevention/Overfill Compliance:	Not reported
Self Cert ID:	129202
Cert ID:	216629
AI Number:	84315
Self Certification Date:	01/13/2012
Signature Name/Title:	CRAIG SCOTTON DIR OF PET SERV
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	RENEWAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2013
Reporting Method:	Not reported
Tank Corrosion Protection Compliance:	Not reported
Piping Corrosion Protection Compliance:	Not reported
Compartment Release Detection Compliance:	Not reported
Piping Release Detection Compliance:	Not reported
Spill Prevention/Overfill Compliance:	Not reported
Self Cert ID:	129202
Cert ID:	216628
AI Number:	84315
Self Certification Date:	06/17/2011
Signature Name/Title:	CRAIG SCOTTON DIR OF PET SERV
Signature Type Role:	LEGAL AUTH REP OWNER
Filing Status:	INITIAL
Registration Self Certification Flag:	Y
Facility Fees Self Certification Flag:	Y
Financial Assurance Self Certification Flag:	Y
Technical Standards Self Certification Flag:	Y
Delivery Certificate Expiration Date:	01/31/2012
Reporting Method:	Not reported
Tank Corrosion Protection Compliance:	Not reported
Piping Corrosion Protection Compliance:	Not reported
Compartment Release Detection Compliance:	Not reported
Piping Release Detection Compliance:	Not reported
Spill Prevention/Overfill Compliance:	Not reported

Tank:

Install Date:	05/05/2011
Tank Registration Date:	06/27/2011
Number of Compartments:	2
Tank Capacity:	20000
Tank Singlewall:	N
Tank Doublewall:	Y
Pipe Type:	P
UST ID:	215083
Facility ID:	129202
Ai Number:	84315

7-ELEVEN STORE 40533 (Continued) **U004180562**

Tank Id:	1
Tank Status (Current):	IN USE
Tank Status Date:	05/05/2011
Empty:	N
Tank Regulatory Status:	FULLY REGULATED
Tank Int Prot (Internal Tank Lining Date):	Not reported
Piping Design (Single Wall):	N
Piping Design (Double Wall):	Y
Tank Ext Cont(Fac-Built Nonmetallic Jacket):	N
Tank Ext Cont(Syn Tank-Pit/Piping-Trench Liner):	N
Tank Ext Cont(Tank Vault/Rigid Trench Liner):	N
Piping Ext Cont(Fac-Built Nonmetallic Jacket):	N
Piping Ext Cont(Syn Tank-Pit/Piping-Trench Liner):	N
Piping Ext Cont(Tank Vault/Rigid Trench Liner):	N
Tank Material (Steel):	N
Tank Material(Frp(Fiberglass-Reinforced Plastic):	N
Tank Mat(Composite (Steel W/Ext Frp Cladding)):	N
Tank Mat(Concrete):	N
Tank Mat(Jacketed (Steel W/Ext Nonmetallic Jck)):	N
Tank Mat(Coated(Steel W/ExtPolyurethane Cladding)):	N
Piping Material (Steel):	N
Piping Mat(Frp(Fiberglass Reinforced Plastic):	Y
Piping Mat(Concrete):	N
Piping Mat(Jacketed(Steel W/Ext Nonmetallic Jacket)):	N
Piping Mat(Nonmetallic Flex Piping):	N
PipingConnect/Valves(Shear/Impact Valves(Under Disp)):	N
Piping Connect/Valves(Steel Swing-Joints(End Of Piping)):	N
Piping Connect/Valves (Flex Connectors(Ends Of Piping)):	N
Tank Corr Prot Meth(TCPM)(Cathodic-Field Installation):	N
TCPM (ExtDielectricCoat/Laminate/Tape/Wrap):	N
TCPM(Cathodic Prot-FacInstallation):	N
TCPM(Composite Tank(Steel W/Frp Ext Laminate):	Y
TCPMeth(Coated Tank(Steel W/ExtPolyurethaneLaminate):	N
TCPM(FRP Tank Or Piping(Noncorrodible)):	N
TCPM(Ext Nonmetallic Jacket):	Y
TCPMeth(Unnecessary Per Corrosion Prot Spec):	N
Piping Corr Prot Meth(Dielectric Coat/Laminate/Tape/Wrap):	N
Piping Corr Prot Method(PCPM) (Cathodic Factory Install):	N
PCPM(Cathodic Prot-Field Install):	N
PCPMethod (FRP Tank Or Piping(Noncorrodible):	Y
PCPM(Nonmetallic FlexPiping (Noncorrodible)):	N
PCPMeth(Isolated Open Area/2nd Containment):	Y
PCPM (Dual Protected):	N
PCPM(Unnec Per Corrosion Prot Specialist):	N
Tank Corr Prot Compliance Flag:	Y
Piping Corr Prot Compliance Flag:	Y
Tank Corrosion Prot Variance:	N
Piping Corrosion Prot Variance:	N
Temp Out Of Service Compliance:	Y
Technical Compliance Flag:	Y
Tank Tested Flag:	N
Installation Signature Date:	05/10/2011

Compartment Records:

Tank ID:	1
Tank Capacity:	14000
UST Comprt ID:	180282
UST ID:	215083

7-ELEVEN STORE 40533 (Continued) **U004180562**

AI Number:	84315
Compartment ID:	A
Substance Stored1:	GASOLINE
Substance Stored2:	Not reported
Substance Stored3:	Not reported
CompartmentReleaseDetectionMethod(Vapor):	N
CRDM(GW Monitoring):	N
CRDM(Monitoring Of Secondary Cont Barrier):	N
CRDM(Auto Tank Gauge Test/Inv Control):	N
CRDM(Interstitial Monitoring SecWall/Jacket):	Y
CRDM(Wkly Manual Gauging(Tanks<=1000 G):	N
CRDM(Mthly Tank Gauging(Emer Gen Tanks):	N
CRDM(Sir (Stat Inv Reconciliation)/Inv Control):	N
PipingReleaseDetectionMethod(PRDM)(Vapor):	N
PRDM(Groundwater Monitoring):	N
PRDM(Monitoring Sec Containment Barrier):	N
PRDM(InterstitialMonitoring w/in SecWall/Jacket):	Y
PRDM(Mthly Piping Tightness Test)@.2Gph:	N
PRDM(AnnualPipingTightTest/ElecMon@.1Gph:	Y
PRDM(TriennialTightTest(Suction/GravityPiping):	N
PRDM AutoLineLeakDet(3.0 Gph PressPiping):	Y
PRDM(Sir(StatInv Recon)/Inv Control)):	N
PRDM(Exempt System Suction:	N
Spill Overfill Prevention Equip(SOPE):	Y
SOPE(Spill Cont/Bucket/Sump):	Y
SOPE(DelShut-Off Valve)):	Y
SOPE(FlowRestrictorValue:	Y
SOPE(Alarm (Set@<=90%) W/3a Or 3b:	N
SOPE(N/A Deliveries To Tank<=25G):	N
Compartment Release Det Compliance Flag:	Y
Piping Release Detection Compliance Flag):	Y
Spill/OverfillPreventionCompliance Flag:	Y
Compartment Release Detection Variance:	N
Piping Release Detection Variance:	N
Spill And Overfill Prevention Variance:	N
Stage I Vapor Recovery:	TWO POINT SYSTEM
Stage 1 Installation Date:	05/05/2011
Tank ID:	1
Tank Capacity:	6000
UST Comprt ID:	180283
UST ID:	215083
AI Number:	84315
Compartment ID:	B
Substance Stored1:	GASOLINE
Substance Stored2:	Not reported
Substance Stored3:	Not reported
CompartmentReleaseDetectionMethod(Vapor):	N
CRDM(GW Monitoring):	N
CRDM(Monitoring Of Secondary Cont Barrier):	N
CRDM(Auto Tank Gauge Test/Inv Control):	N
CRDM(Interstitial Monitoring SecWall/Jacket):	Y
CRDM(Wkly Manual Gauging(Tanks<=1000 G):	N
CRDM(Mthly Tank Gauging(Emer Gen Tanks):	N
CRDM(Sir (Stat Inv Reconciliation)/Inv Control):	N
PipingReleaseDetectionMethod(PRDM)(Vapor):	N
PRDM(Groundwater Monitoring):	N

7-ELEVEN STORE 40533 (Continued) **U004180562**

PRDM(Monitoring Sec Containment Barrier):	N
PRDM(InterstitialMonitoring w/in SecWall/Jacket):	Y
PRDM(Mthly Piping Tightness Test)@.2Gph:	N
PRDM(AnnualPipingTightTest/ElecMon@.1Gph:	Y
PRDM(TriennialTightTest(Suction/GravityPiping):	N
PRDM AutoLineLeakDet(3.0 Gph PressPiping):	Y
PRDM(Sir(StatInv Recon)/Inv Control)):	N
PRDM(Exempt System Suction:	N
Spill Overfill Prevention Equip(SOPE):	Y
SOPE(Spill Cont/Bucket/Sump):	Y
SOPE(DelShut-Off Valve)):	Y
SOPE(FlowRestrictorValue:	Y
SOPE(Alarm (Set@<=90%) W/3a Or 3b:	N
SOPE(N/A Deliveries To Tank<=25G):	N
Compartment Release Det Compliance Flag:	Y
Piping Release Detection Compliance Flag):	Y
Spill/OverfillPreventionCompliance Flag:	Y
Compartment Release Detection Variance:	N
Piping Release Detection Variance:	N
Spill And Overfill Prevention Variance:	N
Stage I Vapor Recovery:	TWO POINT SYSTEM
Stage 1 Installation Date:	05/05/2011

Install Date:	05/05/2011
Tank Registration Date:	06/27/2011
Number of Compartments:	2
Tank Capacity:	20000
Tank Singlewall:	N
Tank Doublewall:	Y
Pipe Type:	P
UST ID:	215084
Facility ID:	129202
Ai Number:	84315
Tank Id:	2
Tank Status (Current):	IN USE
Tank Status Date:	05/05/2011
Empty:	N
Tank Regulatory Status:	FULLY REGULATED
Tank Int Prot (Internal Tank Lining Date):	Not reported
Piping Design (Single Wall):	N
Piping Design (Double Wall):	Y
Tank Ext Cont(Fac-Built Nonmetallic Jacket):	N
Tank Ext Cont(Syn Tank-Pit/Piping-Trench Liner):	N
Tank Ext Cont(Tank Vault/Rigid Trench Liner):	N
Piping Ext Cont(Fac-Built Nonmetallic Jacket):	N
Piping Ext Cont(Syn Tank-Pit/Piping-Trench Liner):	N
Piping Ext Cont(Tank Vault/Rigid Trench Liner):	N
Tank Material (Steel):	N
Tank Material(Frp(Fiberglass-Reinforced Plastic):	N
Tank Mat(Composite (Steel W/Ext Frp Cladding)):	N
Tank Mat(Concrete):	N
Tank Mat(Jacketed (Steel W/Ext Nonmetallic Jck)):	N
Tank Mat(Coated(Steel W/ExtPolyurethane Cladding)):	N
Piping Material (Steel):	N
Piping Mat(Frp(Fiberglass Reinforced Plastic):	Y
Piping Mat(Concrete):	N

7-ELEVEN STORE 40533 (Continued) **U004180562**

Piping Mat(Jacketed(Steel W/Ext Nonmetallic Jacket)):	N
Piping Mat(Nonmetallic Flex Piping):	N
PipingConnect/Valves(Shear/Impact Valves(Under Disp)):	N
Piping Connect/Valves(Steel Swing-Joints(End Of Piping)):	N
Piping Connect/Valves (Flex Connectors(Ends Of Piping)):	N
Tank Corr Prot Meth(TCPM)(Cathodic-Field Installation):	N
TCPM (ExtDielectricCoat/Laminate/Tape/Wrap):	N
TCPM(Cathodic Prot-FacInstallation):	N
TCPM(Composite Tank(Steel W/Frp Ext Laminate):	Y
TCPMeth(Coated Tank(Steel W/ExtPolyurethaneLaminate):	N
TCPM(FRP Tank Or Piping(Noncorrodible)):	N
TCPM(Ext Nonmetallic Jacket):	Y
TCPMeth(Unnecessary Per Corrosion Prot Spec):	N
Piping Corr Prot Meth(Dielectric Coat/Laminate/Tape/Wrap):	N
Piping Corr Prot Method(PCPM) (Cathodic Factory Install):	N
PCPM(Cathodic Prot-Field Install):	N
PCPMethod (FRP Tank Or Piping(Noncorrodible):	Y
PCPM(Nonmetallic FlexPiping (Noncorrodible)):	N
PCPMeth(Isolated Open Area/2nd Containment):	Y
PCPM (Dual Protected):	N
PCPM(Unnec Per Corrosion Prot Specialist):	N
Tank Corr Prot Compliance Flag:	Y
Piping Corr Prot Compliance Flag:	Y
Tank Corrosion Prot Variance:	N
Piping Corrosion Prot Variance:	N
Temp Out Of Service Compliance:	Y
Technical Compliance Flag:	Y
Tank Tested Flag:	N
Installation Signature Date:	05/10/2011

Compartment Records:

Tank ID:	2
Tank Capacity:	8000
UST Comprt ID:	180284
UST ID:	215084
AI Number:	84315
Compartment ID:	A
Substance Stored1:	GASOLINE
Substance Stored2:	Not reported
Substance Stored3:	Not reported
CompartmentReleaseDetectionMethod(Vapor):	N
CRDM(GW Monitoring):	N
CRDM(Monitoring Of Secondary Cont Barrier):	N
CRDM(Auto Tank Gauge Test/Inv Control):	N
CRDM(Interstitial Monitoring SecWall/Jacket):	Y
CRDM(Wkly Manual Gauging(Tanks<=1000 G):	N
CRDM(Mthly Tank Gauging(Emer Gen Tanks):	N
CRDM(Sir (Stat Inv Reconciliation)/Inv Control):	N
PipingReleaseDetectionMethod(PRDM)(Vapor):	N
PRDM(Groundwater Monitoring):	N
PRDM(Monitoring Sec Containment Barrier):	N
PRDM(InterstitialMonitoring w/in SecWall/Jacket):	Y
PRDM(Mthly Piping Tightness Test)@.2Gph:	N
PRDM(AnnualPipingTightTest/ElecMon@.1Gph:	Y
PRDM(TriennialTightTest(Suction/GravityPiping):	N
PRDM AutoLineLeakDet(3.0 Gph PressPiping):	Y
PRDM(Sir(StatInv Recon)/Inv Control)):	N
PRDM(Exempt System Suction:	N

7-ELEVEN STORE 40533 (Continued) **U004180562**

Spill Overfill Prevention Equip(SOPE):	Y
SOPE(Spill Cont/Bucket/Sump):	Y
SOPE(DelShut-Off Valve)):	Y
SOPE(FlowRestrictorValue:	Y
SOPE(Alarm (Set@<=90%) W/3a Or 3b:	N
SOPE(N/A Deliveries To Tank<=25G):	N
Compartment Release Det Compliance Flag:	Y
Piping Release Detection Compliance Flag):	Y
Spill/OverfillPreventionCompliance Flag:	Y
Compartment Release Detection Variance:	N
Piping Release Detection Variance:	N
Spill And Overfill Prevention Variance:	N
Stage I Vapor Recovery:	TWO POINT SYSTEM
Stage 1 Installation Date:	05/05/2011

Tank ID:	2
Tank Capacity:	12000
UST Comprt ID:	180285
UST ID:	215084
AI Number:	84315
Compartment ID:	B
Substance Stored1:	DIESEL
Substance Stored2:	Not reported
Substance Stored3:	Not reported
CompartmentReleaseDetectionMethod(Vapor):	N
CRDM(GW Monitoring):	N
CRDM(Monitoring Of Secondary Cont Barrier):	N
CRDM(Auto Tank Gauge Test/Inv Control):	N
CRDM(Interstitial Monitoring SecWall/Jacket):	Y
CRDM(Wkly Manual Gauging(Tanks<=1000 G):	N
CRDM(Mthly Tank Gauging(Emer Gen Tanks):	N
CRDM(Sir (Stat Inv Reconciliation)/Inv Control):	N
PipingReleaseDetectionMethod(PRDM)(Vapor):	N
PRDM(Groundwater Monitoring):	N
PRDM(Monitoring Sec Containment Barrier):	N
PRDM(InterstitialMonitoring w/in SecWall/Jacket):	Y
PRDM(Mthly Piping Tightness Test)@.2Gph:	N
PRDM(AnnualPipingTightTest/ElecMon@.1Gph:	Y
PRDM(TriennialTightTest(Suction/GravityPiping):	N
PRDM AutoLineLeakDet(3.0 Gph PressPiping):	Y
PRDM(Sir(StatInv Recon)/Inv Control)):	N
PRDM(Exempt System Suction:	N
Spill Overfill Prevention Equip(SOPE):	Y
SOPE(Spill Cont/Bucket/Sump):	Y
SOPE(DelShut-Off Valve)):	Y
SOPE(FlowRestrictorValue:	Y
SOPE(Alarm (Set@<=90%) W/3a Or 3b:	N
SOPE(N/A Deliveries To Tank<=25G):	N
Compartment Release Det Compliance Flag:	Y
Piping Release Detection Compliance Flag):	Y
Spill/OverfillPreventionCompliance Flag:	Y
Compartment Release Detection Variance:	N
Piping Release Detection Variance:	N
Spill And Overfill Prevention Variance:	N
Stage I Vapor Recovery:	TWO POINT SYSTEM
Stage 1 Installation Date:	05/05/2011

7-ELEVEN STORE 40533 (Continued) **U004180562**

Construction Notification:

NOC ID:	23528
Facility ID:	129202
AI Number:	84315
Application Received Date:	03/07/2011
Scheduled Construction Date:	04/07/2011
UST Improvement:	N
UST Installation:	Y
UST Removal:	N
UST Repair:	N
UST Return To Service:	N
UST Replacement:	N
UST Abandonment:	N
UST Stage I:	N
AST Installation:	N
AST Stage I:	N
Historical Tracking Number:	NONE
Waiver Flag:	N
Late Filing Flag:	N
Form Received Date:	Not reported
Signature Date On Form:	Not reported
Signature Name On Form:	Not reported
Signature Company On Form:	Not reported
Signature Title On Form:	Not reported
Signature Role:	Not reported
Owner Name At Time Of Construction:	Not reported
Owner CN At Time Of Construction:	Not reported
Owner AR At Time Of Construction:	46081
General Desc Of Prop Construct:	INSTALL NEW UST SYSTEM CONSISTING OF (2) PERMATANK JACKETED ACT100 UST'S AND ASS OCIATED DW FRP PIPING.

Contractor, Consultant and Installer:

Cont/Cons/Installer ID:	25258
UST ID:	Not reported
NOC ID:	23528
AI Number:	84315
Type Of Contact:	CONSULTANT
Contractor CRP Number Or Installer ILP Number:	Not reported
Company Name:	APPLIED PETROLEUM TECHNOLGIES
Representative Name:	GINA JAIMES
Mailing Address (Delivery):	4525 AYERS ST
Mailing Address (Internal Delivery):	Not reported
Mailing City:	CORPUS CHRISTI
Mailing State:	TX
Mailing Zip:	78415
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	1
Phone Number Area Code:	361
Phone Number:	6938889
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported

7-ELEVEN STORE 40533 (Continued) **U004180562**

Cont/Cons/Installer ID:	25257
UST ID:	Not reported
NOC ID:	23528
AI Number:	84315
Type Of Contact:	CONTRACTOR
Contractor CRP Number Or Installer ILP Number:	CRP002338
Company Name:	APPLIED PETROLEUM TECHNOLOGIES
Representative Name:	RUBEN POIREE
Mailing Address (Delivery):	4525 AYERS ST
Mailing Address (Internal Delivery):	Not reported
Mailing City:	CORPUS CHRISTI
Mailing State:	TX
Mailing Zip:	78408
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	1
Phone Number Area Code:	361
Phone Number:	8842463
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported

Cont/Cons/Installer ID:	40805
UST ID:	215084
NOC ID:	Not reported
AI Number:	84315
Type Of Contact:	CONTRACTOR
Contractor CRP Number Or Installer ILP Number:	Not reported
Company Name:	APPLIED PETROLEUM TECH
Representative Name:	Not reported
Mailing Address (Delivery):	Not reported
Mailing Address (Internal Delivery):	Not reported
Mailing City:	Not reported
Mailing State:	Not reported
Mailing Zip:	Not reported
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	Not reported
Phone Number Area Code:	Not reported
Phone Number:	Not reported
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported

Cont/Cons/Installer ID:	40804
UST ID:	215083
NOC ID:	Not reported
AI Number:	84315
Type Of Contact:	CONTRACTOR
Contractor CRP Number Or Installer ILP Number:	Not reported
Company Name:	APPLIED PETROLEUM TECH
Representative Name:	Not reported
Mailing Address (Delivery):	Not reported

7-ELEVEN STORE 40533 (Continued) **U004180562**

Mailing Address (Internal Delivery):	Not reported
Mailing City:	Not reported
Mailing State:	Not reported
Mailing Zip:	Not reported
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	Not reported
Phone Number Area Code:	Not reported
Phone Number:	Not reported
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported
Cont/Cons/Installer ID:	25259
UST ID:	Not reported
NOC ID:	23528
AI Number:	84315
Type Of Contact:	INSTALLER
Contractor CRP Number Or Installer ILP Number:	ILP002338
Company Name:	Not reported
Representative Name:	Not reported
Mailing Address (Delivery):	Not reported
Mailing Address (Internal Delivery):	Not reported
Mailing City:	Not reported
Mailing State:	Not reported
Mailing Zip:	Not reported
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	Not reported
Phone Number Area Code:	Not reported
Phone Number:	Not reported
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported
Cont/Cons/Installer ID:	55942
UST ID:	215083
NOC ID:	Not reported
AI Number:	84315
Type Of Contact:	INSTALLER
Contractor CRP Number Or Installer ILP Number:	ILP002338
Company Name:	Not reported
Representative Name:	RUBEN POIREE
Mailing Address (Delivery):	Not reported
Mailing Address (Internal Delivery):	Not reported
Mailing City:	Not reported
Mailing State:	Not reported
Mailing Zip:	Not reported
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	Not reported
Phone Number Area Code:	Not reported
Phone Number:	Not reported

7-ELEVEN STORE 40533 (Continued) **U004180562**

Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported
Cont/Cons/Installer ID:	55943
UST ID:	215084
NOC ID:	Not reported
AI Number:	84315
Type Of Contact:	INSTALLER
Contractor CRP Number Or Installer ILP Number:	ILP002338
Company Name:	Not reported
Representative Name:	RUBEN POIREE
Mailing Address (Delivery):	Not reported
Mailing Address (Internal Delivery):	Not reported
Mailing City:	Not reported
Mailing State:	Not reported
Mailing Zip:	Not reported
Mailing Foreign Postal Code:	Not reported
Mailing County Code:	Not reported
Phone Number Country Code:	Not reported
Phone Number Area Code:	Not reported
Phone Number:	Not reported
Phone Number Extension:	Not reported
Fax Number Country Code:	Not reported
Fax Number Area Code:	Not reported
Fax Number:	Not reported
Email Address:	Not reported

Facility Billing Contacts:

Contact Organization Name:	7-ELEVEN INC
Contact Mailing Address (Delivery):	PO BOX 711
Contact Mailing Address (Internal Delivery):	Not reported
Contact Mailing City/State/Zip:	DALLAS, TX 75221 0711
Phone Number/Ext:	210 5070913/0
Contact Fax Number/Ext:	/
Contact Email Address:	RAYMOND.MCNIECE@7-11.COM
Contact Address Deliverable:	Y
Facility ID:	129202
Additional ID:	486507052011199
Princ ID:	959578622001257
AI Number:	84315
Facility Name:	7-ELEVEN STORE 40533
AR Number:	3971
AR UST Number Suffix:	A
AR AST Number Suffix:	U
Contact Name/Title:	RAYMOND MCNIECE/REGION COMPLIANCE SPECIALIST

ENFORCEMENT:

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852-3216
Unique TCEQ Ref Number Of Customer:	CN600240329
Unique TCEQ Ref Number Of Reg. Entity:	RN106179930

7-ELEVEN STORE 40533 (Continued) **U004180562**

Contact Person For The Reg. Entity:	Not reported
Owner/operator Of A Regulated Entity:	7-ELEVEN INC
Regulated Entity Associated With An NOV:	RETAIL
Org Title Of The Contact Person:	Not reported
Physical Location:	Not reported
Near City:	Not reported
Investigation Number:	000000001569677
Status Code:	RESOLVED
Status Date:	Not reported
Violation Tracking Number:	Not reported
Violation Category:	Not reported
Nov ID:	618,357,222,019,150.00
Role Code:	Not reported
Date Notice Of Violation Issued:	05/31/2019
Description 1:	Failure to maintain legible copies of all required records pertaining to an UST system immediately available for inspection by Commission personnel.
Description 2:	On May 14, 2019 and May 22, 2019, Ms. Amundson provided facility operating records to Ms. Aguirre via email. The operating records consisted of monthly release detection records, annual line and line leak detector test results and proof of financial assurance. These records appeared to be adequate. Release detection records were provided for the months or April 2018 through March 2019, and records indicated passing results. Annual line leak detector test results indicate that the product line and line leak detectors are functioning properly. The financial assurance utilized by the facility demonstrates financial responsibility for taking corrective action and for compensating third parties for bodily injury and property damage caused by accidental release arising from the operation for all applicable tanks at the facility. This will resolve the abovementioned violation for failure to maintain legible copies of all required records pertaining to an UST system.
Category of the NOV:	Minor
Method Of Notice Issuance:	WRITTEN
TCEQ Prog Area Monitoring Violation:	Not reported
TCEQ Rule Number Cited For The Violation:	334.10(b)(1)(B)
Status Of The NOV:	DAPPROVED
Investigation:	1569677
Investigation ID:	Not reported
Regulated Entity ID:	Not reported
Date of Notice Enforcement:	Not reported
Violation Date:	Not reported
Rejected:	Not reported
Type Code:	Not reported
Date Resolved:	Not reported
Assessed Amount:	Not reported
Deferred Amount:	Not reported
Payable Amount:	Not reported
Supplemental Env Project Offset Amount:	Not reported
Nov Type:	C

TX Financial Assurance 2:

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202

7-ELEVEN STORE 40533 (Continued) **U004180562**

Finass ID:	296926
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	Not reported
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2023
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	0 877 4166411
Policy Number:	ISPILLSB5FGE001
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2024
Ins Premium Pre-Paid For Entire Yr:	Yes
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	279801
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	Not reported
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2021
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	0 877 4166411
Policy Number:	ISPILLSB5FGE001
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2023
Ins Premium Pre-Paid For Entire Yr:	Yes
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	262827
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	Not reported
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y

7-ELEVEN STORE 40533 (Continued) **U004180562**

Financial Assurance Begin Date:	12/18/2020
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	0 817 4166411
Policy Number:	ISPILLSB5FGE001
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2022
Ins Premium Pre-Paid For Entire Yr:	Yes
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	242569
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2020
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	Not reported
Policy Number:	ISPILLSB5FGE001
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2021
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	224981
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2018
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	Not reported
Policy Number:	001235402
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2020
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

7-ELEVEN STORE 40533 (Continued) **U004180562**

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	208221
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2017
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	Not reported
Policy Number:	001235402
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2019
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	193372
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/18/2016
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	IRONSHORE SPECIALTY INS CO
Issuer Phone:	Not reported
Policy Number:	001235402
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/18/2018
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	191434
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N

7-ELEVEN STORE 40533 (Continued) **U004180562**

Coverage Amt per Annual Aggregate:	OVER 2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	09/15/2017
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OLD REPUBLIC INS CO
Issuer Phone:	Not reported
Policy Number:	MWZZ 301298 17
Coverage Amount:	OVER 2,000,000
Coverage Expiration Date:	09/15/2018
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	172302
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	OVER 2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	09/15/2016
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OLD REPUBLIC INS CO
Issuer Phone:	Not reported
Policy Number:	MWZZ30129816
Coverage Amount:	OVER 2,000,000
Coverage Expiration Date:	09/15/2017
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	171672
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	OVER 2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	09/15/2016
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OLD REPUBLIC INS CO
Issuer Phone:	Not reported

7-ELEVEN STORE 40533 (Continued) **U004180562**

Policy Number:	MWZZ30129816
Coverage Amount:	OVER 2,000,000
Coverage Expiration Date:	09/15/2017
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	153195
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	OVER 2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	09/15/2015
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OLD REPUBLIC INS CO
Issuer Phone:	Not reported
Policy Number:	MWZZ 301298 15
Coverage Amount:	OVER 2,000,000
Coverage Expiration Date:	09/15/2016
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	137066
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/15/2014
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OLD REPUBLIC INS CO
Issuer Phone:	Not reported
Policy Number:	MWZZ 301298 14
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/15/2015
Ins Premium Pre-Paid For Entire Yr:	Yes
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852

7-ELEVEN STORE 40533 (Continued) **U004180562**

Region:	2
Facility ID:	129202
Finass ID:	119498
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	2,000,000
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/15/2013
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	OTHER
Issuer Phone:	Not reported
Policy Number:	ST 8058110
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/15/2014
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	16648
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	Not reported
Meets Financial Assurance Req Flag:	Not reported
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/14/2012
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	CHARTIS SPECIALTY INS CO
Issuer Phone:	1 800 5536938
Policy Number:	ST 8058110
Coverage Amount:	1,000,000
Coverage Expiration Date:	12/15/2013
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	103062
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	Not reported
Meets Financial Assurance Req Flag:	Not reported
Financial Responsibility Type:	INSURANCE OR RISK RETENTION

7-ELEVEN STORE 40533 (Continued) **U004180562**

Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/15/2011
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	CHARTIS SPECIALTY INS CO
Issuer Phone:	1 800 5536938
Policy Number:	ST 8058110
Coverage Amount:	1000000
Coverage Expiration Date:	12/15/2012
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
City,State,Zip:	EAGLE PASS, TX 78852
Region:	2
Facility ID:	129202
Finass ID:	103063
AI:	84315
Mechanism Type Other:	Not reported
Multiple Mechanism Types:	N
Coverage Amt per Annual Aggregate:	Not reported
Meets Financial Assurance Req Flag:	Y
Financial Responsibility Type:	INSURANCE OR RISK RETENTION
Corrective Action MET Flag:	Y
3rd Party MET Flag:	Y
Financial Assurance Begin Date:	12/15/2010
Date Financial Assurance Form Rec:	02/08/2018
Issuer Name:	CHARTIS SPECIALTY INS CO
Issuer Phone:	1 201 3091100
Policy Number:	ST 8058110
Coverage Amount:	1000000
Coverage Expiration Date:	12/15/2011
Ins Premium Pre-Paid For Entire Yr:	No
Proof of Financial Assurance:	Yes

C10 **7-ELEVEN STORE 40533** **CENTRAL REGISTRY** **S126828848**
East **2427 DEL RIO BLVD** **N/A**
< 1/8 **EAGLE PASS, TX 78852**
0.121 mi.
639 ft. **Site 3 of 3 in cluster C**

Relative: CENTRAL REGISTRY:
Higher

Regulated Entity Number:	RN106179930
Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
Address 2:	Not reported
City,State,Zip:	EAGLE PASS, TX 78852
Status:	ACTIVE
Status Date:	07/18/2011
Customer Number:	CN600240329
Customer Name:	7-ELEVEN INC
Customer Legal Name:	7-Eleven, Inc.
Customer Ownership Type:	CORPORATION
Affiliation Begin Date:	01/23/2018
Affiliation End Date:	12/31/3000
Customer Status:	ACTIVE
Primary NAICS Industry Type Code:	Not reported

Actual:
741 ft.

7-ELEVEN STORE 40533 (Continued) **S126828848**

Primary NAICS Industry Type Description:	Not reported
Physical Location Description:	Not reported
Additional ID:	84315
Additional ID Status:	ACTIVE
Additional ID Address:	2427 DEL RIO BLVD
Additional ID Address 2:	Not reported
Additional ID City:	EAGLE PASS
Additional ID State:	TX
Additional ID zip:	78852-3216
Additional ID NAICS:	Not reported
Additional ID SIC:	Not reported

Regulated Entity Number:	RN106179930
Name:	7-ELEVEN STORE 40533
Address:	2427 DEL RIO BLVD
Address 2:	Not reported
City,State,Zip:	EAGLE PASS, TX 78852
Status:	ACTIVE
Status Date:	07/18/2011
Customer Number:	CN603241563
Customer Name:	STRIPES LLC
Customer Legal Name:	Stripes LLC
Customer Ownership Type:	CORPORATION
Affiliation Begin Date:	05/05/2011
Affiliation End Date:	01/22/2018
Customer Status:	ACTIVE
Primary NAICS Industry Type Code:	Not reported
Primary NAICS Industry Type Description:	Not reported
Physical Location Description:	Not reported
Additional ID:	84315
Additional ID Status:	ACTIVE
Additional ID Address:	2427 DEL RIO BLVD
Additional ID Address 2:	Not reported
Additional ID City:	EAGLE PASS
Additional ID State:	TX
Additional ID zip:	78852-3216
Additional ID NAICS:	Not reported
Additional ID SIC:	Not reported

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 03/25/2024
Date Data Arrived at EDR: 03/26/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/25/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 48

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/13/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/17/2024
Number of Days to Update: 90

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

SHWS: State Superfund Registry

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 12/29/2023
Number of Days to Update: 1

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5680
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Semi-Annually

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Permitted Solid Waste Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/19/2024
Date Data Arrived at EDR: 04/19/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 88

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6706
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Quarterly

CLI: Closed Landfill Inventory

Closed and abandoned landfills (permitted as well as unauthorized) across the state of Texas. For current information regarding any of the sites included in this database, contact the appropriate Council of Governments agency.

Date of Government Version: 08/30/1999
Date Data Arrived at EDR: 09/28/2000
Date Made Active in Reports: 10/30/2000
Number of Days to Update: 32

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: No Update Planned

H-GAC CLI: Houston-Galveston Closed Landfill Inventory

Closed Landfill Inventory for the Houston-Galveston Area Council Region. In 1993, the Texas Legislature passed House Bill (HB) 2537, which required Councils of Governments (COGs) to develop an inventory of closed municipal solid waste landfills for their regional solid waste management plans.

Date of Government Version: 03/26/2024
Date Data Arrived at EDR: 03/27/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 89

Source: Houston-Galveston Area Council
Telephone: 832-681-2518
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

WASTE MGMT: Commercial Hazardous & Solid Waste Management Facilities
This list contains commercial recycling facilities and facilities permitted or authorized (interim status) by the Texas Natural Resource Conservation Commission.

Date of Government Version: 10/14/2022
Date Data Arrived at EDR: 06/30/2023
Date Made Active in Reports: 09/22/2023
Number of Days to Update: 84
Source: Texas Commission on Environmental Quality
Telephone: 512-239-2920
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Lists of state and tribal leaking storage tanks

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/04/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

LPST: Leaking Petroleum Storage Tank Database
An inventory of reported leaking petroleum storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 03/20/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 04/09/2024
Number of Days to Update: 5

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2200
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

RDR: Release Determination Report Listing
An owner-operator permanently removing an underground storage tank system from service must determine whether a release of a stored regulated substance has occurred. Assemble and submit documentation of tank removal and release determination?including the details of all excavation, removal, and sampling activities?to the TCEQ using the PST Program?s Release Determination Report form (TCEQ-00621).

Date of Government Version: 03/19/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 07/03/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2081
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 03/15/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/17/2024
Number of Days to Update: 90

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

UST: Petroleum Storage Tank Database
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

AST: Petroleum Storage Tank Database
Registered Aboveground Storage Tanks.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/17/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

TANKS: Petroleum Storage Tanks Listing

A list of facilities included on the Petroleum Storage Tank database that have no association as either underground or aboveground tanks.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0985
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

State and tribal institutional control / engineering control registries

AUL: Sites with Controls

Activity and use limitations include both engineering controls and institutional controls.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 6

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5891
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

VCP TCEQ: Voluntary Cleanup Program Database
The Texas Voluntary Cleanup Program was established to provide administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in Texas.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 6
Source: Texas Commission on Environmental Quality
Telephone: 512-239-5891
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

VCP RRC: Voluntary Cleanup Program Sites
The Voluntary Cleanup Program (RRC-VCP) provides an incentive to remediate Oil & Gas related pollution by participants as long as they did not cause or contribute to the contamination. Applicants to the program receive a release of liability to the state in exchange for a successful cleanup.

Date of Government Version: 04/09/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 90
Source: Railroad Commission of Texas
Telephone: 512-463-6969
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Brownfields Site Assessments
Brownfield site assessments that are being cleaned under EPA grant monies.

Date of Government Version: 03/27/2024
Date Data Arrived at EDR: 04/09/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 90
Source: TCEQ
Telephone: 512-239-5872
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/11/2024
Date Data Arrived at EDR: 03/12/2024
Date Made Active in Reports: 05/10/2024
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/11/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

CAPCOG LI: Capitol Area Landfill Inventory
Permitted and unpermitted landfills for the CAPCOG region. Serving Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis, and Williamson Counties.

Date of Government Version: 11/11/2022
Date Data Arrived at EDR: 05/23/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 13

Source: Capital Area Council of Governments
Telephone: 512-916-6000
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

NCTCOG LI: North Central Landfill Inventory
North Central Texas Council of Governments landfill database.

Date of Government Version: 06/24/2024
Date Data Arrived at EDR: 06/26/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 1

Source: North Central Texas Council of Governments
Telephone: 817-695-9223
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

SWRCY: Recycling Facility Listing
A listing of recycling facilities in the state.

Date of Government Version: 05/08/2024
Date Data Arrived at EDR: 05/09/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 89

Source: TCEQ
Telephone: 512-239-6700
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

HIST LF: Historical Information About Municipal Solid Waste Facilities
An historical information listing old, closed unnumbered MSW landfills that were operated before permits were required, as well as unauthorized landfills and miscellaneous illegal dumps and disposal sites.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 09/28/2022
Date Made Active in Reports: 05/24/2023
Number of Days to Update: 238

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2335
Last EDR Contact: 07/15/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: No Update Planned

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 05/21/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 79

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Site Locations Listing

A listing of former clandestine drug site locations

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 12/09/2021
Date Made Active in Reports: 03/01/2022
Number of Days to Update: 82

Source: Department of Public Safety
Telephone: 512-424-2144
Last EDR Contact: 07/17/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

DEL SHWS: Deleted Superfund Registry Sites

Sites have been deleted from the state Superfund registry in accordance with the Act, 361.189

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 12/29/2023
Number of Days to Update: 1

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0666
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 05/21/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 79

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

CENTRAL REGISTRY: The Central Registry

The Central Registry, a common record area of the TCEQ, maintains information about TCEQ customers and regulated activities, such as company names, addresses, and telephone numbers. This information is commonly referred to as "core data". The Central Registry provides the regulated community with a central access point within the agency to check core data and make changes when necessary.

Date of Government Version: 05/30/2024
Date Data Arrived at EDR: 06/14/2024
Date Made Active in Reports: 06/25/2024
Number of Days to Update: 11

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5175
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

NON REGIST PST: Petroleum Storage Tank Non Registered

A listing of non-registered petroleum storage tank site locations.

Date of Government Version: 12/11/2023
Date Data Arrived at EDR: 12/11/2023
Date Made Active in Reports: 03/06/2024
Number of Days to Update: 86

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2081
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

Local Land Records

HIST LIENS: Environmental Liens Listing

This listing contains information fields that are no longer tracked in the LIENS database.

Date of Government Version: 03/23/2007
Date Data Arrived at EDR: 03/23/2007
Date Made Active in Reports: 05/02/2007
Number of Days to Update: 40

Source: Texas Commission on Environmental Qualilty
Telephone: 512-239-2209
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

LIENS: Environmental Liens Listing

The listing covers TCEQ liens placed against either State Superfund sites or Federal Superfund sites to recover cost incurred by TCEQ.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/16/2024
Number of Days to Update: 6

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2209
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

SPILLS RRC: RRC Spills Listing

The RRC is the state's lead agency in responding to spills or discharges from all activities associated with the exploration, development, or production, including storage or pipeline transportation (excluding highway transport and refined product spills), of oil, gas, and geothermal resources.

Date of Government Version: 06/27/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 6

Source: Railroad Commission of Texas
Telephone: 512-463-6947
Last EDR Contact: 06/25/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/14/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 7

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

SPILLS: Spills Database

Spills reported to the Emergency Response Division.

Date of Government Version: 04/09/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5100
Last EDR Contact: 07/10/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 10/23/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 05/15/2005
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 214-665-6444
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 86

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/12/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/05/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 93

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/17/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88
Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73
Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/13/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 86
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/15/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/11/2024
Date Data Arrived at EDR: 07/11/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 1
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 23

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/01/2024
Date Data Arrived at EDR: 04/17/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 16

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2023
Date Data Arrived at EDR: 04/04/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 66

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 57

Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 07/11/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2024
Date Data Arrived at EDR: 04/19/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 68

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 03/20/2023
Number of Days to Update: 11

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 06/03/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 04/01/2024
Date Data Arrived at EDR: 04/04/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 99

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 07/02/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/06/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 1

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/14/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 04/15/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 85

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/23/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 79

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/13/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 08/23/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/28/2023
Number of Days to Update: 98

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/09/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 87

Source: EPA
Telephone: (214) 665-2200
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 89

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/23/2024
Date Data Arrived at EDR: 06/28/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/28/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 86

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/19/2023
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 62

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 07/01/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 04/14/2024
Date Data Arrived at EDR: 04/16/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 07/16/2024
Next Scheduled EDR Contact: 10/28/2024
Data Release Frequency: Varies

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA’s UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA’s Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Semi-Annually

E MANIFEST: Hazardous Waste Electronic Manifest System

EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 07/24/2023
Date Data Arrived at EDR: 04/18/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 06/07/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

PFOS and PFOA stand for perfluorooctane sulfonate and perfluorooctanoic acid, respectively. Both are fluorinated organic chemicals, part of a larger family of compounds referred to as perfluoroalkyl substances (PFASs).

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 05/23/2024
Number of Days to Update: 83

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2341
Last EDR Contact: 05/24/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

AQUEOUS FOAM: AFFF Sites Listing

A list of Aqueous Film Forming Foam (AFFF) sites.

Date of Government Version: 03/06/2023
Date Data Arrived at EDR: 03/15/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 82

Source: Texas Commission on Environmental Quality
Telephone: 512-239-1913
Last EDR Contact: 05/24/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

AIRS: Current Emission Inventory Data

The database lists by company, along with their actual emissions, the TNRCC air accounts that emit EPA criteria pollutants.

Date of Government Version: 06/12/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 08/13/2024
Number of Days to Update: 41

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Semi-Annually

APAR: Affected Property Assessment Report Site Listing

Listing of Sites That Have Received an APAR (Affected Property Assessment Report)

Date of Government Version: 04/10/2024
Date Data Arrived at EDR: 04/11/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 89

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5872
Last EDR Contact: 06/27/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Varies

ASBESTOS: Asbestos Notification Listing

A listing of asbestos notification site locations.

Date of Government Version: 02/23/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 03/12/2024
Number of Days to Update: 14

Source: Department of State Health Services
Telephone: 512-834-6787
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH: Coal Ash Disposal Sites

A listing of facilities that use surface impoundments or landfills to dispose of coal ash.

Date of Government Version: 07/23/2024
Date Data Arrived at EDR: 07/25/2024
Date Made Active in Reports: 07/31/2024
Number of Days to Update: 6

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6624
Last EDR Contact: 07/18/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

ED AQUIF: Edwards Aquifer Permits

A listing of permits in the Edwards Aquifer Protection Program database. The information provided is for the counties located in the Austin Region (Hays, Travis, and Williamson counties).

Date of Government Version: 06/28/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 07/09/2024
Number of Days to Update: 7

Source: Texas Commission on Environmental Quality, Austin Region
Telephone: 512-339-2929
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

ENFORCEMENT: Notice of Violations Listing

A listing of permit violations.

Date of Government Version: 03/20/2024
Date Data Arrived at EDR: 03/27/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 89

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6012
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Semi-Annually

FIN ASSURANCE 1: Financial Assurance Information Listing

Financial assurance information.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 04/05/2024
Number of Days to Update: 15

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6239
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

FIN ASSURANCE 2: Financial Assurance Information Listing

Financial Assurance information for underground storage tank facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/20/2024
Date Made Active in Reports: 06/13/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0986
Last EDR Contact: 06/18/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Quarterly

GCC: Groundwater Contamination Cases

Texas Water Code, Section 26.406 requires the annual report to describe the current status of groundwater monitoring activities conducted or required by each agency at regulated facilities or associated with regulated activities. The report is required to contain a description of each case of groundwater contamination documented during the previous calendar year. Also to be included, is a description of each case of contamination documented during previous periods for which voluntary clean up action was incomplete at the time the preceding report was issued. The report is also required to indicate the status of enforcement action for each listed case.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 08/31/2023
Date Made Active in Reports: 11/15/2023
Number of Days to Update: 76

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5690
Last EDR Contact: 05/23/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Annually

IOP: Innocent Owner/Operator Program
Contains information on all sites that are in the IOP. An IOP is an innocent owner or operator whose property is contaminated as a result of a release or migration of contaminants from a source or sources not located on the property, and they did not cause or contribute to the source or sources of contamination.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/25/2024
Number of Days to Update: 22

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5894
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Quarterly

LEAD: Lead Inspection Listing
Lead inspection sites

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 06/25/2024
Number of Days to Update: 26

Source: Department of State Health Services
Telephone: 512-834-6600
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

Ind. Haz Waste: Industrial & Hazardous Waste Database
Summary reports reported by waste handlers, generators and shippers in Texas.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/15/2023
Date Made Active in Reports: 02/12/2024
Number of Days to Update: 89

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0985
Last EDR Contact: 07/09/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

NPDES: NPDES Facility List
Permitted wastewater outfalls.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/08/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 90

Source: Texas Commission on Environmental Quality
Telephone: 512-239-4591
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

RWS: Radioactive Waste Sites
Sites in the State of Texas that have been designated as Radioactive Waste sites.

Date of Government Version: 07/24/2006
Date Data Arrived at EDR: 12/14/2006
Date Made Active in Reports: 01/23/2007
Number of Days to Update: 40

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0859
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Semi-Annually

TIER 2: Tier 2 Chemical Inventory Reports
A listing of facilities which store or manufacture hazardous materials and submit a chemical inventory report.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/07/2013
Date Made Active in Reports: 07/22/2013
Number of Days to Update: 45

Source: Department of State Health Services
Telephone: 512-834-6603
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

UIC: Underground Injection Wells Database Listing
Class V injection wells regulated by the TCEQ. Class V wells are used to inject non-hazardous fluids underground. Most Class V wells are used to dispose of wastes into or above underground sources of drinking water and can pose a threat to ground water quality, if not managed properly.

Date of Government Version: 10/20/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/19/2024
Number of Days to Update: 87

Source: Texas Commission on Environmental Quality
Telephone: 512-239-6627
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Varies

UIC RRC: UIC RRCUIC Listing

The Underground Injection Control (UIC) Well Inventory System was implemented in January 1980. This file contains information related to all underground injection wells in Texas, including inventory and permit specific data, H-10 monitoring data, H-5 pressure testing data, and UIC enforcement action data.

Date of Government Version: 04/10/2024
Date Data Arrived at EDR: 04/10/2024
Date Made Active in Reports: 05/06/2024
Number of Days to Update: 26

Source: Railroad Commission of Texas
Telephone: 512-463-6838
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Semi-Annually

IHW CORR ACTION: Industrial and Hazardous Waste Corrective Action Information

Industrial hazardous waste facilities with corrective actions.

Date of Government Version: 06/25/2024
Date Data Arrived at EDR: 07/03/2024
Date Made Active in Reports: 07/08/2024
Number of Days to Update: 5

Source: Texas Commission on Environmental Quality
Telephone: 512-239-5872
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

PST STAGE 2: PST Stage 2

State II Vapor Recovery. Decommissioning of Stage II Rule - Gasoline dispensing facilities (GDFs) may begin the process of removing Stage II equipment on May 16, 2014 providing that all other requirements for decommissioning have been met, including appropriate notification.

Date of Government Version: 07/17/2019
Date Data Arrived at EDR: 07/18/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 68

Source: Texas Commission on Environmental Quality
Telephone: 512-239-2160
Last EDR Contact: 06/14/2024
Next Scheduled EDR Contact: 09/30/2024
Data Release Frequency: Varies

COMP HIST: Compliance History Listing

A listing of compliance histories of regulated entities

Date of Government Version: 04/08/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 08/19/2024
Number of Days to Update: 89

Source: Txas Commission on Environmental Quality
Telephone: 512-239-3282
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

RRC OCP: Operator Cleanup Program Listing

The Operator Cleanup Program (OCP) under the Site Remediation Section is tasked with oversight of complex pollution cleanups performed by the oil and gas industry.

Date of Government Version: 03/25/2024
Date Data Arrived at EDR: 03/26/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 90

Source: Railroad Commission of Texas
Telephone: 512-475-3089
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

LAND PERMIT: Land Application Permit Listing

Texas Land Application Permits from the Texas Commission on Environmental Quality for any domestic facility that disposes of treated effluent by land application such as subsurface land application, surface irrigation, drainfields, evaporation.

Date of Government Version: 03/18/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 06/14/2024
Number of Days to Update: 85

Source: Texas Commission on Environmental Quality
Telephone: 512-239-4671
Last EDR Contact: 07/08/2024
Next Scheduled EDR Contact: 09/23/2024
Data Release Frequency: Varies

COMPLAINTS: Complaints Information Listing

Complaints received by the TCEQ are assigned an Incident Number. The information alleged by the complainant is documented and associated to that unique number and then further investigated. An Incident Number may be listed more than once if there are multiple Customer Names, Released Materials, Media, and/or Effects.

Date of Government Version: 02/27/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/22/2024
Number of Days to Update: 84

Source: Texas Commission on Environmental Quality
Telephone: 512-239-0179
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

PETRO STOR CAVERNS: Listing of Permitted Storage Caverns

Salt caverns for petroleum storage information, from the Railroad Commission of Texas. Salt caverns, constructed in naturally occurring salt domes or salt beds, are used as storage for hydrocarbons including crude oil and natural gases.

Date of Government Version: 06/24/2024
Date Data Arrived at EDR: 06/26/2024
Date Made Active in Reports: 07/11/2024
Number of Days to Update: 15

Source: Railroad Commission of Texas
Telephone: 512-463-6900
Last EDR Contact: 06/21/2024
Next Scheduled EDR Contact: 10/07/2024
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Texas Commission of Environmental Quality in Texas formerly known as Texas Natural Resources Conservation Commission which changed in 2002.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/26/2013
Number of Days to Update: 178

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Texas Commission of Environmental Quality in Texas formerly known as Texas Natural Resources Conservation Commission which changed in 2002.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Texas Commission on Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

TRAVIS COUNTY:

HIST UST AUSTIN: Historic Tank Records

A listing of historic records from the City of Austin.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/06/2024
Number of Days to Update: 68

Source: Department of Planning & Development Review
Telephone: 512-974-2715
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/05/2024
Date Data Arrived at EDR: 05/07/2024
Date Made Active in Reports: 08/01/2024
Number of Days to Update: 86

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 06/26/2024
Next Scheduled EDR Contact: 10/14/2024
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/03/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

VT MANIFEST: Hazardous Waste Manifest Data

Hazardous waste manifest information.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/09/2020
Number of Days to Update: 72

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/03/2024
Next Scheduled EDR Contact: 10/21/2024
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facility List
Source: Department of Protective & Regulatory Services
Telephone: 512-438-3269

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Texas General Land Office
Telephone: 512-463-0745

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

NORTHERN AND SOUTHERN LINES
ROUTE 277
EAGLE PASS, TX 78852

TARGET PROPERTY COORDINATES

Latitude (North):	28.739477 - 28° 44' 22.12''
Longitude (West):	100.502692 - 100° 30' 9.69''
Universal Tranverse Mercator:	Zone 14
UTM X (Meters):	353260.4
UTM Y (Meters):	3179873.0
Elevation:	730 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50018320 EAGLE PASS EAST, TX
Version Date:	2022
Northeast Map:	50018417 DEADMANS HILL, TX
Version Date:	2022
Southwest Map:	50018323 EAGLE PASS WEST, TX
Version Date:	2022
Northwest Map:	50018375 QUEMADO SE, TX
Version Date:	2022

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

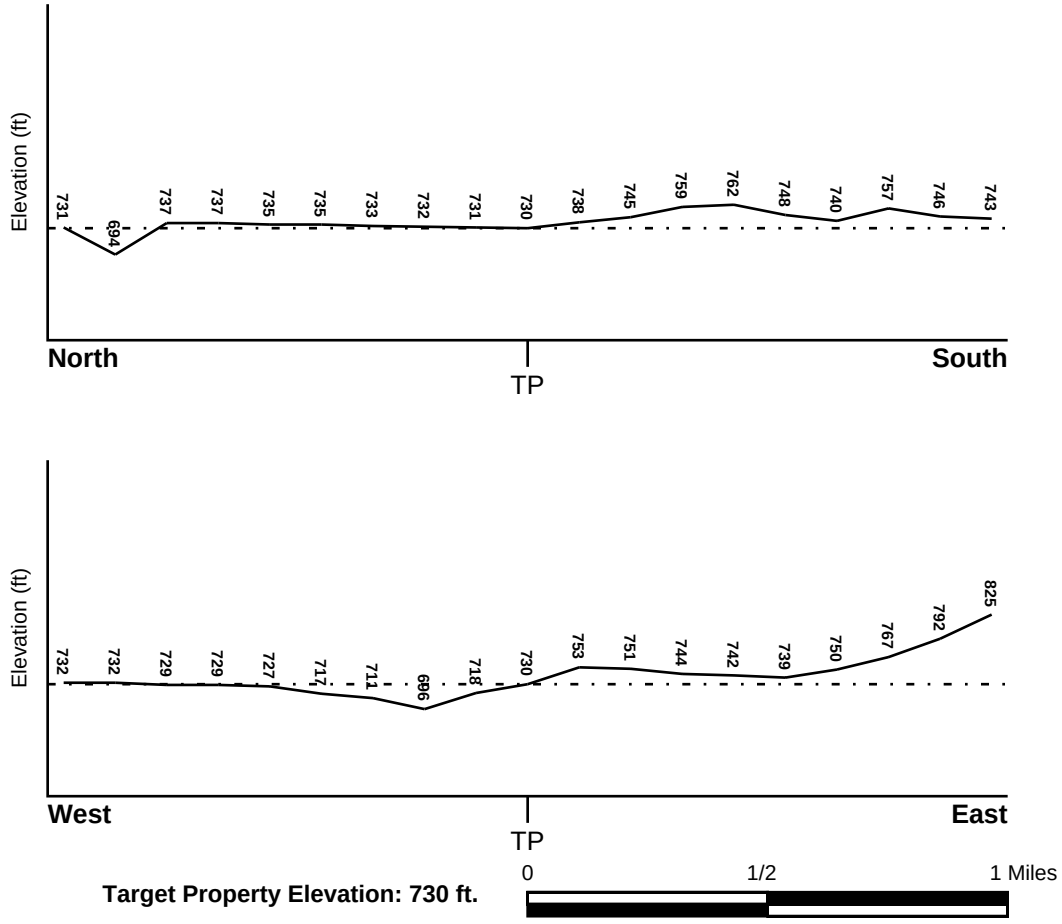
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
48323C0435D	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
48323C0325D	FEMA FIRM Flood data
48323C0350D	FEMA FIRM Flood data
48323C0451D	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
NOT AVAILABLE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

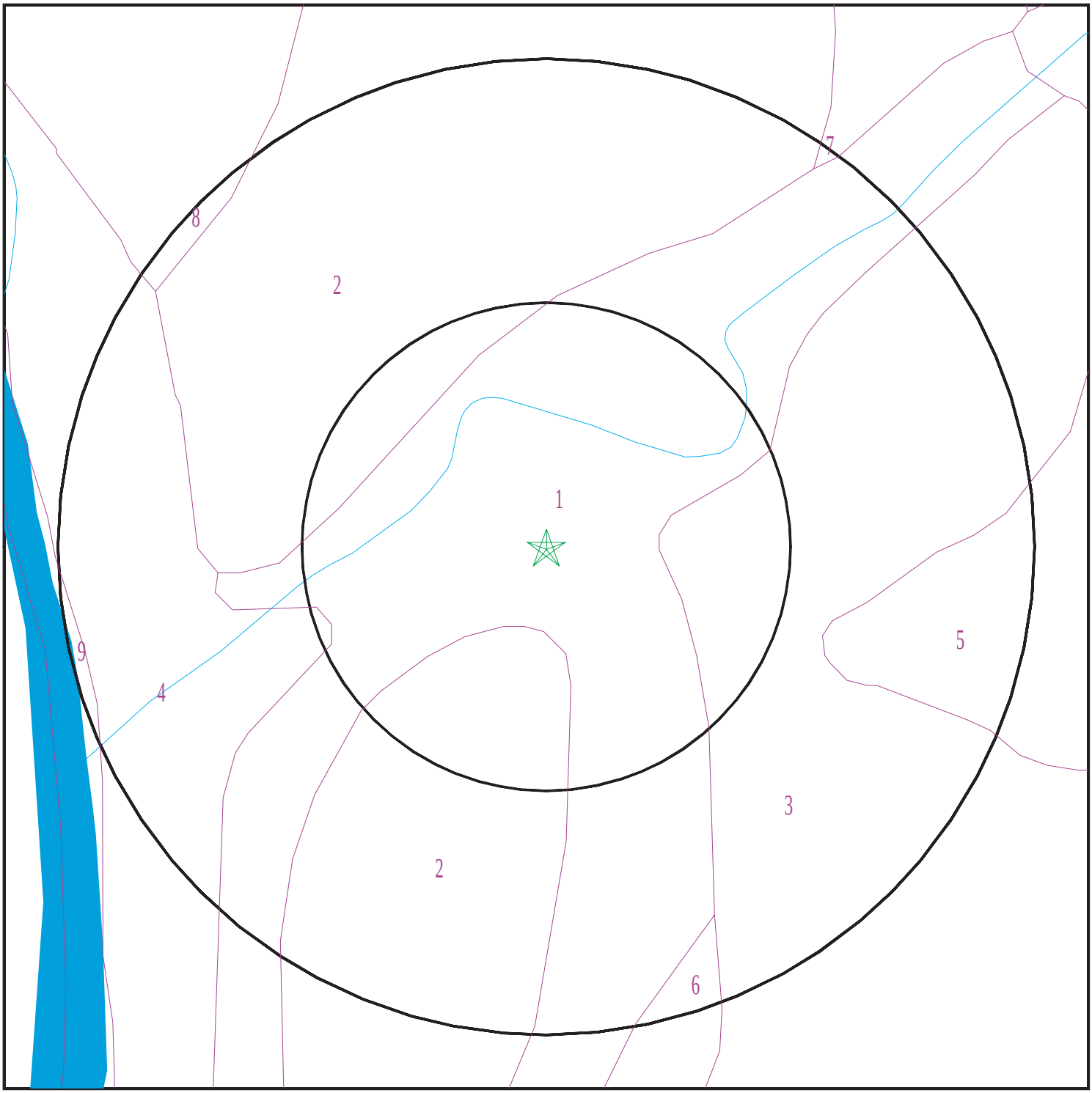
Era:	Mesozoic
System:	Cretaceous
Series:	Navarro Group
Code:	uK4 *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7741790.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Northern and Southern Lines	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 277 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
LAT/LONG:	28.739477 / 100.502692	INQUIRY #:	7741790.2s
		DATE:	August 21, 2024 12:36 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Lagloria

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	44 inches	very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	44 inches	79 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 2

Soil Component Name: Lagloria

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	44 inches	very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	44 inches	79 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 3

Soil Component Name: Maverick

Soil Surface Texture: clay

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4
2	5 inches	20 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
3	20 inches	25 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4
4	25 inches	72 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.4

Soil Map ID: 4

Soil Component Name: Rio Grande

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	very fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9
2	9 inches	79 inches	sr to silt loam to loamy very fine sand	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Map ID: 5

Soil Component Name: Pryor

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	clay loam	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9
2	7 inches	42 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9
3	42 inches	72 inches	clay	Not reported	Not reported	Max: 0.42 Min: 0.01	Max: 8.4 Min: 7.9

Soil Map ID: 6

Soil Component Name: Copita

Soil Surface Texture: sandy clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	sandy clay loam	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	11 inches	35 inches	sandy clay loam	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:
3	35 inches	59 inches	bedrock	Not reported	Not reported	Max: 14 Min: 1.4	Max: Min:

Soil Map ID: 7

Soil Component Name: Reynosa

Soil Surface Texture: silty clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	14 inches	silty clay loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
2	14 inches	44 inches	silty clay loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9
3	44 inches	77 inches	sr to silty clay loam to very fine sandy loam	Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.9

Soil Map ID: 8

Soil Component Name: Rio Grande

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	very fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9
2	9 inches	79 inches	sr to silt loam to loamy very fine sand	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Map ID: 9

Soil Component Name: Water

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class:
Hydric Status: Unknown

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

No Layer Information available.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	0.125
Federal FRDS PWS	Nearest PWS within 0.125 miles
State Database	0.125

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

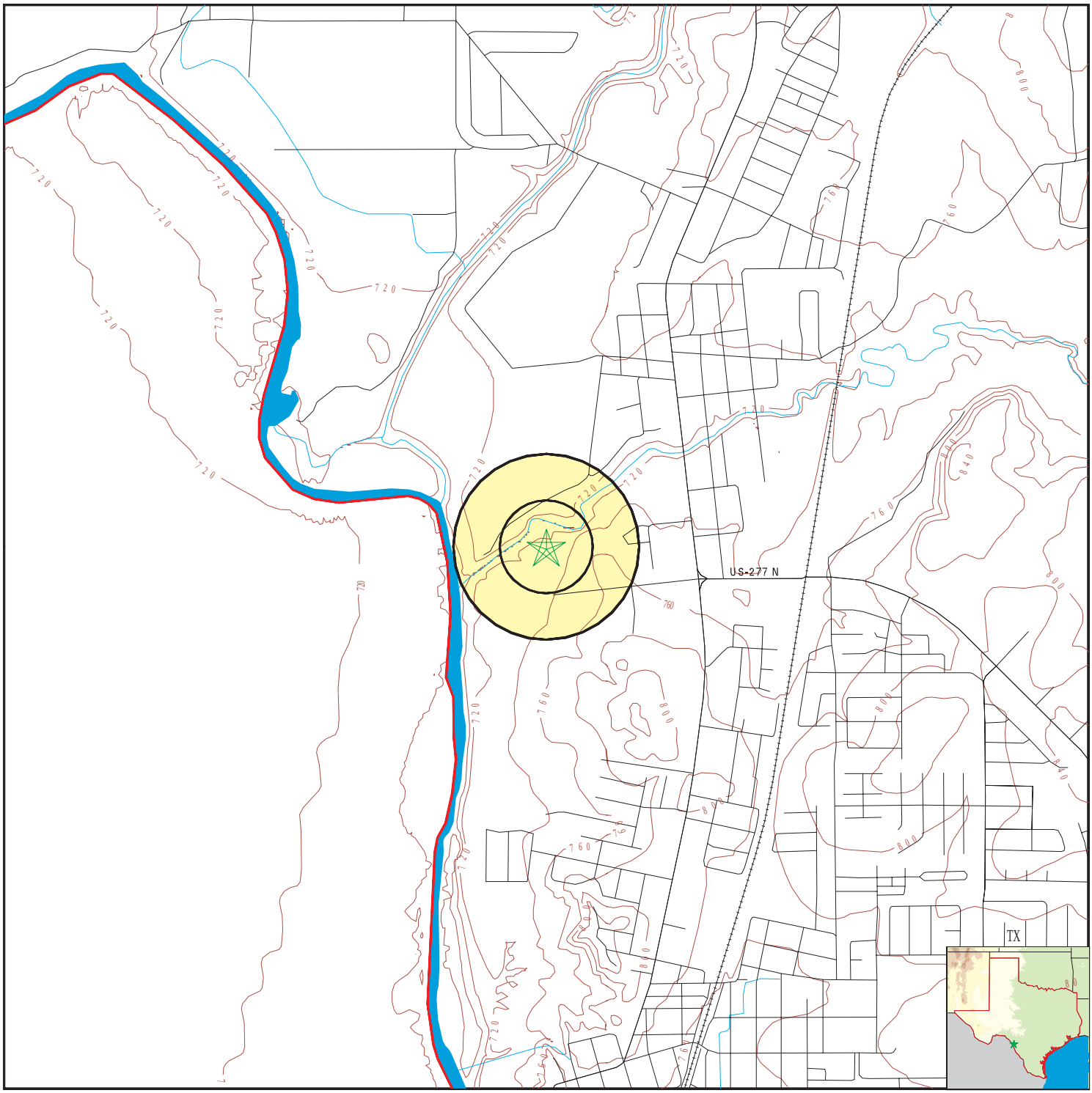
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 7741790.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil or gas wells

SITE NAME:	Northern and Southern Lines	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	Route 277 Eagle Pass TX 78852	CONTACT:	Paige Cochrane
LAT/LONG:	28.739477 / 100.502692	INQUIRY #:	7741790.2s
		DATE:	August 21, 2024 12:36 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: TX Radon

Radon Test Results

County	Mean	Total Sites	%>4 pCi/L	%>20 pCi/L	Min pCi/L	Max pCi/L
MAVERICK	1.4	4	.0	.0	.8	2.2

Federal EPA Radon Zone for MAVERICK County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 78852

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.500 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Texas General Land Office
Telephone: 512-463-0745

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Public Water Supply Sources Databases
Source: Texas Commission on Environmental Quality
Telephone: 512-239-6199
Locations of public drinking water sources maintained by the TCEQ.

Groundwater Database
Source: Texas Water Development Board
Telephone: 512-936-0837

Well Report Database
Source: Department of Licensing and Regulation
Telephone: 512-936-0833

Water Well Database
Source: Harris-Galveston Coastal Subsidence District
Telephone: 281-486-1105

Brackish Resources Aquifer Characterization System Database
Source: Texas Water Development Board
WDB's Brackish Resources Aquifer Characterization System (BRACS) was designed to map and characterize the brackish aquifers of Texas in greater detail than previous studies. The information is contained in the BRACS Database and project data are summarized in a project report with companion geographic information system data files.

Submitted Driller's Reports Database
Source: Texas Water Development Board
Telephone: 512-936-0833
The Submitted Driller's Report Database is populated from the online Texas Well Report Submission and Retrieval System which is a cooperative Texas Department of Licensing and Regulation (TDLR) and Texas Water Development Board (TWDB) application that registered water-well drillers use to submit their required reports.

OTHER STATE DATABASE INFORMATION

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Texas Oil and Gas Wells
Source: Texas Railroad Commission
Telephone: 512-463-6882
Oil and gas well locations.

RADON

State Database: TX Radon
Source: Department of Health
Telephone: 512-834-6688
Rinal Report of the Texas Indoor Radon Survey

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

STREET AND ADDRESS INFORMATION

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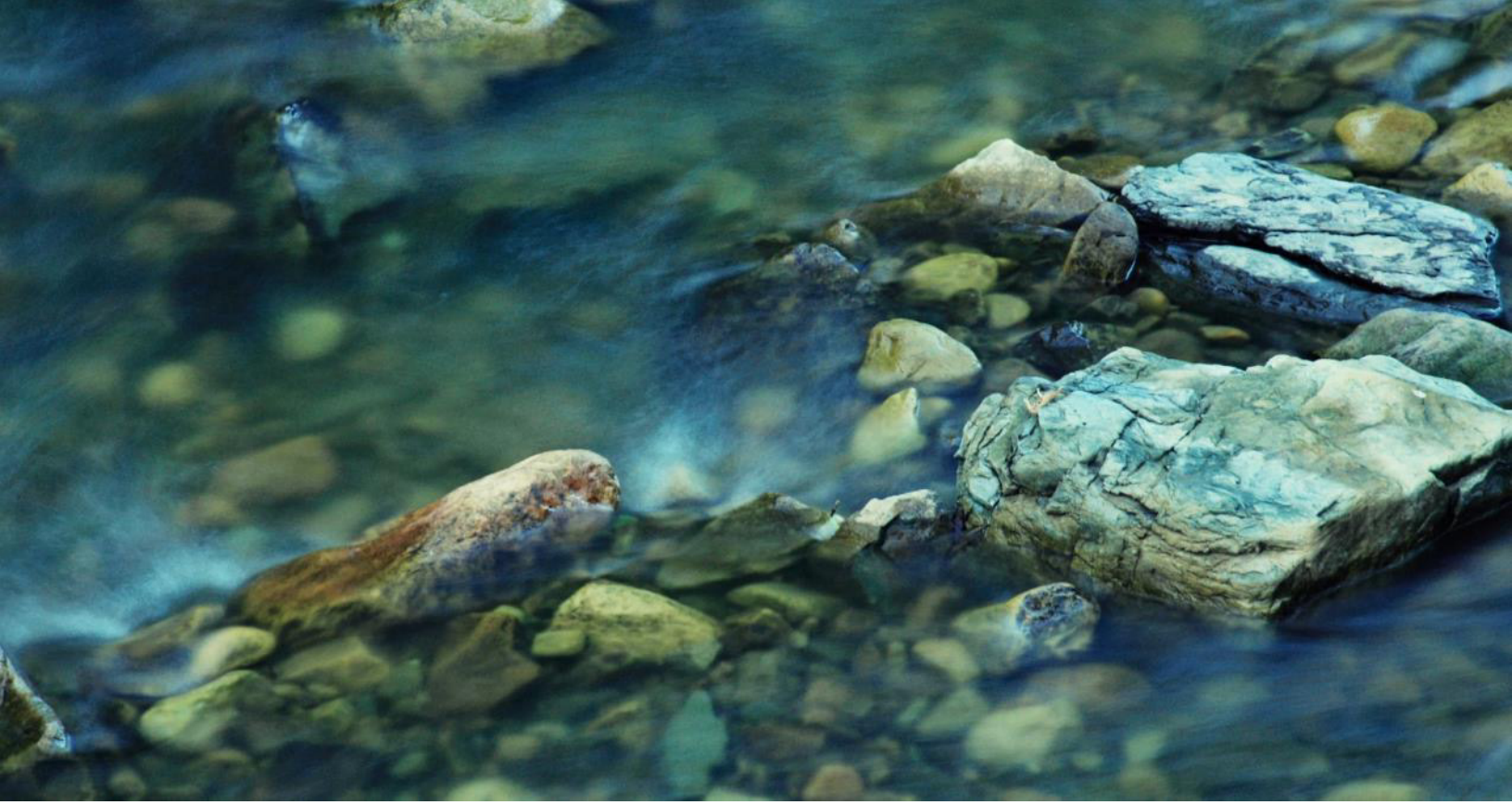
Appendix J
Wetlands and Waters Delineation Report



July 2024
Puerto Verde Global Trade Bridge Project

ANCHOR QEA

Wetlands and Waters Delineation Report

Prepared for Puerto Verde Holdings, LLC

July 2024
Puerto Verde Global Trade Bridge Project

Wetlands and Waters Delineation Report

Prepared for
Puerto Verde Holdings, LLC
22211 I-10, Suite 1206
San Antonio, Texas 78257

Prepared by
Anchor QEA
1217 Highway 35 South
Rockport, Texas 78382

Project Number: 243149-01.01

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Figure 3	Survey Overview Map
Figure 4	Habitat Overview Map

APPENDIX

Appendix A	Wetland Data Sheets

ABBREVIATIONS

1987 Manual	*Corps of Engineers Wetlands Delineation Manual*
APT	Antecedent Precipitation Tool
DF	drainage feature
EF	erosional feature
EIS	environmental impact statement
EPA	Environmental Protection Agency
FACU	facultative upland
FEMA	Federal Emergency Management Agency
GIS	geographic information system
IS	intermittent stream
LiDAR	Light Detection and Ranging
NEPA	National Environmental Policy Act
NHD	National Hydrography Dataset
NOAA	National Oceanic and Atmospheric Administration
NRCS	National Resources Conservation Service
NWI	National Wetlands Inventory
OEA	Office of Environmental Analysis
OHWM	ordinary high water mark
Project	Puerto Verde Global Trade Bridge Project
PVGTB	Puerto Verde Global Trade Bridge
PVH	Puerto Verde Holdings
PS	perennial stream
RTK-DGPS	real-time kinematic differential global positioning system
Regional Supplement	*Regional Supplement to the Corps of Engineers Wetland Delineation Manual; Great Plains Region* (Version 2.0)
STB	U.S. Surface Transportation Board
TNW	traditionally navigable water
UPL	upland
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WOTUS	waters of the United States

1 Introduction

On December 14, 2023, Puerto Verde Holdings, LLC (PVH) filed a petition with the U.S. Surface Transportation Board (STB) for a license to construct and operate the Puerto Verde Global Trade Bridge (PVGTB) Project (project). The project involves the development of a new commercial vehicle and freight rail trade corridor between the cities of Eagle Pass, Texas, and Piedras Negras, Mexico, for the purpose of improving the cross-border movement of commercial goods and freight. The project would include the construction of two new bridges (road and rail) across the Rio Grande River; new road and rail approaches to those bridges and connections to existing road and rail infrastructure on both sides of the border; a central control tower; and various types of support and inspection facilities for both the roadway and rail line. The project would also include the construction of parking areas, security fencing, and other supporting infrastructure (e.g., utilities) for the new border crossings.

After review of the application, STB's Office of Environmental Analysis (OEA) determined that construction and operation of the project has the potential to result in significant environmental impacts, requiring the preparation of an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11). STB issued a Notice of Intent to prepare an EIS for the PVGTB project on March 29, 2024 (Docket No. FD 36652). To support their analysis of potential project impacts on water resources under NEPA, OEA requested that PVH complete a delineation of all surface waterbodies within the project site, including wetlands, streams, rivers, ponds, lakes, and drainage ditches, regardless of jurisdictional status. To address this request, PVH contracted Anchor QEA to complete the work. Performance of the wetland and other waters delineation is intended to address this request and to support PVH's future application for a Department of the Army Permit from the U.S. Army Corps of Engineers (USACE) under Section 10 of the Rivers and Harbors Act and potentially Section 404 of the Clean Water Act. Authorization under Section 10 of the Rivers and Harbors Act is anticipated due to the nature of the project. However, the need for a permit pursuant to Section 404 of the Clean Water Act is yet to be determined due to unknowns related to the extent of fill activities and the geographic extent of federal jurisdiction across the survey area.

To address OEA's request, Anchor QEA completed a wetlands and other waters delineation at the approximate 217-acre survey area. The survey area is located along the Rio Grande River and Seco Creek in Eagle Pass, Maverick County, Texas (Figures 1 and 2 attached). Table 1 provides information relevant to the survey area. Work conducted as part of this assessment was completed in compliance with all relevant USACE and Environmental Protection Agency (EPA) regulations and guidance. While all aquatic features were mapped during the delineation effort, regardless of their jurisdictional status, Anchor QEA also conducted assessments to determine the likely jurisdictional status of each to help inform project development and future permitting efforts. Assessments related

to the wetland determinations and delineations and associated assessments of jurisdictional status for on-site features are based on Anchor QEA's best professional judgment and are provided to the applicant as an informational tool. The actual designation of jurisdictional status and establishment of all jurisdictional boundaries within the property boundary rests with the USACE Fort Worth District. Neither Anchor QEA, nor any other private consultant, holds the authority to establish legally binding wetland/non-wetland boundaries or jurisdictional status for features located within the property boundary. The methods and findings of Anchor QEA's wetlands and other waters delineation are detailed in subsequent report sections.

Table 1
Additional Survey Area Information

USGS Hydrologic Unit Code (HUC12)	130800011805 130800020702			
USGS Quadrangle	Eagle Pass East, TX Eagle Pass West, TX			
Survey Area Centroid (Decimal Degrees)	28.745432° -100.502281°			
Included Tax Parcels	3481 3499 3517 3520 3521 3526 3815 3817 3818 3819 3943 52457 52458	52459 53235 8712980 9154 9155 9156 9157 9158 9161 9162 9163 9173 9174	9175 9176 9188 9189 9190 9253 9254 9255 9256 9270 9271 9274 9275	9276 9277 9295 9296 9297 9298 9299 9300 9301 9320 9321 9322 9328

2 Methods

2.1 Background Review Methods

To prepare for the wetlands and other waters delineation, Anchor QEA examined background data including USACE's Antecedent Precipitation Tool (APT), National Oceanic and Atmospheric Administration (NOAA) rainfall data, U.S. Geological Survey (USGS) Quadrangle Topographic Maps and its National Hydrography Dataset (NHD), Federal Emergency Management Agency (FEMA) floodplain data, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) data, U.S. Department of Agriculture (USDA) National Resources Conservation Service (NRCS) soil data, Light Detection and Ranging (LiDAR) data, and current and historical aerial photography depicting the property. The purpose of the background review was to support the development of a comprehensive field survey plan and to inform the project team of anticipated site conditions.

2.2 Field Investigation Methods

To perform the wetlands and other waters delineation, Anchor QEA used the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987), *Regional Supplement to the Corps of Engineers Wetland Delineation Manual; Great Plains* (Version 2.0) (USACE 2010), *Field Guide for Wetland Delineation: 1987 Corps of Engineers Manual* (Wetland Training Institute [WTI] 1987), and "Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* and *Carabell v. United States*" (USACE and EPA 2008). While the *Rapanos v. United States* guidance is the currently implemented guidance, these guidelines are being implemented in conformance with the May 25, 2023, U.S. Supreme Court decision in *Sackett v. EPA*. Detailed regional standards and implementation methods for conformance with the decision have not been released by USACE Headquarters or the USACE Fort Worth District. However, Anchor QEA relied on the precedent set by recently issued USACE decisions and anecdotal information provided by USACE regulators to assess jurisdiction following *Sackett v. EPA*.

The routine method for sites greater than 5 acres was employed. The survey area is adjacent to both the Rio Grande and Seco Creek. Review of site topography indicates that the property appears to drain primarily to Seco Creek, rather than the Rio Grande. Therefore, a baseline parallel to Seco Creek was established and relied upon to develop survey transects. It should be noted that the location and orientation of the baseline and survey transects were previously coordinated with and approved by the USACE Fort Worth District. Consistent with the delineation manual, five transects were established to sufficiently survey the property. To confirm common names, scientific names, and the wetland indicator status of all plants identified within the survey area, Anchor QEA used the *National Wetland Plant List* (USACE 2020). To determine hydric soils and wetland hydrology, Anchor QEA used the 1987 Manual, the Regional Supplement, and *Field Indicators of Hydric Soils in the United States* (NRCS 2018). To make an upland or wetland determination, Anchor QEA recorded vegetation, soils,

and hydrology parameters at each sample point. To determine the lateral limits of stream features (e.g., Rio Grande and Seco Creek), Anchor QEA mapped the ordinary high water mark (OHWM) consistent with USACE's *Regulatory Guidance Letter No. 05-05,* which states that the OWHM is indicated by "physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means" (USACE 2005). Prior to conducting on-site surveys, Anchor QEA met with USACE's project manager on May 7, 2024, who provided additional anecdotal guidance. According to USACE personnel, the OHWM in this region is most closely associated with physical indicators of eroding banks. This recommendation was considered in combination with the regulatory guidance letter during OHWM mapping.

To determine the position of various points, Anchor QEA used both a sub-foot accuracy Trimble GEO 7X and a Trimble R10 dual-frequency real-time kinematic differential global positioning system (RTK-DGPS) working from the virtual reference station corrections network. The nominal accuracy of the typical dual-frequency RTK-DGPS is ±1 centimeter horizontal and ±2 centimeters vertical. Anchor QEA employed USACE's standard operating procedures for recording and submitting jurisdictional delineations with a GPS and geographic information system (GIS) data with GPS tools and technologies (USACE 2016). Position coordinates were recorded and then plotted in the office with ArcGIS 10.8.2.

2.3 Desktop Delineation Methods

Based on ownership status across the survey area, PVH was unable to obtain unobstructed access to the entire survey area. PVH coordinated right-of-entry requests with all private landowners, but responses were not received for multiple parcels. Further, detailed surveying of the Rio Grande River shoreline could not be safely conducted based on the extent of border security infrastructure (i.e., razor wire) present along the riverbank. Where access could not be obtained, Anchor QEA relied on field data recorded in the vicinity of inaccessible areas, visual observations made from public right-of-way or adjacent private property where right-of-entry was obtained, and review of desktop resources to determine the likely extent of wetlands or other water resources. Desktop resources used to analyze inaccessible areas include low-altitude, high-resolution aerial photography, USFWS's NWI data, USDA/NRCS soil data, and publicly available LiDAR data. Figure 1 (in-text) depicts areas where full access was obtained, areas where access was partially limited due to safety concerns, and areas where no access was obtained due to private ownership. In total, no access was achievable across approximately 5% of the survey area, a minimum of partial access was achievable across approximately 39% of the survey area, and full access was achievable across 56% of the survey area.

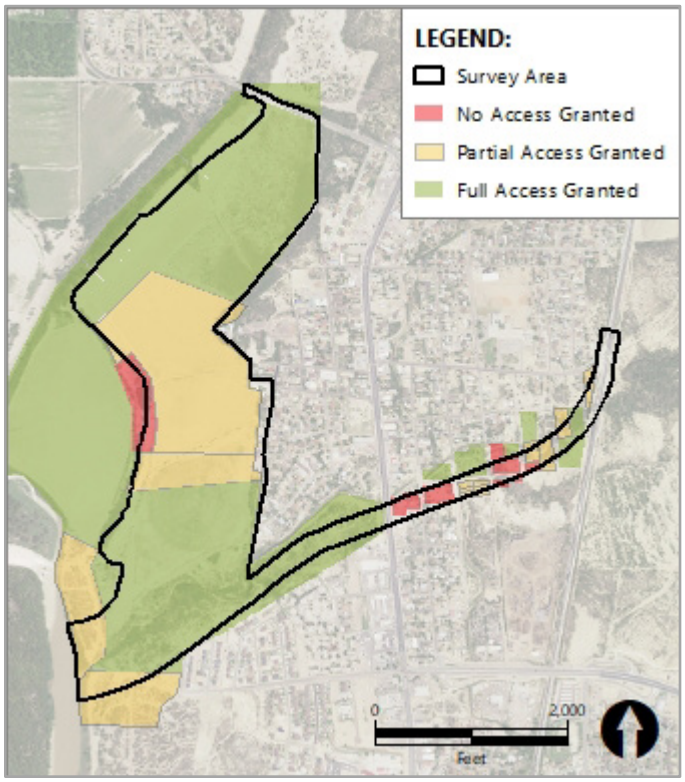

Figure 1 Right-of-Entry Across Survey Area

Specifically, the location of the OHWM along the Rio Grande River was determined based on an assessment of on-site visual observations, low-altitude aerial imagery, and publicly available LiDAR data. Site observations indicated that this stretch of shoreline contained relatively vertical banks that would likely be clearly depicted in LiDAR data. River shoreline access was possible at the convergence of Seco Creek and the Rio Grande River, and the horizontal position of OHWM was mapped. It is likely based on the overall topographic gradient of the area that the elevation of OWHM at the convergence of Seco Creek and Rio Grande River is nearly identical across the survey area. Therefore, Anchor QEA correlated LiDAR data to recorded field data and mapped the approximate location of OHWM along the Rio Grande River for areas where access could not be achieved.

3 Results

3.1 Background Information

Anchor QEA reviewed various sources of background information to support development of a detailed field survey plan and to better understand anticipated conditions at the property. Key information identified during the review of background information is provided in Table 2.

Table 2
Key Takeaways from Desktop Resources

Resource	Notes
USACE APT[1]/NOAA Rainfall Data[2]	USACE's APT indicates that climatic conditions for the property are considered "drier than normal." Approximately 0.22 inches of precipitation fell in the region in the 6 days leading up to the survey event (Maverick County Internal Airport Station).
USGS Topographic Maps[3] and NHD[4]	The Rio Grande River is located along the western survey area boundary, and Seco Creek meanders in and out of the southern portion of the survey area. Elm Creek is located outside of but adjacent to the area north of the survey area. According to the NHD, the Rio Grande River is identified as perennial/artificial path, Seco Creek is identified as intermittent, and Elm Creek is identified as perennial. No indications of wetlands, open water, or land subject to inundation is visible within the survey boundary. As early as 1958, the survey area is depicted as relatively flat, undeveloped lands with several maps annotating the area as "Seco Mines."
FEMA Floodplain Data[5]	Approximately half of the property is mapped within the 100-year floodplain (Zone A). Areas mapped as Zone A are associated with the Rio Grande River and Seco Creek and are located on the southern and western portion of the survey area. The remainder of the property is mapped outside of both the 100- and 500-year floodplains.
USFWS NWI[6]	No wetland features are depicted in the survey boundary. The only NWI features located within the survey boundary include multiple segments of Seco Creek, which is mapped as R4SBC (riverine, intermittent, streambed, seasonally flooded). Near the survey area, NWI features are limited to the Rio Grande River, which is mapped as R2UBH (riverine, lower perennial, unconsolidated bottom, permanently flooded); additional portions of Seco Creek; and Elm Creel, which is mapped as R2UBHx (riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated).
USDA/NRCS Soil Data[7]	Soils mapped within the survey boundary include Catarina clay association, 0% to 5% slopes (CAB); Copita sandy clay loam, 1% to 3% slopes (CoB), Lagloria very fine sandy loam, 0% to 1% slopes (LgA); Lagloria very fine sandy loam, 1% to 3% slopes (LgB), Maverick association, undulating (MKC); and Pryor clay loam, 1% to 3% slopes (PrB). None of the mapped soil units are identified on the hydric soils list.
LiDAR Data[8]	The property appears to be relatively flat with a very slight topographic trend towards the south and Seco Creek. Several linear, depressional landforms that extend from Seco Creek are evident on the southern portion of the survey area. An additional linear depression is visible extending from Elm Creek and onto the northern portion of the property. This feature is much more linear in nature and

Resource	Notes
	may represent a maintained ditch. These areas require additional investigation to determine if they function as tributary features.
Past and Present Aerial Photography[9] (1959 to 2024)	Historically, the survey area persisted as primarily agricultural fields with the Rio Grande River located adjacent to the west and Seco Creek meandering along the southern portion of the survey area. The location and alignment of both the Rio Grande River and Seco Creek appear relatively unchanged over time. Site improvements appear limited to various unimproved roads associated with agricultural activities and minor residential development south of Seco Creek. Aerial signatures suggesting substantial inundation and/or saturation throughout the property are absent. Evidence of aquatic habitat appears to be limited to the Rio Grande River, Seco Creek, one concrete-lined drainage ditch east of Del Rio Boulevard, and a possible irrigation ditch bisecting an agricultural field on the northern portion of the survey area. Historical aerial imagery dating back to 1959 suggests that the concrete-lined ditch was constructed between 1974 and 1984. Prior to its construction, it appears that an ephemeral stream was located just west of the channel and was impacted by development. It is likely that concrete channel was constructed to convey ephemeral flow that was conveyed by a historical ephemeral tributary prior to 1972.

Sources:

1. USACE APT. https://erdc-library.erdc.dren.mil/jspui/bitstream/11681/47189/3/ERDC-TN%20WRAP-23-2.pdf.
2. NOAA Regional Climate Centers. https://agacis.rcc-acis.org/.
3. USGS Quadrangle Maps. https://ngmdb.usgs.gov/topoview/viewer/#4/40.00/-100.00.
4. USGS Hydrography Dataset. https://www.usgs.gov/national-hydrography/national-hydrography-datasethttps://www.usgs.gov/national-hydrography/national-hydrography-dataset.
5. FEMA Floodplain Viewer. https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.
6. USFWS Wetland Mapper. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.
7. USDA/NRCS Web Soil Survey. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx; NRCS State Soil Data Access (SDA) Hydric Soil List. https://www.nrcs.usda.gov/publications/query-by-state.html.
8. USGS West Texas LiDAR. https://data.tnris.org/collection/?c=61869307-e095-4a75-9008-2537f07e1d07.
9. Google Earth Pro. https://earth.google.com/web/; Historic Aerials by NETR Online. https://www.historicaerials.com/

3.2 Delineation Results

Consistent with the 1987 Manual, Anchor QEA utilized five transects within the survey area, and sample points were recorded to characterize the different vegetation communities, habitat types, land cover types, and land features encountered. In Total, Anchor QEA recorded 20 sample points to characterize the different communities. Figure 3 (attached) provides an overview of the transect and sample point locations. Appendix A includes copies of wetland datasheets. It should be noted that right-of-entry could not be obtained for all portions of the survey area. Aquatic features that could not be comprehensively surveyed and mapped on site are designated with an asterisk (*) throughout this report and in accompanying maps.

No wetlands were identified during on-site survey efforts, and portions of the property where right-of-entry could not be obtained are expected to exhibit similar upland characteristics. The only aquatic features identified were two stream features. Other notable site features identified included two drainage features (DF) and eight erosional features (EF). Habitat communities identified across

the survey area included scrub-shrub upland and agricultural field. Each notable site feature and upland habitat community is detailed in subsequent report sections.

3.3 Aquatic Features

3.3.1 Stream Features

Two individual stream features were identified within the survey boundary. The Rio Grande River was identified along the western survey boundary and was classified as a perennial stream, PS-1*. At the time of the survey, PS-1* contained steep banks and flowing water toward the south. It should be noted that access to the shoreline of PS-1* was limited due to the presence of razor wire that is installed as part of border security measures. While the OHWM could not be mapped in detail due to limited accessibility, the location of the OHWM was estimated based on LiDAR data. It is anticipated that the elevation of OHWM mapped at the convergence of Seco Creek and the Rio Grande River accurately represent the elevation of OHWM along this stretch of the PS-1*. In total, approximately 0.37 acres of PS-1* are located within the survey area.

A second stream feature, Seco Creek (IS-1), was identified extending northeast from the Rio Grande River. At the time of the survey event, this feature lacked flowing water, but isolated pools were observed throughout, indicating that the feature is likely intermittent. IS-1 meanders to the northeast entering and exiting the survey boundary at multiple locations. In total, four discrete segments of Seco Creek (IS-1a, IS-1b, IS-1c, and IS-d) were mapped within the survey boundary and totaled approximately 2.04 acres. Consistent with relevant guidance and recommendations provided by USACE personnel, evidence of bank erosion was used as the primary indicator of OHWM. Within the survey area, IS-1 contained moderately sloping banks (i.e., approximately 2:1 side slopes) and generally lacked vegetation below the plane of OHWM.

3.4 Other Features

3.4.1 Ditch Features

DF-1 is located on the northern portion of the survey boundary between survey transects T3 and T4 and is approximately 1,087 feet in length. This feature appears to function as a drainage ditch situated partially along one of the unimproved road alignments. According to personnel familiar with operations at the property, this feature serves to capture and convey irrigation water runoff. DF-1 enters a culvert at its northern terminus and drains into EF-1*, which is discussed later. DF-1 appears to have been excavated entirely from uplands and drains only uplands.

DF-2 is located on the southern portion of the survey area and east of Del Rio Boulevard. Approximately 457 linear feet of DF-2 were located within the survey boundary. However, this feature continued both north and south of the property. Within the survey boundary, DF-2 persists as a

concrete-lined drainage feature that flows to the north. Off site to the north, this feature shares a connection with Seco Creek. Off site to the south, this feature transitions to an earthen ditch and continues to the south and east. Within the survey area, this feature appears to be a constructed stormwater facility. According to the review of aerial photography, it appears that this feature was constructed between 1974 and 1984. This feature appears to be a relocated portion of a tributary that is depicted on the 1959 USGS quadrangle map for Eagle Pass East, Texas. This feature may act as a relocated tributary. However, it does not appear to convey a relatively permanent flow of water.

3.4.2 Erosional Features

A total of eight EFs were identified throughout the survey area and included EF-1, EF-2, EF-3, EF-4, EF-5, EF-6, EF-7a, and EF-7b. All but one of these features were located on the southern portion of the survey area in the vicinity of Seco Creek (IS-1). EFs identified across the survey area lacked vegetation and appear to have formed due to stormwater runoff scouring areas that lacked dense herbaceous vegetation. A discussion of each feature is as follows.

EF-1* was the only feature not located in close proximity to Seco Creek (IS-1). This feature was located between survey transects T3 and T4 on the northern portion of the survey area. EF-1* shared a culvert connection with DF-1 and extended outside the survey area to the north. It should be noted that this feature could not be safely mapped due to extremely steep banks and extensive natural debris that further limited ingress/egress. However, drone imagery and LiDAR were used to determine the approximate alignment. EF-1* is approximately 418 feet long and is situated between off-site portions of Elm Creek and DF-1. As detailed previously, personnel familiar with current operations at the property indicate that the combination of DF-1 and EF-1* serve to collect and convey irrigation runoff associated with on-site agricultural activities. EF-1* appears to have formed due to scour of irrigation water runoff. This feature does not exhibit an OHWM and is characterized by low volume, infrequent, and short-duration flow received from DF-1.

The remaining EFs (EF-2, EF-3, EF-4, EF-5, EF-6, EF-7a, and EF-7b) are each located south of Seco Creek on the southern portion of the survey area. The approximate length of these features is 255, 246, 141, 238, 159, 143, and 119 feet, respectively. These EFs appear to be naturally occurring and have likely formed as a result of high-energy runoff following significant precipitation events. These features do not appear to act as tributaries to Seco Creek (IS-1), are characterized by low volume, infrequent, and short-duration flow, and lack indicators of OHWM.

EF-2 appears to collect runoff during precipitation events and flows to the north where it shares a direct connection with Seco Creek. This EF exhibits gentle slopes and poorly defined boundaries to the south but is more deeply incised to the north and at its connection to Seco Creek.

EF-3, EF-4, EF-5, and EF-6 are each located south of Seco Creek and east of EF-2. Each of these features are shallow in nature and exhibit poorly defined boundaries. At the northern terminus of each, these features transition to unconfined upland habitat where discernible boundaries are not present. Any flow exiting these features toward Seco Creek would be via sheetflow across unconfined upland habitat.

EF-7a and EF-7b are located east of EF-6 and appear to be remnant portions of a single past feature. However, due to the construction and maintenance of an unimproved road used by border patrol personnel, this feature has been separated into two distinct features. It should be noted that there is no culvert or other subsurface connection passing below the unimproved road that would provide a connection between EF-7a and EF-7b. EF-7a is located north of the unimproved road and connects directly to Seco Creek. EF-7b is located south of the unimproved and is separated from Seco Creek due to the lack of culverts or other subsurface connections.

3.5 Upland Habitat Communities

Two distinct upland habitat types were identified across the survey area. Generally, the scrub-shrub upland community is concentrated along the banks of Seco Creek, along survey area boundaries, and along the shoreline of the Rio Grande River. Areas categorized as agricultural field are located north of Seco Creek. Site improvements identified across the survey area were limited to unimproved roads typically associated with agricultural and border security operations. More noteworthy site improvements were limited to minor residential developments east of Del Rio Boulevard and one homesite situated along the western survey boundary. Table 3 provides a summary of the habitat communities identified and their acreages. A map showing the location and extent of each community is provided in Figure 4 (attached). Each habitat type is summarized as follows.

Table 3
Survey Area Habitat Communities

Habitat Community	Acreage
Agricultural field	105.5
Scrub-shrub upland	112.7
Total	**218.2**

3.5.1 Scrub-Shrub Upland—112.7 Acres

The scrub-shrub upland community was the most prevalent community identified and comprised approximately 113 acres of the survey area. This community was generally located along the perimeter of the survey area and along the Rio Grande River and Seco Creek. Sample points recorded within the scrub-shrub upland community include T1SP01, T1SP02, T2SP02, T2SP03,

T3SP01, T3SP02, T3SP03, T4SP02, T5SP01, ASP01, ASP02, ASP03, ASP04, ASP05, and ASP07. Vegetation was composed primarily of honey mesquite (*Prosopsis gladulosa*; facultative upland [FACU]) in the tree stratum; honey mesquite, blackbrush acacia (*Acacia rigidula*; upland [UPL]), Mexican palo-verde (*Parkinsonia aculeata*; facultative), and mealy false acacia (*Vachellia farnesiana*; FACU) in the sapling stratum; and blackbrush acacia, erect prickly-pear (*Opuntia stricta*; FACU), buffel grass (*Cenchrus ciliaris*; UPL), and upright prairie coneflower (*Ratibida columnifera*; UPL) in the herbaceous stratum. While surface soil cracks were identified sporadically throughout this community, wetland criteria for hydrology were not identified. Soil samples recorded within this community did not meet hydric soil criteria, had a matrix color of 2.5Y 5/3 or 2.5Y 6/3, and lacked redoximorphic features. Based on the lack of hydrophytic vegetation, indicators of wetland hydrology, and the presence of hydric soils, this community was determined to be an upland habitat.

3.5.2 Agriculture Field—105.5 Acres

Portions of the survey area appear to be presently used or used in the recent past for agricultural purposes. Evidence of sorghum production was observed. However, extensive growth was absent as fields appeared fallow at the time of the survey. Further evidence of agriculture use was observed in the form of a center-pivot irrigation system located on the southernmost field. These portions of the survey area likely persisted as scrub-shrub upland habitat that is consistent with other unaltered portions of the site. These areas were generally located on the central portion of the property north of Seco Creek and comprised approximately 106 acres of the survey area. Sample points recorded in the area included T2SP01, T3SP03, T4SP01, ASP06, and ASP08. Vegetation identified throughout this community consisted primarily of buffel grass, silverleaf nightshade (*Solanum elaeagnifolium*; UPL), and Bermuda grass (*Cynodon dactylon*; FACU) in the herbaceous stratum. Tree, sapling, and woody vine species were entirely absent through this community. Indicators of wetland hydrology were also absent with the exception of minor surface soil cracks that were identified sporadically throughout. While this secondary indicator was present, samples recorded throughout this community did not meet wetland criteria for hydrology. Soil samples recorded within this community did not meet hydric soil criteria, had a matrix color of 2.5Y 5/3, and lacked redoximorphic features. Based on the lack of hydrophytic vegetation, indicators of wetland hydrology, and the presence of hydric soils, this community was determined to be upland habitat.

3.6 Jurisdictional Determination

As discussed previously, USACE is currently implementing pre-2015 regulations in conformance with the *Sackett v. EPA* decision. While regional standards and implementation methods for *Sackett v. EPA* conformance are not yet publicly available, Anchor QEA relied on its best professional judgment and anecdotal information from regulatory entities to assess jurisdiction consistent with these guidelines and standards.

The pre-2015 regulations, as documented by 33 *Code of Federal Regulations* (CFR) 328, established by 51 Federal Registry (FR) 41250, November 13, 1986, unless otherwise noted), indicates that waters of the United States include the following:

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide
2. All interstate waters including interstate wetlands
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters:
    a. Which are or could be used by interstate or foreign travelers for recreational or other purposes, or
    b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce, or
    c. Which are used or could be used for industrial purposes by industries in interstate commerce
4. All impoundments of waters otherwise defined as waters of the United States under this definition
5. Tributaries of waters identified in paragraphs (1) through (4) of this section
6. The territorial sea
7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6) of this section

As a result of the *Sackett v. EPA* decisions, multiple changes to how the pre-2015 regulations are implemented are anticipated. Several feature types are no longer expected to categorically meet the regulatory definition of WOTUS. These include interstate wetlands and tributaries that are not relatively permanent, standing, or continuously flowing. In order for non-relatively permanent streams (i.e., ephemeral streams) to be considered a WOTUS, they must have a continuous surface connection to a WOTUS. The *Sackett v. EPA* decision is also expected to affect the operative definition of 'adjacent' for wetland features. According to the Supreme Court decision, adjacent wetlands must have a continuous surface connection with another WOTUS.

The only aquatic features identified during this site assessment included one PS feature (PS-1*; Rio Grande River) and four distinct segments of an intermittent stream feature (IS-1a, IS-1b, IS-1c, IS-1d; Seco Creek).The stretch of PS-1* that is located within the survey area is likely considered a traditionally navigable water (TNW). Although shallow, "ankle deep" segments of the Rio Grande are being evaluated in various court proceedings to determine if they are in fact navigable, it is

Anchor QEA's best professional judgment that within the survey boundary, PS-1 would likely be considered navigable by USACE. As such, PS-1* could be considered a jurisdictional WOTUS, subject to both Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. Seco Creek appears to function as a relatively permanent tributary to a TNW and, as such, could be considered a jurisdictional WOTUS subject to Section 404 of the Clean Water Act.

Other noteworthy features identified during the wetland delineation include two DFs (DF-1 and DF-2) and eight EFs (EF-1*, EF-2, EF-3, EF-4, EF-5, EF-6, EF-7a, and EF-7b). DF-1 appears to be man-made and constructed as stormwater facilities. This feature appears to have been constructed entirely within upland habitat, drains only upland habitat, does not appear to be a relocated tributary, and does not convey a relatively permanent flow of water. According to applicable guidance, the agencies generally will not assert jurisdiction over "Ditches (including roadside ditches) excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water" (USACE and EPA 2008). As such, it is Anchor QEA's best professional judgment that the DF-1 not be considered jurisdictional WOTUS nor subject to Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act

DF-2 appears man-made, but aerial imagery and historical topographic maps suggest that it may have been constructed from uplands to reroute ephemeral flow from a historic tributary. While this feature does not appear to convey a relatively permanent flow of water, it shares a continuous surface connection with Seco Creek (IS-1) and appears to function as an ephemeral tributary. As such, it is Anchor QEA's best professional judgment that DF-2 likely be considered a jurisdictional WOTUS subject to Section 404 of the Clean Water Act.

The eight EFs identified within the survey boundary do not appear to function as tributaries to a TNW and lack discernable indicators of OHWM. These features have likely formed as a result of surface runoff following precipitation events. According to applicable guidance, the agencies generally will not assert jurisdiction over swales or EFs (e.g., gullies or small washes characterized by low volume, infrequent, or short-duration flow) (USACE and EPA 2008). As such, it is Anchor QEA's best professional judgment that the eight EFs not be considered jurisdictional WOTUS nor subject to Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act.

4 Conclusion

This Wetland and Waters Delineation report summarizes the findings of Anchor QEA's May 2024 survey at the approximate 217-acre survey area. Determinations of jurisdictional status and jurisdictional limits herein are based on Anchor QEA's best professional judgment and are provided as an informational tool to support EIS preparation for the PVGTB project. The actual designation will rest with the USACE Fort Worth District, the final authority on jurisdictional status for aquatic features within the survey area. As detailed previously, Anchor QEA identified two stream features, two ditch features, and eight EFs across the survey area. No areas meeting the regulatory definition of wetlands were encountered during this effort. Although all site features, regardless of their likely jurisdictional status, will be accounted for during EIS preparation, it is Anchor QEA's best professional judgment that the Rio Grande River (PS-1*), Seco Creek (IS-1a, IS-1b, IS-1c, and IS-1d), and DF-2 could be considered jurisdictional WOTUS. The Rio Grande River is anticipated to be subject to both Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, whereas Seco Creek and DF-2 are anticipated to be subject only to Section 404 of the Clean Water Act. It is Anchor QEA's opinion that USACE is unlikely to assert jurisdiction over the remaining on-site ditch or EFs.

Table 4 provides a summary of the site features identified during the survey effort and includes their likely jurisdictional status.

Table 4
Summary of On-Site Features

Feature Name[1]	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)	Acreage/Linear Feet[2]	Feature Type	Likely Jurisdictional Status[3]
PS-1*	28.738396	-100.506641	0.37 acre/ 803 linear feet	Perennial stream (Rio Grande River)	Jurisdictional (Section 10/Section 404)
IS-1 (includes segments a through d)	Segment a: 28.739557 Segment b: 28.744651 Segment c: 28.745364 Segment d: 28.745896	Segment a: -100.503935 Segment b: -100.491664 Segment c: -100.490838 Segment d: -100.490117	2.04 acre/ 3,203 linear feet	Intermittent stream (Seco Creek)	Jurisdictional (Section 404)
DF-1	28.750670	-100.501918	1,087 linear feet	Non-RPW, man-made ditch feature	N/A

Feature Name[1]	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)	Acreage/Linear Feet[2]	Feature Type	Likely Jurisdictional Status[3]
DF-2	28.743693	-100.494435	457 linear feet	Non-RPW, man-made ditch feature relocating a historic ephemeral tributary	Jurisdictional (Section 404)
EF-1*	28.752433	-100.503104	418 linear feet	Erosional feature directly connected to an RPW	N/A
EF-2	28.739073	-100.504293	255 linear feet	Erosional feature directly connected to an RPW	N/A
EF-3	28.740173	-100.502890	246 linear feet	Erosional feature not connected to an RPW	N/A
EF-4	28.740767	-100.500729	141 linear feet	Erosional feature not connected to an RPW	N/A
EF-5	28.741996	-100.497757	238 linear feet	Erosional feature not connected to an RPW	N/A
EF-6	28.743483	-100.493787	159 linear feet	Erosional feature not connected to an RPW	N/A
EF-7 (includes segments a and b)	Segment a: 28.744482 Segment b: 28.744104	Segment a: -100.493485 Segment b: -100.493375	263 linear feet	Segment a—erosional feature directly connected to an RPW; Segment b—erosional feature not connected to an RPW	N/A

Notes:

1. An asterisk (*) indicates that the feature could not be fully surveyed and mapped on site due to right-of-entry and/or safety concerns.
2. Stream features extend outside of the survey area boundary. Acreage and linear footage listed represents acreage positioned within the survey area. Erosional and ditch features did not exhibit an OHWM, and acreage was not determined. Only linear footage was established for these feature types.
3. Likely jurisdictional status is based on best professional judgment and currently implemented regulatory standards (namely the *Rapanos v. United States* regulations in conformance with *Sackett v. EPA*).
4. DF: drainage feature

ES: erosional feature
IS: intermittent stream
N/A: not applicable; non-jurisdictional
PS: perennial stream
RPW: relatively permanent water

5 References

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Figures

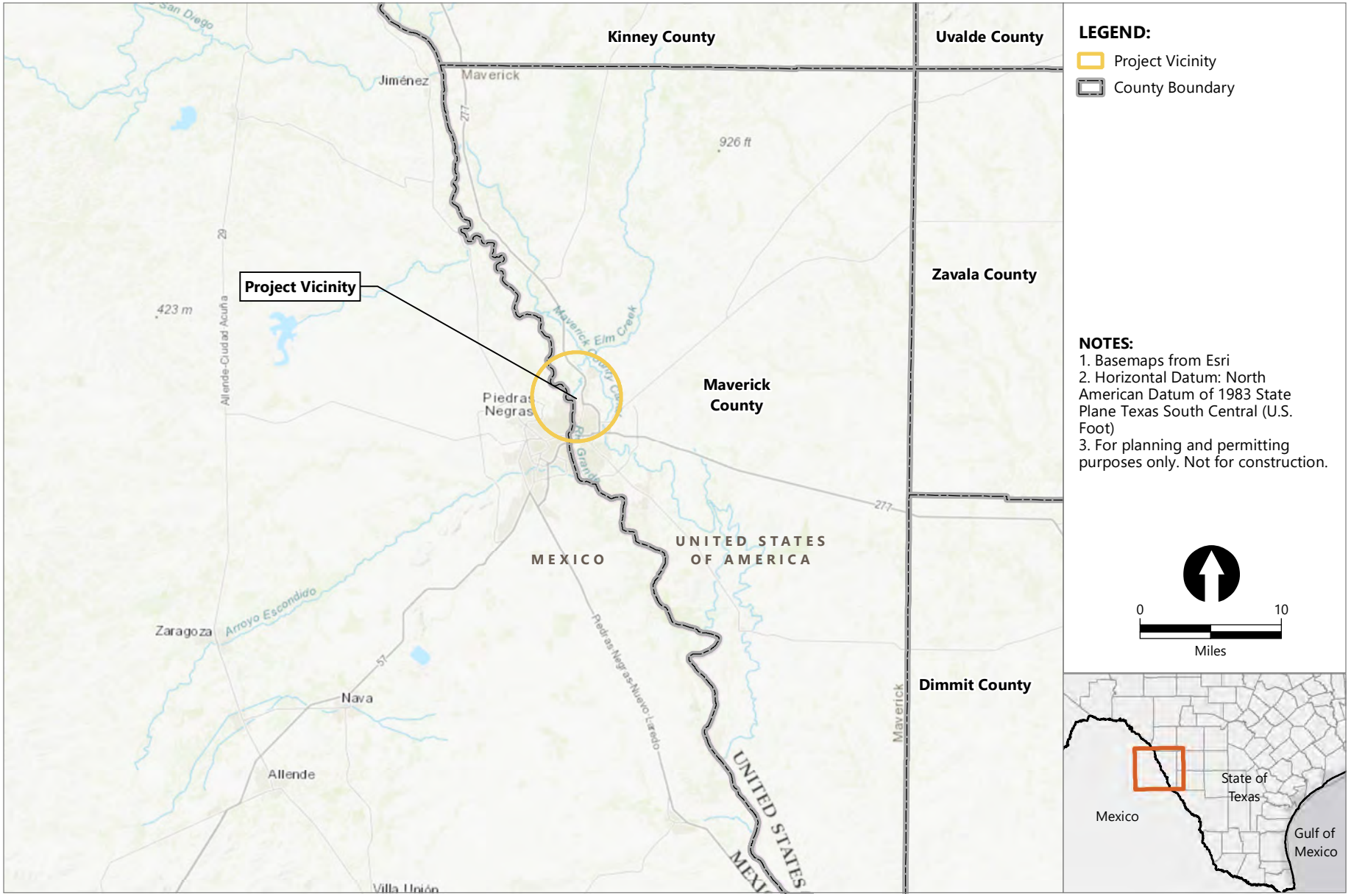

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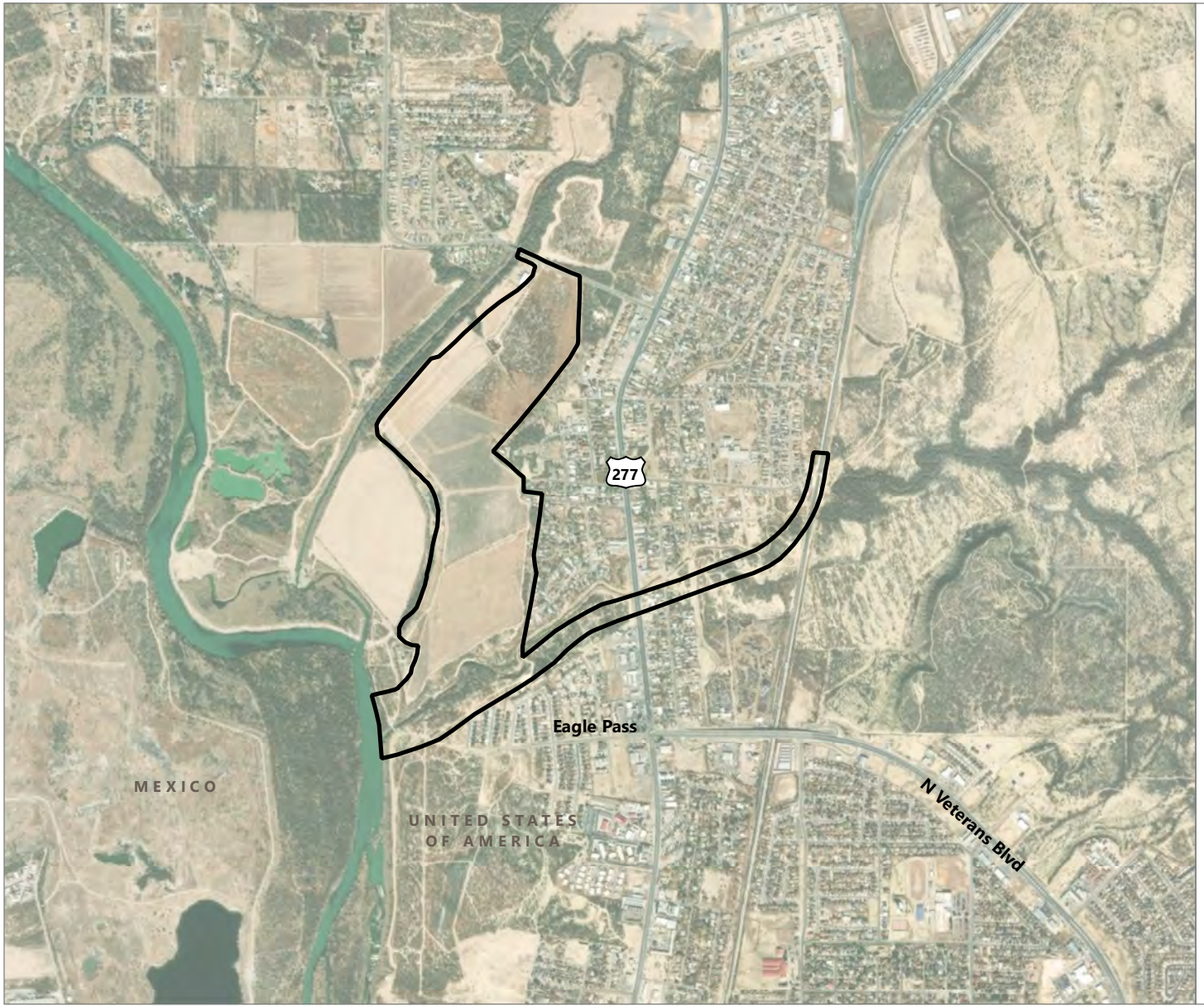
Figure 1
Vicinity Map
Wetlands and Waters Delineation Report
Puerto Verde Global Trade Bridge Project



LEGEND:

Survey Area

NOTES:

1. Basemaps from Esri
2. Horizontal Datum: North American Datum of 1983 State Plane Texas South Central (U.S. Foot)
3. For planning and permitting purposes only. Not for construction.

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Feet

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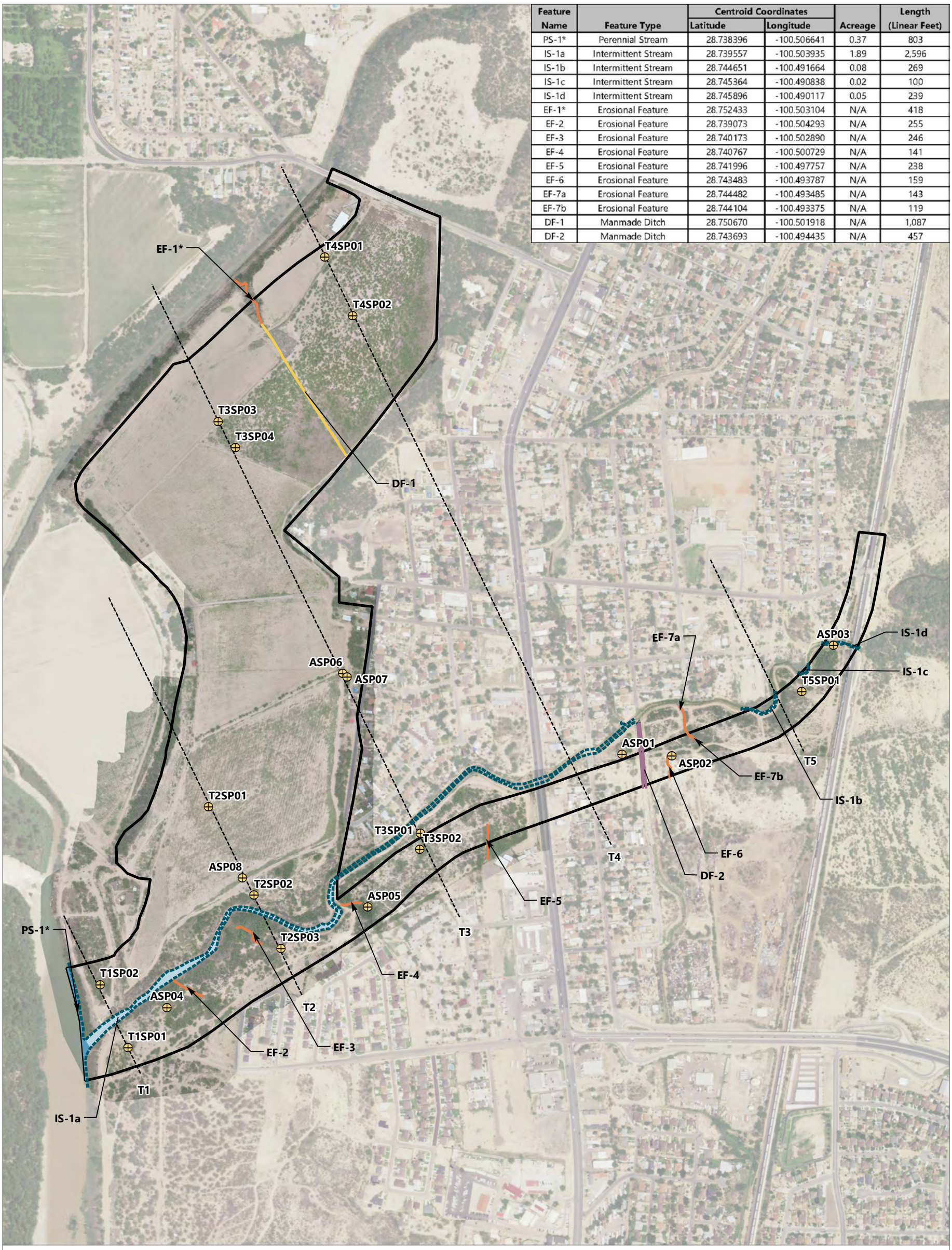
Figure 2
Project Location Map

Wetlands and Waters Delineation Report
Puerto Verde Global Trade Bridge Project

Feature Name	Feature Type	Centroid Coordinates		Acreage	Length (Linear Feet)
		Latitude	Longitude		
PS-1*	Perennial Stream	28.738396	-100.506641	0.37	803
IS-1a	Intermittent Stream	28.739557	-100.503935	1.89	2,596
IS-1b	Intermittent Stream	28.744651	-100.491664	0.08	269
IS-1c	Intermittent Stream	28.745364	-100.490838	0.02	100
IS-1d	Intermittent Stream	28.745896	-100.490117	0.05	239
EF-1*	Erosional Feature	28.752433	-100.503104	N/A	418
EF-2	Erosional Feature	28.739073	-100.504293	N/A	255
EF-3	Erosional Feature	28.740173	-100.502890	N/A	246
EF-4	Erosional Feature	28.740767	-100.500729	N/A	141
EF-5	Erosional Feature	28.741996	-100.497757	N/A	238
EF-6	Erosional Feature	28.743483	-100.493787	N/A	159
EF-7a	Erosional Feature	28.744482	-100.493485	N/A	143
EF-7b	Erosional Feature	28.744104	-100.493375	N/A	119
DF-1	Manmade Ditch	28.750670	-100.501918	N/A	1,087
DF-2	Manmade Ditch	28.743693	-100.494435	N/A	457



LEGEND:

- Survey Area
- Perennial Stream (Likely Jurisdictional)
- Intermittent Stream (Likely Jurisdictional)
- Erosional Feature (Likely Non-Jurisdictional)
- Ditch Feature (Likely Non-Jurisdictional)
- Ditch Feature (Likely Jurisdictional)
- Ordinary High Water Mark (Jurisdictional Limit)
- Survey Transect
- Sample Point

NOTES:

1. Basemap: Drone imagery recorded by Anchor QEA on May 22, 2024; National Agriculture Imagery Program (NAIP) 2022 60 centimeter imagery, Maverick County, Texas.
2. Horizontal Datum: North American Datum of 1983 State Plane South Central (U.S. Foot)
3. All delineation results are preliminary and based on best professional judgement. Survey results have not been verified by the U.S. Army Corps of Engineer.
4. An asterisk (*) in a feature name indicates that a feature could not be fully delineated onsite based on right-of-entry or safety concerns. The boundary of these features were determined based on a combination of field data and desktop resources.
5. For planning and permitting purposes only. Not for construction.

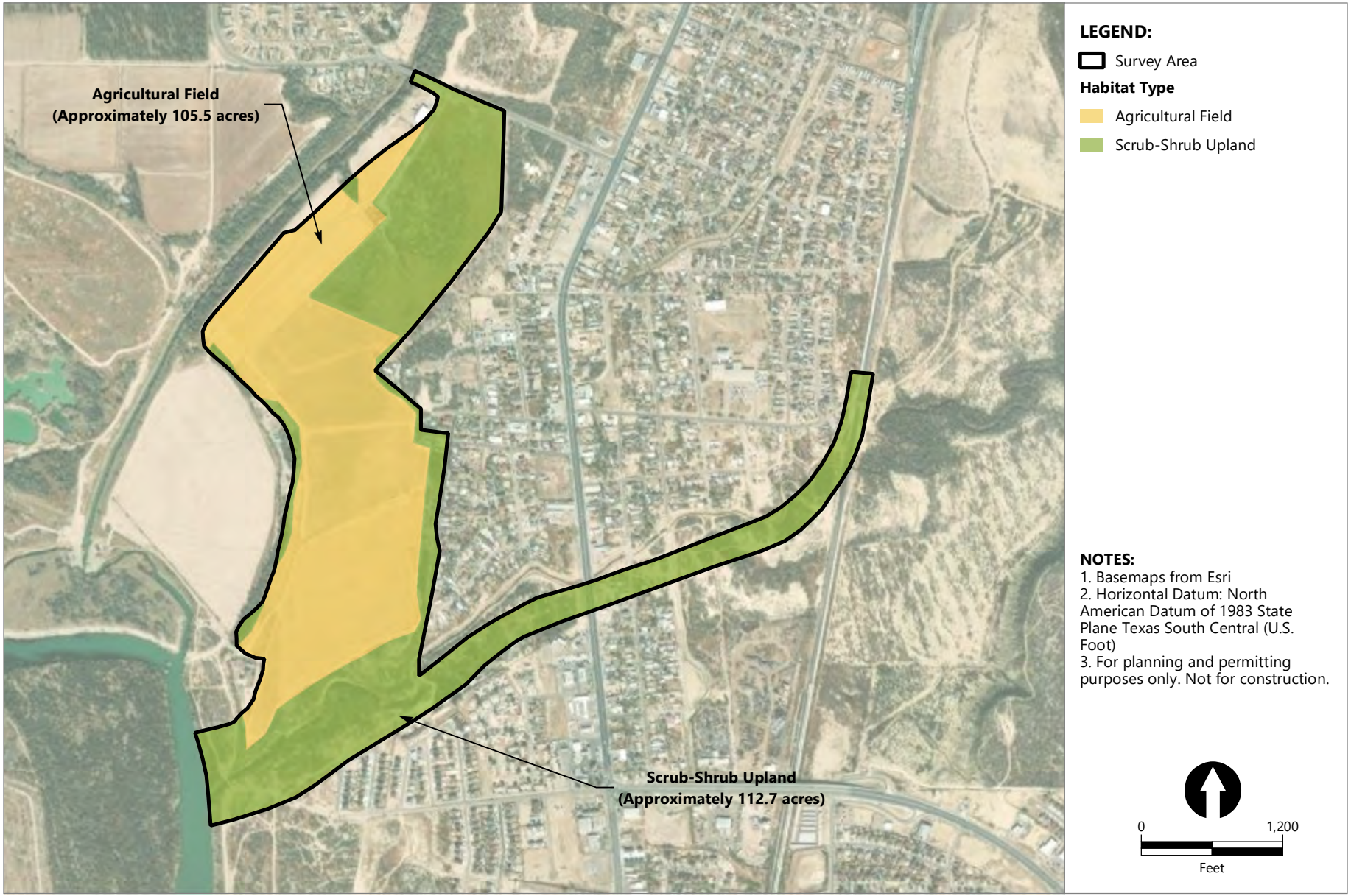
EF: erosional feature
DF: drainage feature
IS: intermittent stream
NAIP: National Agriculture Imagery Program
PS: perennial stream

0 700
Feet

Publish Date: 2024/07/29, 11:41 AM | User: cbelaire
Filepath: \\GSTFile01\GIS\Jobs\PVGTB_XXXX\Maps\DelineationReport\PVH_PVGTBDelineationReport_f3_SurveyOverviewMap_Revised.mxd

ANCHOR QEA

Figure 3
Survey Overview Map
Wetlands and Waters Delineation Report
Puerto Verde Global Trade Bridge Project



Publish Date: 2024/07/01, 11:22 AM | User: cbelaire
Filepath: \\GSTFile01\GIS\Jobs\PVGTB_XXXX\Maps\DelineationReport\PVH_PVGTBDelineationReport_f4_HabitatOverviewMap.mxd

ANCHOR QEA

Figure 4
Habitat Overview Map
Wetlands and Waters Delineation Report
Puerto Verde Global Trade Bridge Project

Appendix A
Wetland Data Sheets

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 3

Subregion (LRR): I 83B Lat: 28.743712 Long: -100.494834 Datum: NAD83_2011

Soil Map Unit Name: PrB - Pryor clay loam, 1 to 3 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Sample point recorded slightly outside of the survey area to assess conditions that appear similar to portions of the property where right-of-entry could not be obtained. Sample point recorded at a higher elevation than the adjacent Seco Creek stream bed. Sample point determined to be located within scrub-shrub uplands.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	20	✓	FACU
2.			
3.			
4.			
	20 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	15	✓	FACU
2.			
3.			
4.			
5.			
	15 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	75	✓	UPL
2. Opuntia stricta	10		FACU
3. Prosopis glandulosa	10		FACU
4. Acacia rigidula	5		UPL
5.			
6.			
7.			
8.			
9.			
10.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	55	x 4 =	220
UPL species	80	x 5 =	400
Column Totals:	135 (A)		620 (B)

Prevalence Index = B/A = 4.59

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 12	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 12

Hydric Soil Present? Yes ____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 12 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): ____

Water Table Present? Yes ____ No ✓ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Surface Soil Cracks (B6) were observed at this sample point. Surface Soil Cracks (B6) are classified as a secondary wetland hydrology indicator and do not fulfill the wetland hydrology requirement at this sample point.

ASP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP02

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Upland Local relief (concave, convex, none): Undulating Slope (%): 10

Subregion (LRR): I 83B Lat: 28.743697 Long: -100.493743 Datum: NAD83_2011

Soil Map Unit Name: PrB - Pryor clay loam, 1 to 3 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Sample point recorded in scrub-shrub upland habitat adjacent to an unimproved road. Minor evidence of erosion was observed in the vicinity but area is otherwise comprised of upland habitat.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	25	✓	FACU
2.			
3.			
4.			
	25 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Acacia rigidula	10	✓	UPL
2.			
3.			
4.			
5.			
	10 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Opuntia stricta	25	✓	FACU
2. Ratibida columnifera	20	✓	UPL
3. Cenchrus ciliaris	20	✓	UPL
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	65 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	50	x 4 =	200
UPL species	50	x 5 =	250
Column Totals:	100 (A)		450 (B)

Prevalence Index = B/A = 4.50

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 12	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 12

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil characteristics were not observed at this sample point. A hard clay layer was encounter at 12 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Surface Soil Cracks (B6) were observed at this sample point. Surface Soil Cracks (B6) are classified as a secondary wetland hydrology indicator and do not fulfill the wetland hydrology requirement at this sample point.

ASP02

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photographs taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP03

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 3

Subregion (LRR): I 83B Lat: 28.745869 Long: -100.490230 Datum: NAD83_2011

Soil Map Unit Name: CAB - Catarina clay, association, 0 to 5 percent slopes NWI classification: R4SBC

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No ✓ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ✓	No _____	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	

Remarks:

This sample point was recorded to show an upland area atop the bank of Seco Creek. This area is characterized by flat ground and herbaceous vegetation.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Parkinsonia aculeata	10	✓	FAC
2.			
3.			
4.			
5.			
	10 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Xanthium strumarium	40	✓	FAC
2. Cynodon dactylon	40	✓	FACU
3. Sorghum halepense	10		FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.66 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	50	x 3 =	150
FACU species	50	x 4 =	200
UPL species	0	x 5 =	0
Column Totals:	100 (A)		350 (B)

Prevalence Index = B/A = 3.50

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

✔ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✓ No _____

Remarks:

Hydrophytic vegetation was dominant at this sample point.

SOIL

Sampling Point: ASP03

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 14	2.5Y 6/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Hard clay

Depth (inches): 14

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

ASP03

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP04

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 15

Subregion (LRR): I 83B Lat: 28.738712 Long: -100.504737 Datum: NAD83_2011

Soil Map Unit Name: Rz - Rio Grande and Zalla soils, frequently flooded NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent an upland area dominated by grasses within Mesquite dominated wooded uplands. Sample point located within a depressional landform but does not exhibit wetland conditions or any continuous surface connection to the surface tributary system. This sample point was recorded to verify this as an upland area.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
	30 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	15	✓	FACU
2. Vachellia farnesiana	5	✓	FACU
3.			
4.			
5.			
	20 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Bothriochloa ischaemum	75	✓	UPL
2. Panicum virgatum	5		FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	5	x 3 =	15
FACU species	50	x 4 =	200
UPL species	75	x 5 =	375
Column Totals:	130 (A)		590 (B)

Prevalence Index = B/A = 4.53

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP04

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil characteristics were not observed at this sample point.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

ASP04

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP05

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 10

Subregion (LRR): I 83B Lat: 28.740704 Long: -100.500368 Datum: NAD83_2011

Soil Map Unit Name: MKC - Maverick association, undulating NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ✓	No ____	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ✓	No ____	

Remarks:

This sample point was recorded to document a shallow depressional area with erosional features in the vicinity. An erosional feature was recorded exiting the shallow depressional area leading towards Seco Creek. This feature was severed by the unimproved road that travels along Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Celtis occidentalis	40	✓	FACU
2. Fraxinus berlandieriana	40	✓	FAC
3.			
4.			
	80 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Diospyros texana	20	✓	UPL
2.			
3.			
4.			
5.			
	20 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	____ = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.33 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	40	x 3 =	120
FACU species	40	x 4 =	160
UPL species	20	x 5 =	100
Column Totals:	100 (A)		380 (B)

Prevalence Index = B/A = 3.80

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✓ No ____

Remarks:

Hydrophytic vegetation was dominant at this sample point.

SOIL

Sampling Point: ASP05

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
0 - 6							Clay	
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Hard Clay

Depth (inches): 10

Hydric Soil Present? Yes ____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ✓ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ✓ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): ____

Water Table Present? Yes ____ No ✓ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): ____

Wetland Hydrology Present? Yes ✓ No ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology indicators were observed in the form of Drift Deposits (B3) and Drainage Patterns (B10).

ASP05

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP06

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.74521 Long: -100.500978 Datum: NAD83_2011

Soil Map Unit Name: ReA - Reynosa silty clay loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a herbaceous upland area near the transition from scrub-shrub upland to agricultural field.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Bothriochloa ischaemum	40	✓	UPL
2. Cenchrus ciliaris	40	✓	UPL
3. Cynodon dactylon	15		FACU
4. Suaeda nigra	5		OBL
5.			
6.			
7.			
8.			
9.			
10.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	15	x 4 =	60
UPL species	80	x 5 =	400
Column Totals:	100 (A)		465 (B)

Prevalence Index = B/A = 4.65

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP06

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was observed at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

ASP06

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP07

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.74514 Long: -100.500883 Datum: NAD83_2011

Soil Map Unit Name: ReA - Reynosa silty clay loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded within scrub-shrub upland habitat bordering agricultural fields.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	75	✓	FACU
2.			
3.			
4.			
	75 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
5.			
	30 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	50	✓	UPL
2. Prosopis glandulosa	10		FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	60 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	115	x 4 =	460
UPL species	50	x 5 =	250
Column Totals:	165 (A)		710 (B)

Prevalence Index = B/A = 4.30

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP07

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 8	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 8 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

No indicators of wetland hydrology were observed in the sample plot.

ASP07

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: ASP08

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.741232 Long: -100.503121 Datum: NAD83_2011

Soil Map Unit Name: LgA - Lagloria very fine sandy loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a herbaceous upland area located north of Seco Creek and the abutting scrub-shrub habitat..

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cynodon dactylon	50	✓	FACU
2. Cenchrus ciliaris	20	✓	UPL
3. Prosopis glandulosa	5		FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	75 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	55	x 4 =	220
UPL species	20	x 5 =	100
Column Totals:	75 (A)		320 (B)

Prevalence Index = B/A = 4.26

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: ASP08

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 8	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 8

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 8 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

ASP08

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T1SP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): None Slope (%): 15

Subregion (LRR): I 83B Lat: 28.737926 Long: -100.50558 Datum: NAD83_2011

Soil Map Unit Name: Rz - Rio Grande and Zalla soils, frequently flooded NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area situated south of Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
5.			
	30 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	____ = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	30	x 4 =	120
UPL species	0	x 5 =	0
Column Totals:	30 (A)		120 (B)

Prevalence Index = B/A = 4.00

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T1SP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 12	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 12

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 12 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and does not fulfill the requirements for wetland hydrology at this sample point.

T1SP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T1SP02

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.739138 Long: -100.50621 Datum: NAD83_2011

Soil Map Unit Name: Rz - Rio Grande and Zalla soils, frequently flooded NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area situated north of Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
	30 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Acacia farnesiana	15	✓	UPL
2.			
3.			
4.			
5.			
	15 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cynodon dactylon	70	✓	FACU
2. Cenchrus ciliaris	30	✓	UPL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	100	x 4 =	400
UPL species	45	x 5 =	225
Column Totals:	145 (A)		625 (B)

Prevalence Index = B/A = 4.31

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T1SP02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

T1SP02

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T2SP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.742602 Long: -100.503888 Datum: NAD83_2011

Soil Map Unit Name: LgA - Lagloria very fine sandy loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent an agricultural field located north of Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cynodon dactylon	80	✓	FACU
2. Solanum elaeagnifolium	5		UPL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	85 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	80	x 4 =	320
UPL species	5	x 5 =	25
Column Totals:	85 (A)		345 (B)

Prevalence Index = B/A = 4.05

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T2SP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T2SP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T2SP02

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 3

Subregion (LRR): I 83B Lat: 28.740905 Long: -100.502864 Datum: NAD83_2011

Soil Map Unit Name: LgB - Lagloria very fine sandy loam, 1 to 3 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area located in between Seco Creek to the south and agricultural fields to the north.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
	30 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	25	✓	UPL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	25 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	30	x 4 =	120
UPL species	25	x 5 =	125
Column Totals:	55 (A)		245 (B)

Prevalence Index = B/A = 4.45

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T2SP02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes ____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): ____

Water Table Present? Yes ____ No ✓ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T2SP02

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T2SP03

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): None Slope (%): 10

Subregion (LRR): I 83B Lat: 28.739878 Long: -100.502255 Datum: NAD83_2011

Soil Map Unit Name: LgB - Lagloria very fine sandy loam, 1 to 3 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area located south of Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	10	✓	FACU
2.			
3.			
4.			
	10	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Vachellia farnesiana	25	✓	FACU
2. Acacia rigidula	15	✓	UPL
3.			
4.			
5.			
	40	= Total Cover	
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	10	✓	UPL
2. Opuntia stricta	10	✓	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	20	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
		= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	45	x 4 =	180
UPL species	25	x 5 =	125
Column Totals:	70 (A)		305 (B)

Prevalence Index = B/A = 4.35

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T2SP03

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

T2SP03

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-21

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T3SP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): Undulating Slope (%): 15

Subregion (LRR): I 83B Lat: 28.742145 Long: -100.499229 Datum: NAD83_2011

Soil Map Unit Name: LgB - Lagloria very fine sandy loam, 1 to 3 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded just outside of the survey area to demonstrate that the survey area is separated from Seco Creek by upland habitat. Conditions present within the sample plot appear consistent with those seen within the survey area.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	15	✓	FACU
2.			
3.			
4.			
	15	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Acacia rigidula	30	✓	UPL
2. Guaiacum angustifolium	20	✓	UPL
3.			
4.			
5.			
	50	= Total Cover	
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	45	✓	UPL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	45	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
		= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	15	x 4 =	60
UPL species	95	x 5 =	475
Column Totals:	110 (A)		535 (B)

Prevalence Index = B/A = 4.86

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T3SP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 18	2.5Y 6/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** ✓

Remarks:

Hydric soil components were not observed at this sample point.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? **Yes** _____ **No** ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

T3SP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T3SP02

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.741836 Long: -100.499242 Datum: NAD83_2011

Soil Map Unit Name: MKC - Maverick association, undulating NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded in an slight depression identified in LiDAR data that extends from Seco Creek. Sample point recorded to demonstrate that aquatic conditions are absent and to establish that this area is scrub-shrub upland habitat.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	50	✓	FACU
2.			
3.			
4.			
5.			
	50 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	25	✓	UPL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	25 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	50	x 4 =	200
UPL species	25	x 5 =	125
Column Totals:	75 (A)		325 (B)

Prevalence Index = B/A = 4.33

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not observed at this sample point.

SOIL

Sampling Point: T3SP02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 8	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 8

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T3SP02

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T3SP03

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.750044 Long: -100.503782 Datum: NAD83_2011

Soil Map Unit Name: LgA - Lagloria very fine sandy loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent an agricultural field located immediately adjacent to a scrub-shrub area.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Sorghum bicolor	20	✓	FACU
2. Solanum elaeagnifolium	10	✓	UPL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	30 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	20	x 4 =	80
UPL species	10	x 5 =	50
Column Totals:	30 (A)		130 (B)

Prevalence Index = B/A = 4.33

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not observed at this sample point.

SOIL

Sampling Point: T3SP03

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes ____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ____ No ✓ Depth (inches): ____

Water Table Present? Yes ____ No ✓ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ____ No ✓ Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T3SP03

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T3SP04

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 15

Subregion (LRR): I 83B Lat: 28.749544 Long: -100.503399 Datum: NAD83_2011

Soil Map Unit Name: ReA - Reynosa silty clay loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area. It appears that this area has been used as an agricultural field in the past. However, lack of recent production has allowed natural scrub-shrub habitat to develop.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	15	✓	FACU
2.			
3.			
4.			
	15	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	15	✓	FACU
2. Vachellia farnesiana	10	✓	FACU
3.			
4.			
5.			
	25	= Total Cover	
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	50	✓	UPL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	50	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____	= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	40	x 4 =	160
UPL species	50	x 5 =	250
Column Totals:	90 (A)		410 (B)

Prevalence Index = B/A = 4.55

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T3SP04

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 6/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard clay layer was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

T3SP04

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T4SP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.753243 Long: -100.501491 Datum: NAD83_2011

Soil Map Unit Name: ReA - Reynosa silty clay loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent an agricultural field located along the northern boundary of the survey area.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Sorghum bicolor	25	✓	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	25 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	25	x 4 =	100
UPL species	0	x 5 =	0
Column Totals:	25 (A)		100 (B)

Prevalence Index = B/A = 4.00

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T4SP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 10	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 10

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 10 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T4SP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T4SP02

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 1

Subregion (LRR): I 83B Lat: 28.752121 Long: -100.500859 Datum: NAD83_2011

Soil Map Unit Name: ReA - Reynosa silty clay loam, 0 to 1 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area. This area appears to have been used for agricultural purposes in the past. However, lack of recent production has allowed native scrub-shrub habitat to develop in the area.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
5.			
	30 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Suaeda nigra	5	✓	OBL
2. Vachellia farnesiana	5	✓	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	10 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.33 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	35	x 4 =	140
UPL species	0	x 5 =	0
Column Totals:	40 (A)		145 (B)

Prevalence Index = B/A = 3.62

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T4SP02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 8	2.5Y 6/3	100					Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 8

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 8 inches below the soil surface.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ✓ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was observed in the form of surface Surface Soil Cracks (B6). Surface Soil Cracks (B6) are a secondary wetland hydrology indicator and do not fulfill the requirements for wetland hydrology at this sample point.

T4SP02

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: PVGTB - PVH City/County: Eagle Pass/Maverick County Sampling Date: 2024-05-22

Applicant/Owner: Purto Verde Holdings State: Texas Sampling Point: T5SP01

Investigator(s): AP, NA Section, Township, Range: N/A

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 3

Subregion (LRR): I 83B Lat: 28.744968 Long: -100.490914 Datum: NAD83_2011

Soil Map Unit Name: CAB - Catarina clay, association, 0 to 5 percent slopes NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

This sample point was recorded to represent a scrub-shrub upland area located south of Seco Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1. Prosopis glandulosa	30	✓	FACU
2.			
3.			
4.			
	30 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Acacia rigidula	10	✓	UPL
2.			
3.			
4.			
5.			
	10 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Cenchrus ciliaris	50	✓	UPL
2. Acacia rigidula	10		UPL
3. Rumex salicifolius	5		FAC
4. Ratibida columnifera	5		UPL
5.			
6.			
7.			
8.			
9.			
10.			
	70 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC−): 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	5	x 3 =	15
FACU species	30	x 4 =	120
UPL species	75	x 5 =	375
Column Totals:	110 (A)		510 (B)

Prevalence Index = B/A = 4.63

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Hydrophytic vegetation was not dominant at this sample point.

SOIL

Sampling Point: T5SP01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 12	2.5Y 5/3	100					Silty Clay	
-								
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Clay

Depth (inches): 12

Hydric Soil Present? Yes _____ No ✓

Remarks:

Hydric soil components were not observed at this sample point. A hard layer of clay was encountered at 12 inches below the soil surface. Gravel and river rock present within soil sample.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Vis ble on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes _____ No ✓ Depth (inches): _____

Water Table Present? Yes _____ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✓ Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

According to the USACE's APT, the survey area is experiencing slightly drier than normal climatic conditions. Indicators of wetland hydrology were recorded with this condition in mind.

Remarks:

Wetland hydrology was not observed at this sample point.

T5PSP01

Photograph 1
Northern view from sample point

Photograph taken: May 22, 2023

Photograph 2
Eastern view from sample point

Photograph taken: May 22, 2023

Photograph 3
Southern view from sample point

Photograph taken: May 22, 2023

Photograph 4
Western view from sample point

Photograph taken: May 22, 2023

Appendix K
Biological Assessment

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Texas Coastal and Central Plains Ecological Services Field Office
Corpus Christi Sub-Office
4444 Corona Drive, Suite 215
Corpus Christi, Texas 78411
PHONE: 361/994-9004

In Reply Refer To:
2024-0098113

June 16, 2025

Ms. Andrea E. Poole, PMP
Surface Transportation Board, Office of Environmental Analysis
395 E. St. SW
Washington, DC 20423-0011

Dear Ms. Poole:

Thank you for reaching out to the Texas Coastal and Central Plains Ecological Services Field Office Corpus Christi Sub-Office. We received your May 15, 2025, letter requesting informal consultation for the construction of the Green Eagle Railroad (GER) regarding the effects of the proposed international railroad on federally listed species in Maverick County, Texas. Additionally, this action was evaluated for impacts to wetlands and other Federal trust fish and wildlife resources.

The Surface Transportation Board's Office of Environmental Analysis (OEA) prepared a Biological Assessment (BA) in accordance with legal requirements set forth under Section 7 of the Endangered Species Act (ESA) (16U.S.C. § 1536(c)) for our review. On October 17, 2023, Puerto Verde Holdings (PVH) submitted to the U.S. State Department a Presidential Permit Application for the Puerto Verde Global Trade Bridge project on behalf of Maverick County, Texas, as the Project Sponsor. A Presidential Permit was issued on May 31, 2024. In addition, OEA's understanding is that GER and PVH will be seeking approval for other necessary permits after the issuance of the Final Environmental Impact Statement and a final Board decision authorizing construction and operation of the proposed line. OEA analyzed the impacts of two build alternatives for the proposed line: the Southern Rail Alternative and the Northern Rail Alternative.

Green Eagle Railroad, LLC (GER), a non-carrier subsidiary of PVH, has requested authority from the Surface Transportation Board (Board) to construct and operate approximately 1.3 miles of new common carrier Southern Rail Alternative (proposed line) in Eagle Pass and Maverick County, Texas. The proposed line would be part of an international commercial transportation corridor proposed by PVH and the Puerto Verde Global Trade Bridge project, also consisting of

a new border crossing for commercial motor vehicles associated with commercial motor vehicle (CMV Facility) between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The associated CMV Facility would include a new road bridge (New Road Bridge) and inspection and surveillance facilities; it would be built by PVH.

The associated CMV Facility is not within the Board's jurisdiction and does not require a license from the Board. However, both the proposed line and the associated CMV Facility would require permitting by the U.S. Coast Guard (USCG) for the New Rail Bridge and New Road Bridge; authorization from U.S. International Boundary and Water Commission (IBWC) to ensure that the proposed line and the associated CMV Facility do not adversely impact the normal flow or flood flows of the Rio Grande River; and permits from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act. **Figure 1** shows the location of the proposed line and the associated CMV Facility. The United States/Mexico Border, shown in **Figure 1,** is mapped by the IBWC (IBWC, 2025).

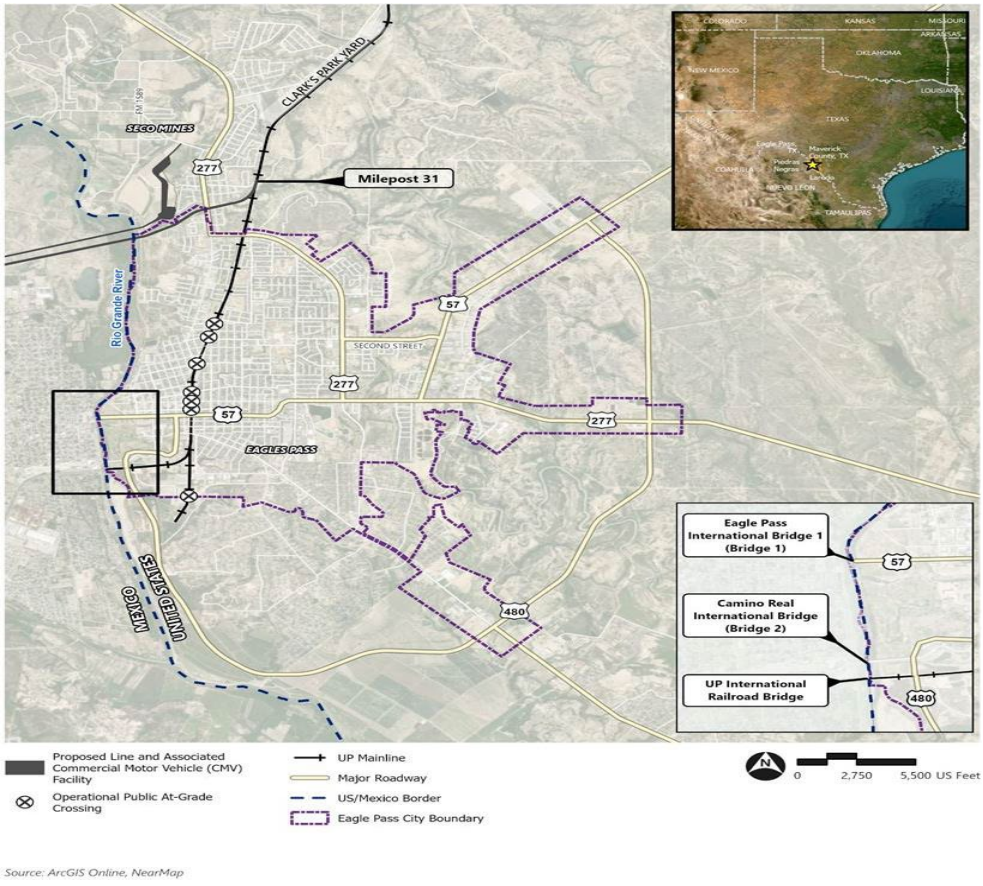


Figure 1. Location of the proposed Green Eagle Railroad project in Eagle Pass and Maverick County, Texas.

Under the Southern Rail Alternative, the proposed line would be a secure, double-tracked, approximately 1.3-mile rail line extending between the existing Union Pacific (UP) mainline at

approximate milepost 31 and the United States/Mexico border. The Southern Rail Alternative would cross the Rio Grande River on a new rail bridge (New Rail Bridge) approximately 3 miles upstream of an existing UP International Railroad Bridge in Eagle Pass, Texas. Based on a conceptual design developed by GER and provided to OEA, the New Rail Bridge would stand approximately 60 feet above the water line and would be approximately 45 feet wide. It would consist of 164-foot spans with cast-in-place concrete drilled shaft piers supporting the superstructures. The U.S. portion of the New Rail Bridge would be 968 feet long, span the U.S. portion of the river, and be supported by five piers on land. The Mexico portion would include one in-stream pier within the bed of the Rio Grande River and seven upland piers, making a total bridge length of approximately 2,300 feet with 13 piers. Each pier would be approximately 85 feet by 20 feet. Construction of the New Rail Bridge would involve building a temporary rock embankment (or jetty) on the Mexican side of the border but would require no in-water activities on the U.S. side. The eastern end of the bridge would consist of a concrete abutment approximately 66 feet long and 20 feet wide. A portion of the Southern Rail Alternative would be located within the 100-year floodplain.

East of the Rio Grande River, the Southern Rail Alternative would run to the south of Seco Creek before crossing U.S. 277 (Del Rio Boulevard); Barrera Street; a concrete-lined stormwater drainage channel; and Seco Creek over four other, smaller bridges (U.S. 277 Bridge; Barrera Street Bridge; Stormwater Channel Bridge; and Seco Creek Bridge, respectively). Between the bridges, the Southern Rail Alternative would be constructed on an elevated embankment approximately 18 to 19 feet high and 130 feet in width. Other features of the Southern Rail Alternative include a non-intrusive inspection (NII) facility just past the eastern end of the New Rail Bridge; culverts; fencing; service roads; and 20-feet high noise barriers on both sides of the tracks between the Stormwater Channel Bridge and the NII facility, except on the U.S. 277 Bridge and the Barrera Street Bridge.

OEA defined the action area in this BA as including (1) the terrestrial (on land) construction limits of the proposed line and the associated CMV Facility (approximately 234 acres all on the U.S. side of the border); and (2) the mussel survey area (area of potential direct impact plus upstream and downstream buffers within the Rio Grande River, totaling approximately 1,200 linear feet of the Rio Grande River and covering approximately 6.4 acres. This aquatic part of the action area includes the entire width of the Rio Grande River, i.e., both the Mexican and U.S. sides of the river. The total estimated area on the Mexican side is approximately 2.2 acres and the total estimated area on the U.S. side is approximately 4.1 acres. As part of the action area, OEA also included a small mussel relocation area. In this BA, the mussel relocation area is assumed to be immediately upstream of the mussel survey area and downstream of an existing shoal in the river bend; it is assumed to measure approximately 100 feet long by 100 feet wide, for a surface area of approximately 0.23 acres.

OEA performed various field surveys to confirm baseline conditions in the action area. OEA evaluated the area for habitat suitability for federally protected and proposed species, as well as provided oversight for a delineation of waters of the United States, including wetlands, conducted by GER on May 21 and 22, 2024, over approximately 221 acres. Additionally, OEA performed a mussel survey in the Rio Grande River as per the 2024 USFWS and Texas Parks and Wildlife Department (TPWD) survey protocols (USFWS & TPWD, 2024) between

September 9 and September 12, 2024 (BIO-WEST, 2024). The September 2024 mussel survey found no Texas hornshell (either live or relic shell material). The completed field surveys determined the aquatic habitat in the action area is degraded due to sedimentation, and although a few large rocks were noted, these were mostly deeply embedded in silt and unlikely to serve as suitable habitat for the Texas Hornshell (*Popenaias popeii*). Therefore, the mussel survey report noted that the area had a "lack of appropriate habitat conditions" for the Texas Hornshell.

The September 2024 mussel survey found nine live Mexican Fawnsfoot (*Truncilla cognata*) specimens in the project action area. As per protocol, transect and qualitative timed searches were conducted within the survey area, including a bank survey (U.S. side only). Overall, mussel densities were low within the survey area, and a total of 11 live mussels representing three species were collected and returned during the survey. During transect surveys, eight adult mussels were collected. These included seven Mexican Fawnsfoot and one Paper Pondshell (*Utterbackiana imbecillis*). Relic shells of Yellow Sandshell (*Lampsilis teres*) were also collected. Since live Mexican Fawnsfoot specimens were collected during the transect searches, qualitative timed searches were conducted, which found two additional Mexican Fawnsfoot adults and one adult Tampico Pearly Mussel (*Cyrtonaias tampicoensis*). While much of the aquatic habitat in the survey area was degraded by sedimentation, there is suitable habitat for this species, as indicated by its presence at the site.

Texas Hornshell and Mexican Fawnsfoot Potential Impacts:

OEA anticipates that most construction impacts to the Texas Hornshell and Mexican Fawnsfoot would be temporary and minor. Without conservation, minimization, and mitigative measures, land clearance and related construction activities (on both sides of the Rio Grande River) could cause short-term increases in turbidity and sedimentation. Heavy rainfall events (greater than the design criteria) or accidental damage to erosion control devices during construction could cause unforeseen erosion and sedimentation events. The temporary rock embankment (or jetty) that GER would install on the Mexican side of the river to build the bridges could physically cover or crush any mussels on that side of the river, as well as result in increased sedimentation and temporarily altered flows in the river. These changes could indirectly impact mussels on the U.S. side of the river. Sedimentation could also potentially adversely impact suitable habitat for the Texas Hornshell and Mexican Fawnsfoot by filling in the interstitial spaces between the cobble/gravel substrate and riffles, and reducing spawning habitat (Jones et al., 1974). The greatest potential impact from increased sedimentation would occur during these mussels' spawning periods (March through August) and shortly thereafter. Sediment in waterways can have detrimental effects on aquatic biota, including smothering fish eggs and benthic macroinvertebrates, clogging fish gills, reducing feeding and growth, and reducing photosynthetic activity (Kerr, 1995; Kundell and Rasmussen, 1995; Waters, 1995).

Other potential construction-related water quality impacts could include contamination from construction equipment, such as leaked or spilled hydraulic fluid, or spilled gasoline or diesel from equipment refueling activities. These accidental events could occur despite proper planning and oversight. These water quality impacts to the two mussel species would also affect the mussels' host fish species.

In addition to temporary water quality impacts to Texas Hornshell and Mexican Fawnsfoot from construction activities, a small amount of in-stream habitat would be altered permanently by the construction of a bridge pier on the Mexican side of the Rio Grande River. This pier, although relatively limited in size, could alter hydrology and channel morphology on the U.S. side of the river, resulting in potential impacts to habitat for the Mexican Fawnsfoot. Such impacts could include bank erosion, disruption of natural sediment transport (scour and aggregation), thermal changes (changes in water volumes and flow rates can influence water temperatures), disruption of nutrient cycling (alter natural nutrient cycling processes due to changes in sediment and water flow), and potential debris accumulation.

No critical habitat has been designated for any of the species of concern for this BA, although USFWS has proposed critical habitat for the Texas Hornshell, and Mexican Fawnsfoot. The entire action area in the Rio Grande River, including the mussel survey and relocation areas, is located within proposed critical habitat for both Texas Hornshell and Mexican Fawnsfoot. For the Texas Hornshell, the action area overlaps with 4.1 acres of proposed critical habitat Subunit 5a: Eagle Pass Reach (USFWS, 2021). For the Mexican Fawnsfoot, the action area overlaps with 4.1 acres of proposed critical habitat Unit MXFF-1 (USFWS, 2023c).

Conservation, Minimization, and Mitigative Measures:

Texas Pollutant Discharge Elimination System (TPDES) permitting requirements, managed by the Texas Commission on Environmental Quality (TCEQ), apply to construction of the proposed line and the associated CMV Facility. GER and PVH would be required to have a TCEQ-approved Stormwater Pollution Protection Plan (SWPPP) or Erosion and Sediment Control Plan (ESCP) in place prior to initiating construction activities in and adjacent to water bodies.

OEA additionally proposes the following measures in this BA to avoid, minimize, and mitigate any impacts caused by the construction or operation of the proposed line and the associated CMV Facility. Under 6.1, Measures to be Implemented Prior to Construction Activities of the May 2025 BA (Reference), 6.2, Measures to be Implemented During Project Construction Activities, and 6.3 Measures to be Implemented Following Construction Activities will be implemented during construction activities.

OEA has made a determination that the project "may affect, but is not likely to adversely affect" the Texas Hornshell, and not likely to jeopardize the Mexican Fawnsfoot , Salina Mucket (*Potamilus metnecktayi*), and the Monarch Butterfly (*Danaus plexippus*). The Service concurs with the determination based on the findings of the field surveys and proposed conservation and mitigation measures proposed in the BA (6.1-6.3) that will be implemented by GER and PVH. The proposed line and the associated CMV Facility would not adversely modify the proposed critical habitat for the Texas Hornshell and Mexican Fawnsfoot because they would not result in a direct or indirect alteration that appreciably diminishes the value of the critical habitat for both the survival and recovery of these proposed species. OEA made a "no effect" determination for the Piping Plover (*Charadrius melodus*), and Rufa Red Knot (*Calidris canutus rufa*). Please note, the Service does not provide concurrence for "no effect" determinations but acknowledges our receipt of our correspondence. No further endangered species consultation will be required unless: 1) the proposed action is subsequently modified in a manner that causes an effect on a

listed species or designated critical habitat; 2) new information reveals the proposed action may affect federally listed species or designated critical habitat in a manner or to an extent not previously considered; or 3) if a new species is listed or a critical habitat is designated under the Act that may be affected by the proposed action.

We appreciate the opportunity to provide pre-planning information. If we can be of further assistance, please contact Ernesto Reyes at 956-307-5132 or 361-533-6057.

Sincerely,

Catrina Martin
Assistant Field Supervisor

Green Eagle Railroad

Eagle Pass & Maverick County, Texas

May
2025

BIOLOGICAL ASSESSMENT

LEAD AGENCY
Surface Transportation Board
Office of Environmental Analysis

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1 Introduction

Green Eagle Railroad, LLC (GER), a non-carrier subsidiary of Puerto Verde Holdings (PVH), has requested authority from the Surface Transportation Board (Board) to construct and operate approximately 1.3 miles of new common carrier rail line (proposed line) in Eagle Pass and Maverick County, Texas. The proposed line would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) mainline, connecting at approximate UP milepost 31. The proposed line would cross the Rio Grande River on a new rail bridge (New Rail Bridge), approximately three miles upriver from the existing UP International Railroad Bridge in Eagle Pass (UP Rail Bridge). The proposed line would be part of an international commercial transportation corridor proposed by PVH, the Puerto Verde Global Trade Bridge project, also consisting of a new border crossing for commercial motor vehicles (associated CMV Facility) between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. The associated CMV Facility would include a new road bridge (New Road Bridge) and inspection and surveillance facilities; it would be built by PVH. **Figure 1** shows the location of the proposed line and the associated CMV Facility. The United States/Mexico Border, shown in **Figure 1,** is mapped by the U.S. International Boundary and Water Commission (IBWC) (IBWC, 2025).

The Board's Office of Environmental Analysis (OEA) prepared this Biological Assessment (BA) in accordance with legal requirements set forth under Section 7 of the Endangered Species Act (ESA) (16 U.S.C. § 1536(c)). Agencies prepare a BA for "major construction activities" to determine whether a proposed action is likely to: (1) adversely affect listed species or designated critical habitat; (2) jeopardize the continued existence of species that are proposed for listing; or (3) adversely modify proposed critical habitat.

The associated CMV Facility is not within the Board's jurisdiction and does not require a license from the Board. However, both the proposed line and the associated CMV Facility would require permitting by the U.S. Coast Guard (USCG) for the New Rail Bridge and New Road Bridge; authorization from IBWC to ensure that the proposed line and the associated CMV Facility do not adversely impact the normal flow or flood flows of the Rio Grande River; and permits from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act.

Therefore, this BA analyzes the effects of constructing and operating both the proposed line and the associated CMV Facility in sufficient detail to determine whether they may affect any federally protected species or species proposed for federal protection. As applicable, the BA identifies potential mitigation that could be imposed by the Board as part of its authorization of the proposed line and also be adopted, as appropriate, by USCG, IBWC, and USACE as part of their respective permitting.

On October 17, 2023, PVH submitted to the U.S. State Department a Presidential Permit Application for the Puerto Verde Global Trade Bridge project on behalf of Maverick County, Texas, as the Project Sponsor. A Presidential Permit was issued on May 31, 2024. In addition, OEA's understanding is that GER and PVH will be seeking approval for other necessary permits after the issuance of the Final EIS and a final Board decision authorizing construction and operation of the proposed line.

The BA addresses the potential effects of constructing and operating the proposed line and the associated CMV Facility on six federal species of concern. OEA identified species of concern using the United States Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) tool. These species include:

- Federally endangered Texas hornshell (*Popenaias popeii*);
- Federally threatened piping plover (*Charadrius melodus*);
- Federally threatened rufa red knot (*Calidris canutus rufa*);
- Federally proposed endangered Mexican fawnsfoot (*Truncilla cognata*);
- Federally proposed endangered Salina mucket (*Potamilus metnecktavi*); and
- Federally proposed threatened monarch butterfly (*Danaus plexippus*).

The piping plover and rufa red knot do not require analysis because the Official Species List obtained from IPaC stated that these species only need to be considered for "wind-related projects within a migratory route." The proposed line and the associated CMV Facility are not wind-related projects. Therefore, OEA does not consider these two bird species in this BA. Additionally, through discussions with USFWS and a review of existing information, OEA determined that **the proposed project would have *no effect* on the proposed threatened Salina mucket or its proposed critical habitat** for the following reasons:

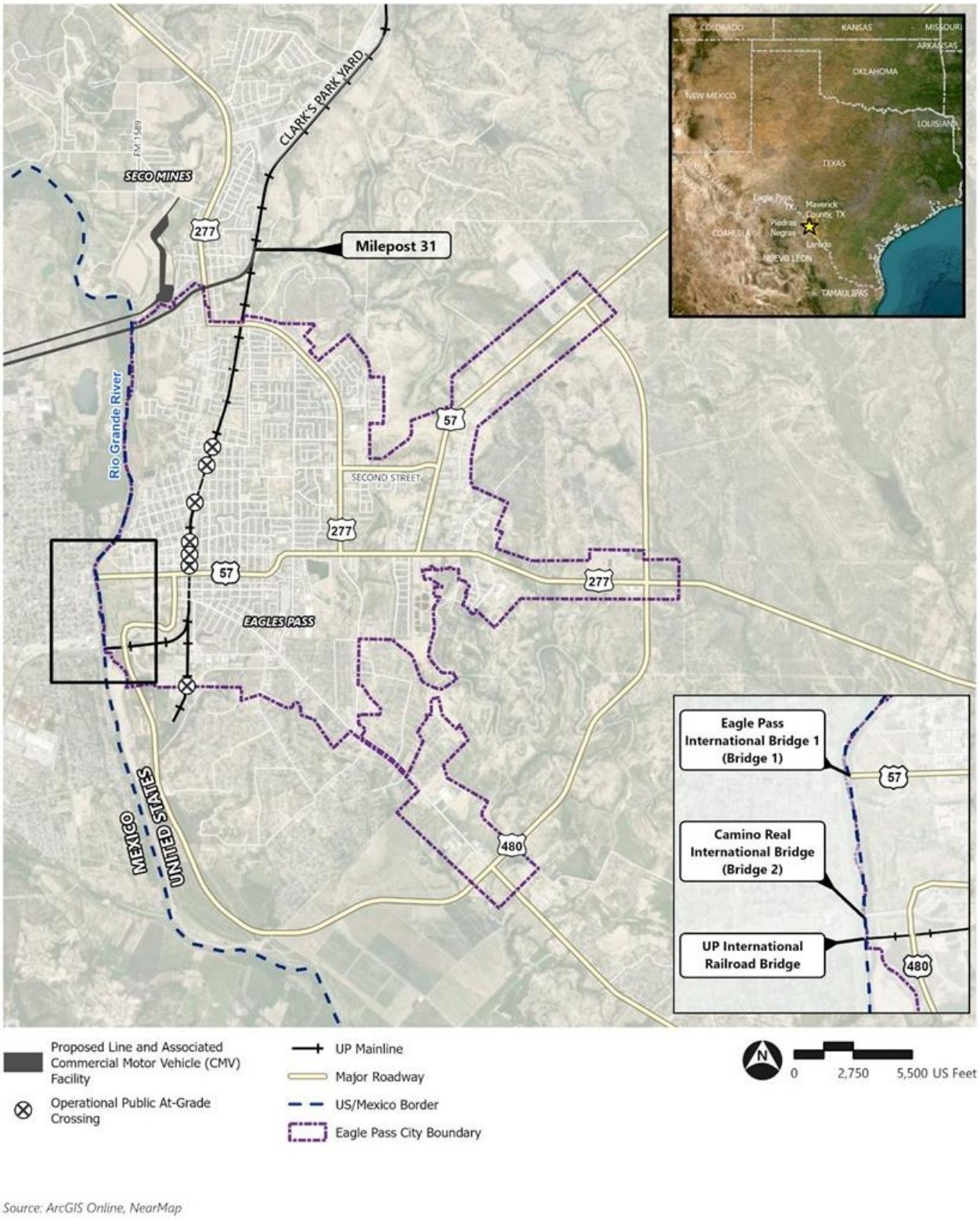
- The Salina mucket was believed to have been extirpated entirely from Texas until 2003, when the species was rediscovered upstream of Lake Amistad; this is the only known population of this species (USFWS, 2023a and b). Lake Amistad is over 50 miles upstream of the proposed line and the associated CMV Facility.
- OEA found no specimens of this species during a recent mussel survey of the project area (see discussions below; BIO-WEST, 2024).
- Suitable habitat for this species is not present in the surveyed area due to extensive sedimentation (see discussion below).
- The project is not located within the proposed critical habitat for this species (USFWS, 2023b).

For these reasons, the Salina mucket and its proposed critical habitat are not considered further in this BA.

No critical habitat has currently been designated for any of the species of concern in this BA; however, the project area overlaps with proposed critical habitat for the Texas hornshell and the Mexican fawnsfoot (see **Figure 2**). Critical habitat has been proposed for the monarch butterfly, but it is restricted to 4,395 acres in California.

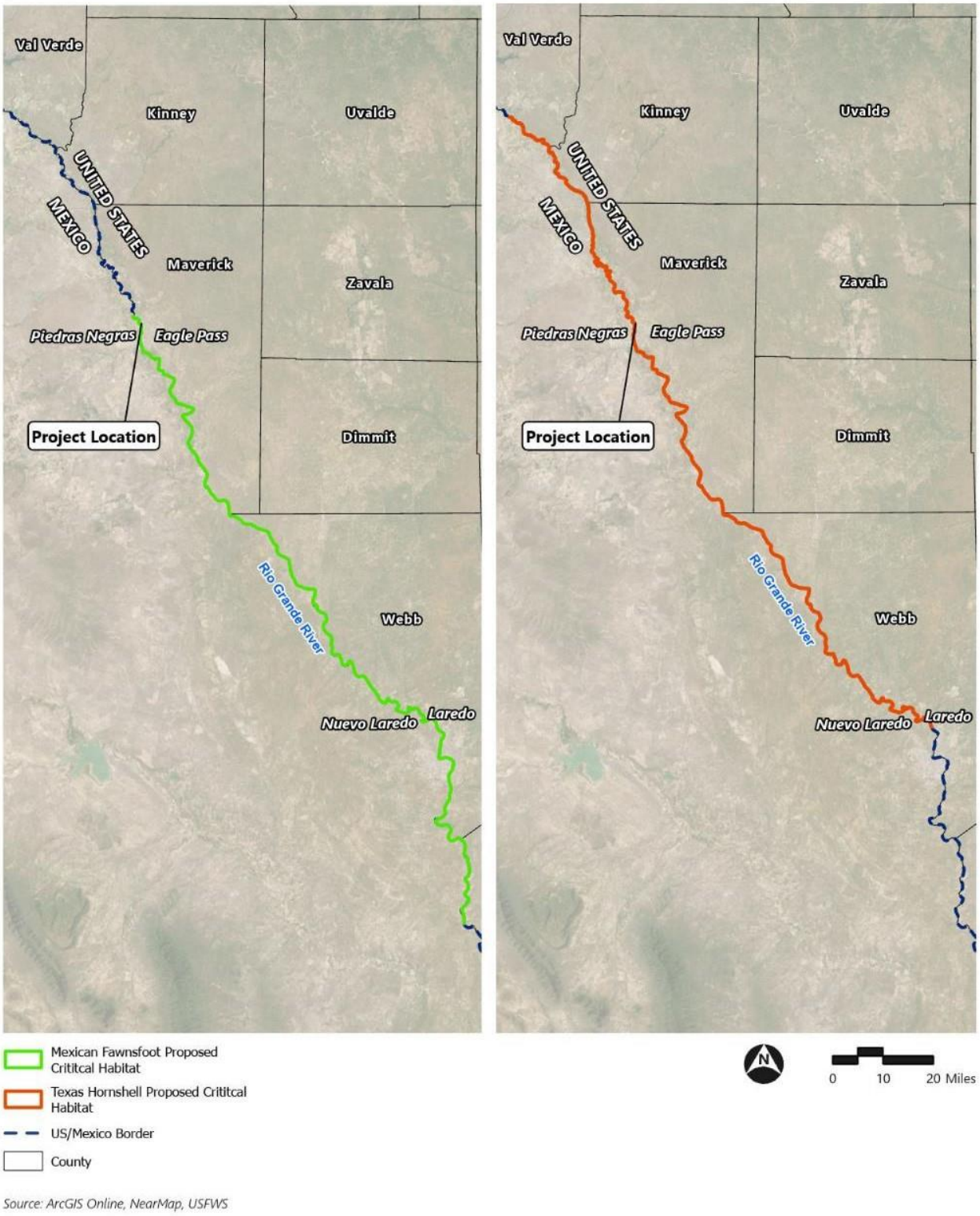
Attachment A includes the IPaC list. OEA has initiated consultation with USFWS and will continue consulting throughout the BA process.

Figure 1. Project Location Map



Source: ArcGIS Online, NearMap

Figure 2. Proposed Critical Habitat for the Texas Hornshell and Mexican Fawnsfoot



2 Project Description and Action Area Definition

2.1 Project Description

OEA analyzed the impacts of two build alternatives for the proposed line: the Southern Rail Alternative and the Northern Rail Alternative. As noted above, OEA also analyzed the effects of constructing and operating the associated CMV Facility. PVH would construct the associated CMV Facility with either the Southern or the Northern Rail Alternative. The Southern Rail Alternative is GER's preferred alignment, and OEA has preliminarily identified the Southern Rail Alternative as the Preferred Alternative. **Figure 3** illustrates the two build alternatives and the associated CMV Facility.

2.1.1 Southern Rail Alternative (Preliminary Preferred Alternative)

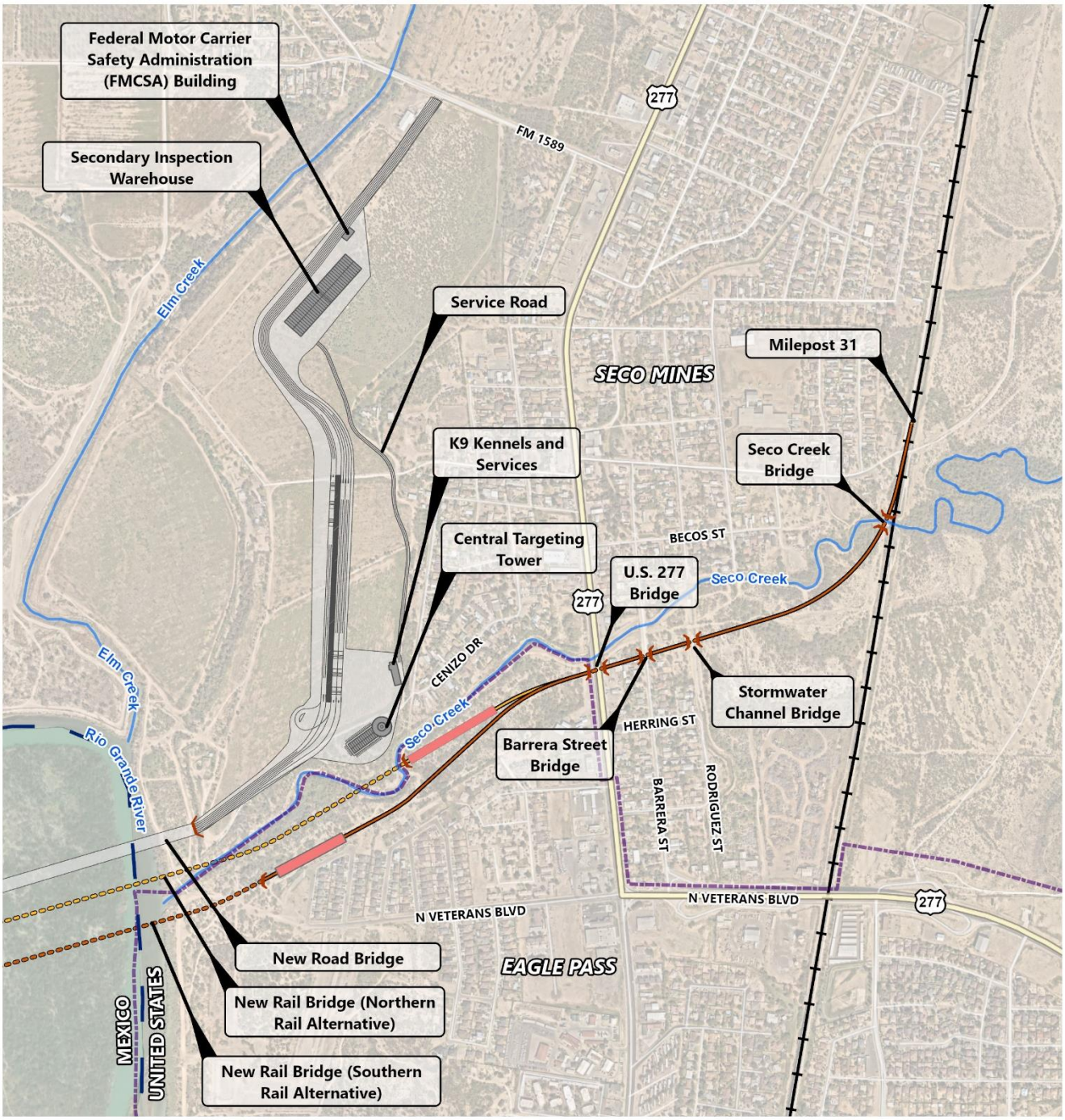
The Southern Rail Alternative is illustrated in **Figure 4**. Under the Southern Rail Alternative, the proposed line would be a secure, double-tracked, approximately 1.3-mile rail line extending between the existing UP mainline at approximate milepost 31 and the United States/Mexico border. The Southern Rail Alternative would cross the Rio Grande River on a new rail bridge (New Rail Bridge). Based on a conceptual design developed by GER and provided to OEA, the New Rail Bridge would stand approximately 60 feet above the water line and would be approximately 45 feet wide. It would consist of 164-foot spans with cast-in-place concrete drilled shaft piers supporting the superstructures. The U.S. portion of the New Rail Bridge would be 968 feet long, supported by five piers on land, whereas the Mexico portion would include one pier within the bed of the Rio Grande River and seven piers on land, making a total bridge length of approximately 2,300 feet with 13 piers. Each pier would be approximately 85 feet by 20 feet. Construction of the New Rail Bridge would involve building a temporary rock embankment (or jetty) on the Mexican side of the border but would require no in-water activities on the U.S. side (see **Figure 5**). The eastern end of the bridge would consist of a concrete abutment approximately 66 feet long and 20 feet wide. A portion of the Southern Rail Alternative would be located within the 100-year floodplain.

East of the Rio Grande River, the Southern Rail Alternative would run to the south of Seco Creek before crossing U.S. 277 (Del Rio Boulevard); Barrera Street; a concrete-lined stormwater drainage channel; and Seco Creek over four other, smaller bridges (U.S. 277 Bridge; Barrera Street Bridge; Stormwater Channel Bridge; and Seco Creek Bridge, respectively). Between the bridges, the Southern Rail Alternative would be constructed on an elevated embankment approximately 18 to 19 feet high and 130 feet in width. Other features of the Southern Rail Alternative include a non-intrusive inspection (NII) facility just past the eastern end of the New Rail Bridge; culverts; fencing; service roads; and 20-feet-high noise barriers on both sides of the tracks between the Stormwater Channel Bridge and the NII facility, except on the U.S. 277 Bridge and the Barrera Street Bridge.

2.1.2 Northern Rail Alternative

The Northern Rail Alternative is illustrated in **Figure 6**. East of U.S. 277, the Northern Rail Alternative would be the same as the Southern Rail Alternative. West of U.S. 277, the Northern Rail Alternative would run along a slightly more northern alignment than the Southern Rail Alternative. The New Rail Bridge under the Northern Rail Alternative would cross the Rio Grande River (with one in-water pier on the Mexican side of the border) and then it would span Seco Creek in three locations.

Figure 3. Proposed Line and Associated CMV Facility



Source: ArcGIS Online, NearMap

Figure 4. Southern Rail Alternative (Preliminary Preferred Alternative)

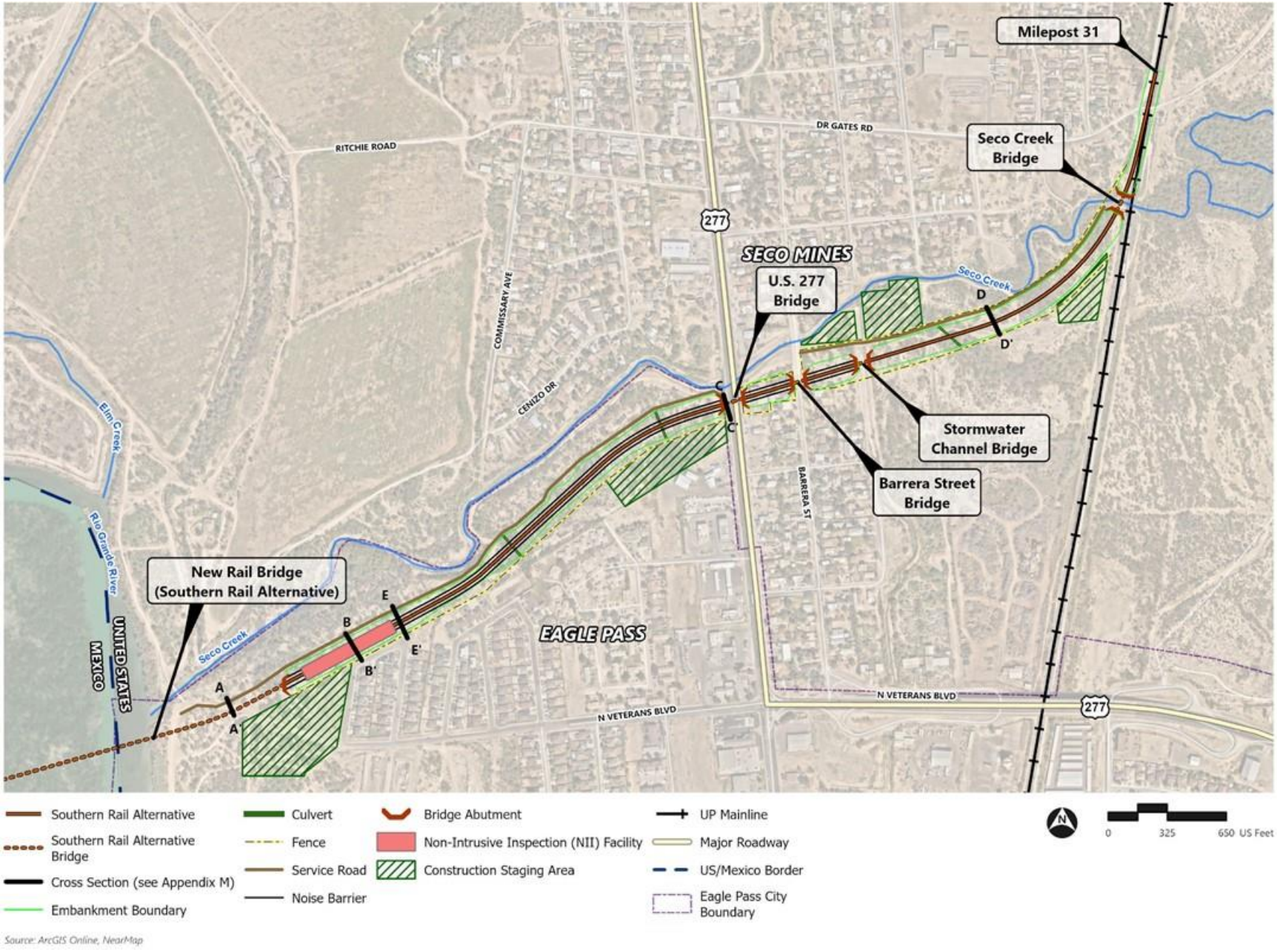


Figure 5. New Rail Bridge (Southern Rail Alternative) and New Road Bridge Construction

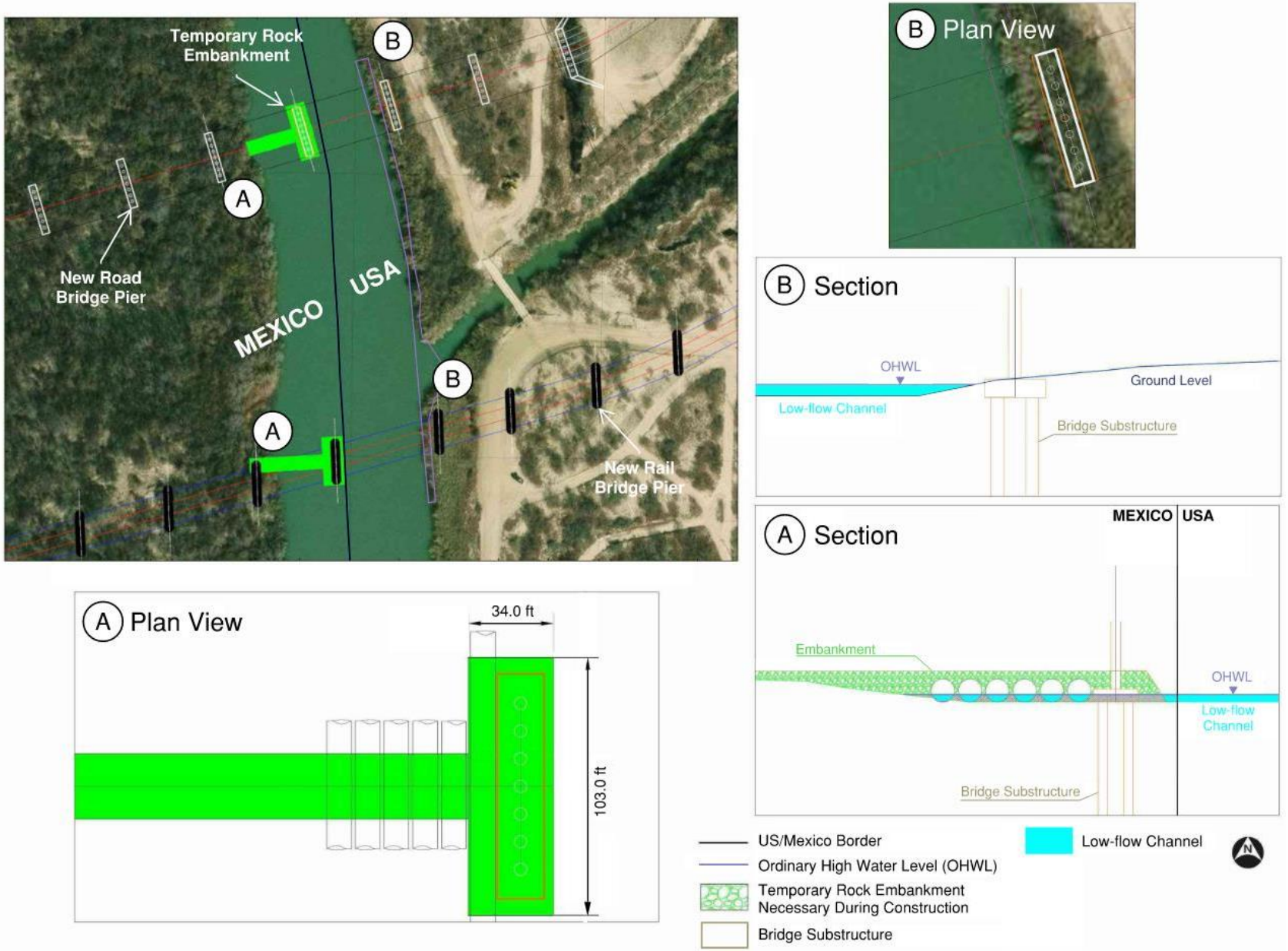
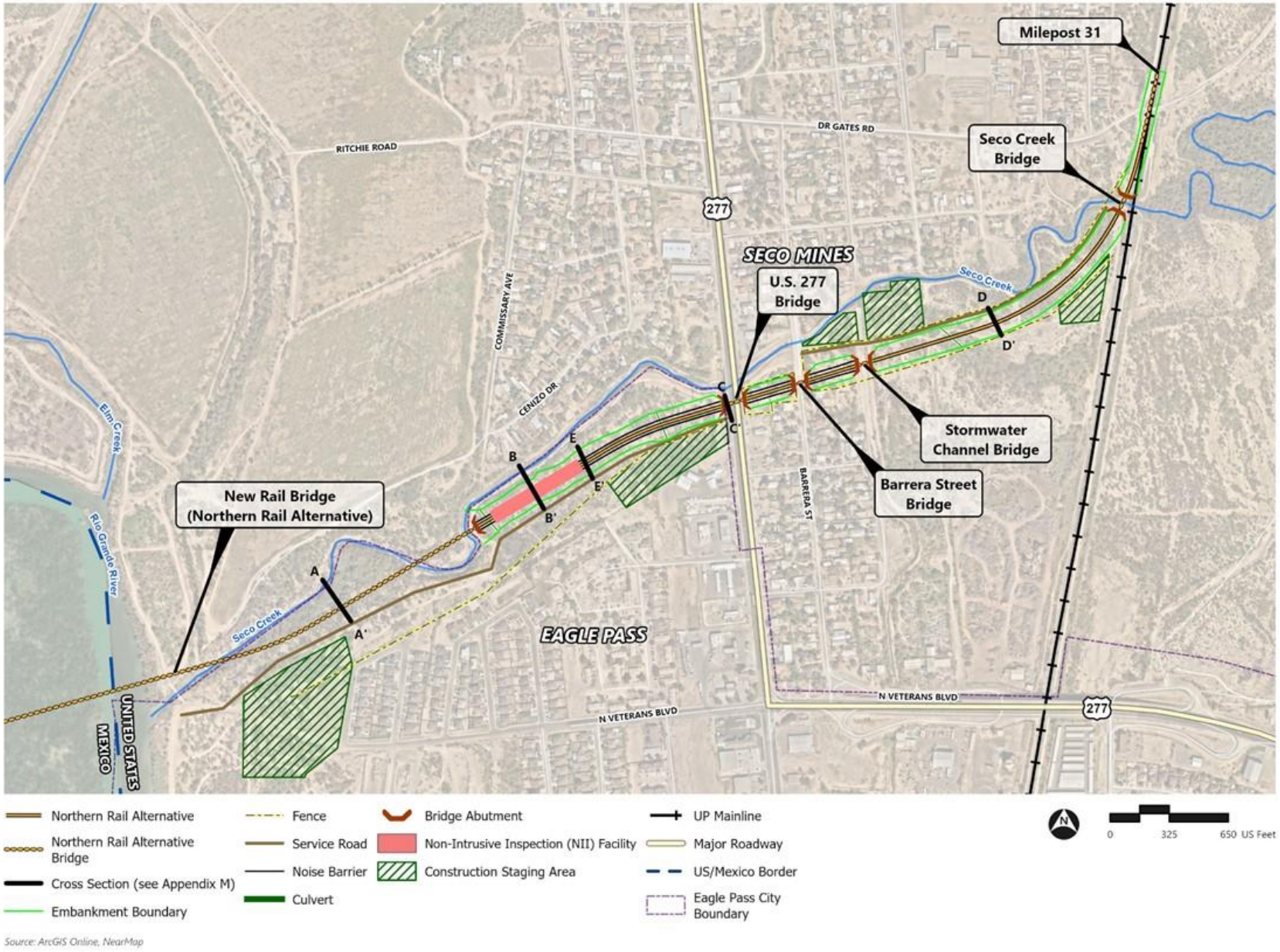


Figure 6 Northern Rail Alternative



Between the bridges, the Northern Rail Alternative would be constructed on an elevated embankment like the Southern Rail Alternative.

Under the Northern Rail Alternative, the New Rail Bridge, which would cross the Rio Grande River slightly to the north of where the New Rail Bridge would be located under the Southern Rail Alternative, would have a total length of approximately 3,482 feet, of which approximately 2,175 feet would be on the U.S. side of the border. The New Rail Bridge would have a total of 21 piers, of which 13 would be on the U.S. side of the border. As under the Southern Rail Alternative, the New Rail Bridge would have one in-water pier only, on the Mexican side of the river. Construction would involve building a temporary rock embankment (or jetty) on the Mexican side of the border but would require no in-water activities on the U.S. side (see **Figure 7**). Other features of the Northern Rail Alternative include an NII facility between Seco Creek and U.S. 277; culverts; fencing; service roads; and 20-foot-high noise barriers on both sides of the tracks between the Stormwater Channel Bridge and the NII facility, except on the Barrera Street Bridge and the U.S. 277 Bridge. There would also be no noise barriers on the New Rail Bridge. A portion of the Northern Rail Alternative would be located within the 100-year floodplain.

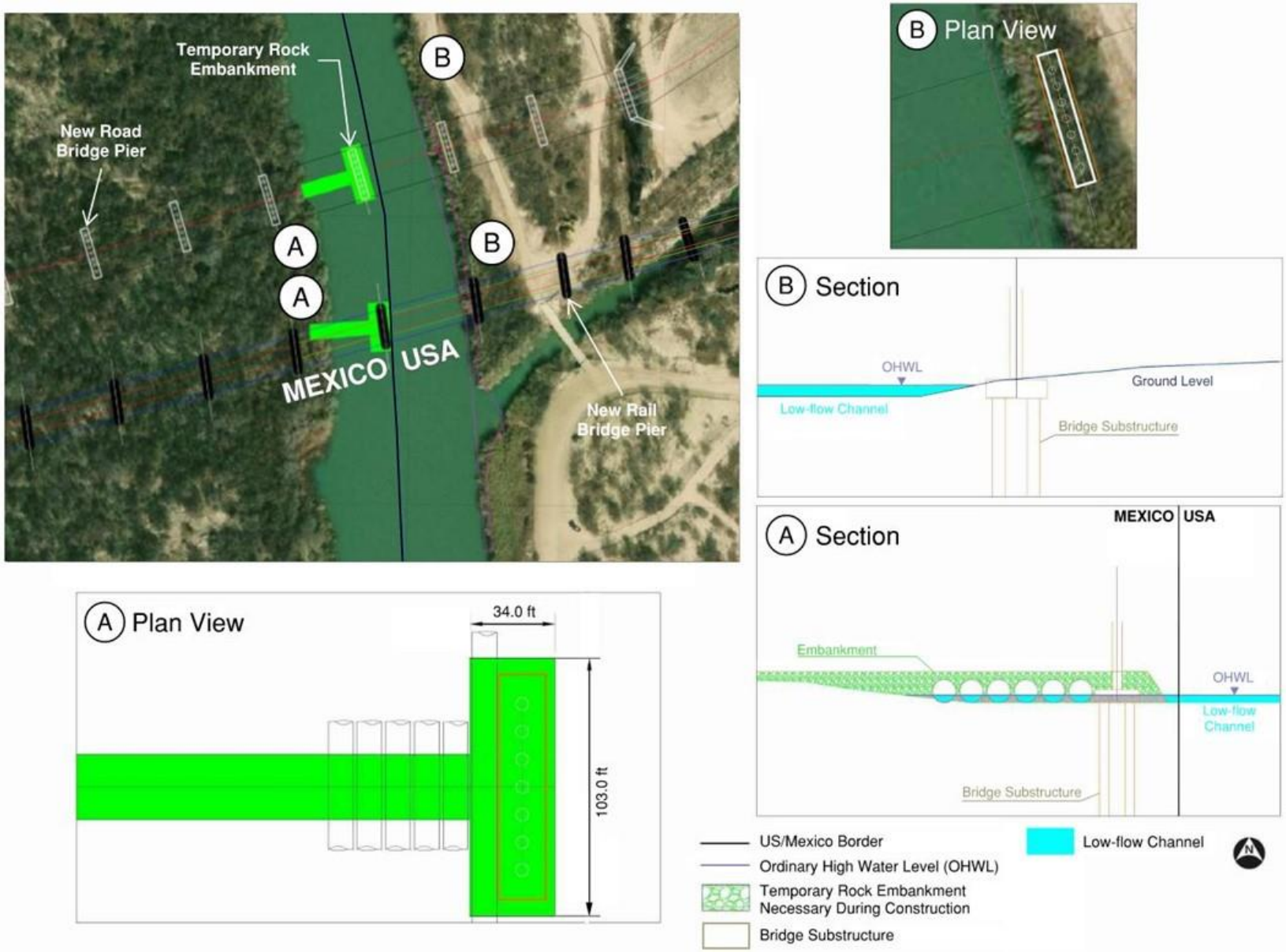
2.1.3 Associated CMV Facility

The associated CMV Facility (illustrated in **Figure 2** above) would be constructed a short distance to the north of the proposed line, on what is currently agricultural land. The associated CMV Facility would consist of a new bridge (New Road Bridge) across the Rio Grande River just north of the New Rail Bridge; a new road (CMV Road) connecting the New Road Bridge to Farm-to-Market Road (FM) 1589 (Hopedale Road); and associated border inspection facilities. The New Road Bridge would be approximately 89 feet wide and 1,980 feet long, with 470 feet on the U.S. side of the border. It would rise about 60 feet above the water and feature six, 12-foot-wide traffic lanes. The structure would include 11 piers—two on the U.S. side, both on land, and nine on the Mexico side, with one in-water pier. Each pier would be approximately 104 by 13 feet. The eastern end abutment would measure approximately 90 feet by 13 feet, including 50-foot wingwalls. Similar to the New Rail Bridge, construction of the New Road Bridge would require a temporary rock embankment (or jetty) on the Mexican side of the Rio Grande River (see **Figure 5** and **Figure 7**).

2.2 Purpose and Need

The Purpose and Need for the proposed line and the associated CMV Facility is to develop an economically viable solution that meets the need for border infrastructure improvements at Eagle Pass, increases safety, and facilitates binational trade between the United States and Mexico, consistent with the Texas Department of Transportation's Texas-Mexico Border Transportation Master Plan. According to GER, the proposed line and the associated CMV Facility would alleviate rail and truck congestion, reduce cross-border wait times, and route rail traffic around the urban centers of Eagle Pass and Piedras Negras.

Figure 7. New Rail Bridge (Northern Rail Alternative) and New Road Bridge Construction



2.3 Construction Timeline and Sequence

According to GER, construction of the proposed line and the associated CMV Facility is anticipated to take approximately 1.5 years. Some of the construction phases described below would overlap. The information provided is based on schematic-level design and is subject to change because a detailed project construction schedule for this work is not yet available (September 4, 2024, letter to OEA). *Section 2.3.1* provides an overview of the construction sequence. *Sections 2.3.2 and 2.3.3* describe the anticipated construction activities based on information GER provided to OEA. *Attachment B* contains a list of the equipment GER and PVH would use for constructing the proposed line and the associated CMV Facility. OEA anticipates that construction may start in late 2025 or early 2026, after the Board makes a final decision on the project.

2.3.1 Construction Sequence

- Phase 1 (approximately 7 months):
  - Staging for rail line construction
  - Site preparation for rail line construction
  - Construction of embankment
- Phase 2 (approximately 5 months)
  - Placement of sub-ballast and ballast layers
  - Installation of track
- Phase 3 (approximately 18 months)
  - Site preparation for construction of New Rail Bridge
  - Construction of New Rail Bridge
- Phase 4 (approximately 9.5 months)
  - Site preparation for bridges over roadways and culverts
  - Construction of roadway bridges and culverts
  - Construction of inspection building
  - Construction of perimeter fencing
  - Construction of noise barrier

Construction of the associated CMV Facility would be concurrent with construction of the proposed line and would also be completed in several overlapping phases (or components).

- Component 1 (approximately 12.5 months)
  - Site preparation
- Component 2 (approximately 5 months)
  - Paving

- Component 3 (approximately 8.5 months)
  - Construction of the four support buildings
- Component 4 (approximately 1.5 years)
  - Construction of New Road Bridge
- Component 5 (approximately 4.5 months)
  - Construction of perimeter fencing
- Component 6 (approximately 2.5 months)
  - Excavation for and installation of utility connections and drainage structures

2.3.2 Construction of the Southern or Northern Rail Alternative

Track

GER would begin construction of the proposed line with removal of vegetation, including roots and stumps, along the track alignment. Topsoil and unsuitable material would be removed to a maximum depth of 6 inches. The remaining soils along the track alignment would be compacted, and the embankment would be built up to reach the desired elevation. Suitable material from the grading work would be used to cover and soften the slope of the embankment. This phase of the construction work would take place over approximately seven months, with work on other elements, such as the New Rail Bridge and the NII facility, being conducted at the same time.

Following completion of the embankment, GER would spread a 12-inch deep and compacted sub-ballast layer. Track switches and track segments would be placed on top of the embankment using cranes, and they would be fixed in place. A 12-inch layer of ballast would then be spread out, after which the tracks would be leveled, and the final welds performed.

Bridges

Construction of the New Rail Bridge, U.S. 277 Bridge, Barrera Street Bridge, Stormwater Channel Bridge, and Seco Creek Bridge would involve ground preparation similar to what would be done for the railroad track, followed by construction of concrete piles of a sufficient size and depth to support the bridge structure. This would involve drilling holes, reinforcing them with steel, then pouring pre-mixed concrete. Concrete would also be used to construct the above-ground portion of the piers and abutments supporting the bridges. Bridge superstructure elements would be placed last, using cranes.

Construction of the New Rail Bridge across the Rio Grande River would take place over approximately 1.5 years, while the rest of the proposed line would be built at the same time. Construction of the other four bridges would occur over approximately nine months, starting in the second year of construction. Construction of the New Rail Bridge would involve building a temporary embankment (or jetty) on the Mexican side of the border, but require no in-water activities on the U.S. side. Construction methods, such as the use of coffer dams, would be determined in final design.

Facilities

Construction of the NII facility would take place over approximately 1.5 months. It would begin after the track inside the facility is laid. Foundations and a concrete slab would be installed first, followed by

walls and cladding. Construction of the perimeter fencing would involve the excavation of holes for fence posts and excavation of a base for the chain-link fence. The access road would be built by removing the topsoil along the road alignment, compacting the base, and spreading gravel on top of it.

Staging Areas

GER would use five staging areas to support construction of both the Southern and the Northern Rail Alternatives; all five are on land owned by PVH. The staging areas, shown in **Figures 4** and **6**, would be located west of the western end of North Veterans Boulevard; west of U.S. 277; east of Barrera Street and south of Seco Creek on either side of the concrete-lined stormwater channel; and south of the connection point between the line and the existing UP mainline. Prior to being used, the staging areas would be fenced and cleared of vegetation. Activities conducted in these areas would include the stockpiling of materials; storage of equipment; and assembly of structural elements, such as bridge decks, prior to installation. The action area encompasses the staging areas.

Post-construction Activities

OEA anticipated that post-construction activities would include the grading and seeding and stabilizing of unpaved areas (including staging areas) followed by regular mowing and other maintenance activities. Post-construction activities would be conducted in accordance with the applicable conservation, minimization, and mitigative measures identified in *Section 6* of this BA.

2.3.3 Construction of the Associated CMV Facility

The associated CMV Facility would be constructed in several overlapping phases (or components) over approximately 1.5 years. Component 1 (approximately 12.5 months) would start with vegetation clearing, including tree cutting and stump removal. Topsoil removal and compaction would follow. Component 2 (approximately 5 months) would include laying down the pavement, including subbase and base layers of stone materials and concrete or asphalt for the paved surfaces.

The four support buildings would be built during Component 3 (approximately 8.5 months, starting when Component 1 is ending). For each building, work would involve foundation excavation and construction, structural framing, wall construction, and finishings.

Component 4 would include construction of the New Road Bridge across the Rio Grande River (approximately 1.5 years, starting at the same time as Component 1). This would involve vegetation clearing and material removal. Construction of reinforced concrete piles up to 65 feet in depth, pile caps, and abutments would come next, followed by the installation of post-tensioned girders and an 8-inch-thick concrete slab. The last steps would include the construction of curbs, parapets, and sidewalks.

Component 5 would include construction of perimeter fencing (approximately 4.5 months, starting at the same time as Component 1). In Component 6 (approximately 2.5 months), the final component, utility connections and drainage structures would be excavated. This would include trenching to depths of 3 to 9 feet to establish two sewer lines connecting the support buildings to existing drainage infrastructure. OEA anticipates that post-construction activities would be similar to those for the proposed line.

2.4 Action Area

As defined in the ESA Section 7 regulations (50 C.F.R. § 402.02), "action" means "all activities or programs of any kind authorized, funded, or carried out, in whole or in part, by federal agencies in the U.S. or upon the high seas." The "action area" is defined as "all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action."

OEA defined the action area in this BA as including (1) the terrestrial (on land) construction limits of the proposed line and the associated CMV Facility (approximately 234 acres [946,964 square meters], all on the U.S. side of the border); and (2) the mussel survey area (area of potential direct impact plus upstream and downstream buffers [USFWS and TPWD, 2024]) within the Rio Grande River, totaling approximately 1,200 linear feet (366 meters) of the Rio Grande River and covering approximately 6.4 acres (approximately 25,738 square meters) (see **Figure 8**). This aquatic part of the action area includes the entire width of the Rio Grande River, *i.e.*, both the Mexican and U.S. sides of the river. The total estimated area on the Mexican side is approximately 2.2 acres (8,984 square meters), and the total estimated area on the U.S. side is approximately 4.1 acres (approximately 16,754 square meters).

As part of the action area, OEA also included a small mussel relocation area. OEA is yet to establish the exact location of the mussel relocation area, which would be determined in consultation with USFWS. In this BA, the mussel relocation area is assumed to be immediately upstream of the mussel survey area and downstream of an existing shoal in the river bend; it is assumed to measure approximately 100 feet (30.5 meters) long by 100 feet (30.5 meters) wide, for a surface area of approximately 0.23 acres (approximately 930 square meters).

3 Species Information and Critical Habitat

3.1 Natural/Life History Information of Species of Concern

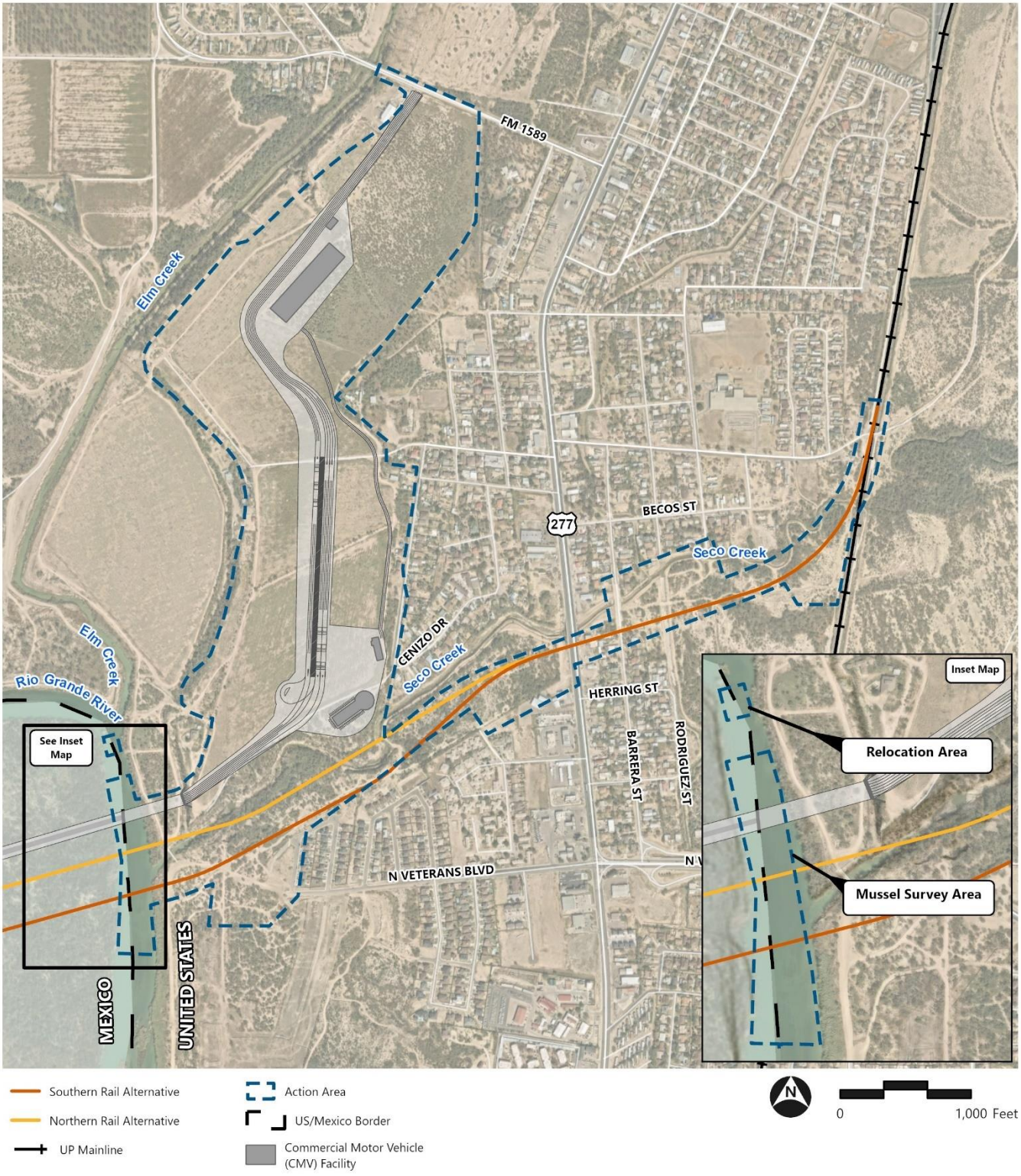
3.1.1 Mussel Species

Freshwater mussels have a complex life history, which is closely tied to fish. Males release sperm into the water column, which is taken in by the female through the incurrent. The fertilized eggs are held in an area of the gills called the marsupial chamber until they mature and are ready for release. These mature larvae are called glochidia and are obligate parasites that are released by the female to attach to the gills or skin of host fish.

Some mussel species have evolved elaborate methods to lure fish to the gravid females. One method involves females displaying and actively moving their mantle lures to attract the host fish. Another method involves developing glochidia into cases called conglutinates that may resemble insects on which a fish normally feeds. Glochidia die if they fail to find a host fish, attach to a fish that has developed immunity from prior infestations, or attach to the wrong location on a host fish.

Over a period of weeks to months, the glochidia develop, or metamorphose, into juvenile mussels while attached to its host. When this process is complete, the juveniles detach from their host, drift to the bottom, and begin their lives as free-living mussels. Mussel distribution, therefore, is largely tied to the distribution of their host fish species.

Figure 8. Proposed Action Area



Source: ArcGIS Online, NearMap, GER

Texas Hornshell

The Texas hornshell is a medium to large (up to 116 millimeters [mm] in length) freshwater mussel with an elongate, laterally compressed shell (Howells *et al.*, 1996; Carman, 2007). The periostracum is usually dark brown to green, and juveniles often have fairly distinct green rays.

Texas hornshells mostly occur in runs of medium to large rivers in atypical habitat for most mussel species, *i.e.*, in crevices, rock shelves (often limestone), undercut riverbanks, and under large boulders adjacent to runs (Carman, 2007; Randklev *et al.*, 2023). This species also has been collected in smaller waterways, *e.g.*, Devils River (Texas), in gravel beds at the tops of riffles and runs (USFWS, 2018a). The smaller, particle-sized sediment (*e.g.*, clay, silt, or sand) that gathers in these tight places of crevices, rock shelves, *etc.* serve as anchoring substrate. Crevices also function as flow refuges and protection from the large flood events that occur regularly in the rivers that this species occupies. This species is not known to occur in lakes, ponds, or reservoirs (USFWS, 2018a).

The Texas hornshell is tachytictic, generally spawning from March through August (Smith *et al*., 2003). The known primary host fishes for this species are river carpsucker (*Carpiodes carpio*), gray redhorse (*Moxostoma congestum*), and red shiner (*Cyprinella lutrensis*) (Levine *et al*., 2012). The lifespan of the Texas hornshell is uncertain. Two individuals marked in the Black River in New Mexico in 1997 were recaptured 15 years later (Inoue *et al.*, 2014). Species in the subfamily *Ambleminae*, which includes the Texas hornshell, commonly live more than 20 years (Carman, 2007).

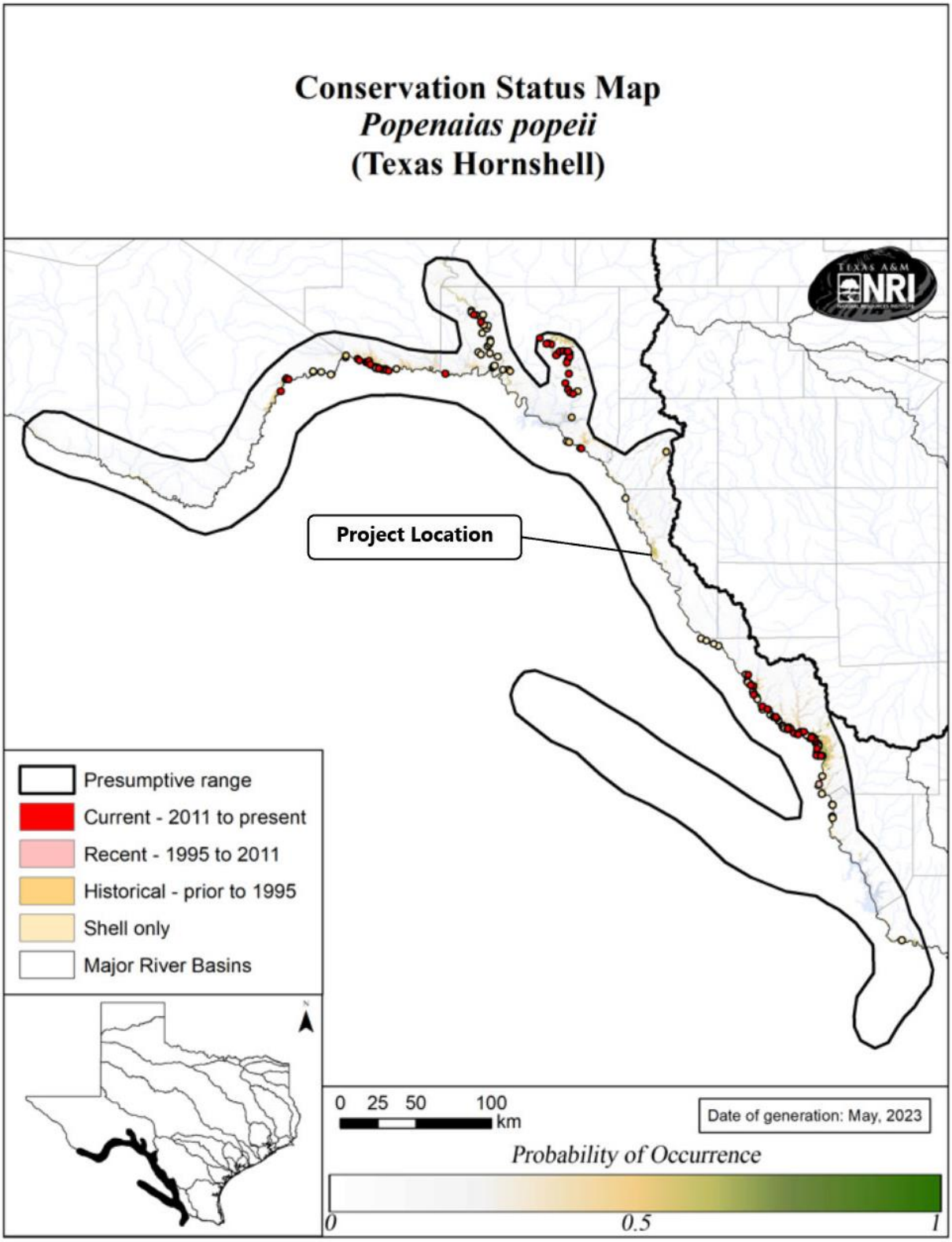
The Texas hornshell historically ranged throughout the Rio Grande River drainage in the United States (New Mexico and Texas) and Mexico. When this species was listed, five known populations of Texas hornshell remained in the United States: Black River (Eddy County, New Mexico), Pecos River (Val Verde County, Texas), Devils River (Val Verde County, Texas), Lower Canyons of the Rio Grande River (Brewster and Terrell Counties, Texas), and Lower Rio Grande River near Laredo (Webb County, Texas) (USFWS, 2018a and b). After listing in 2018, an additional population was discovered in Rio San Diego in Mexico, bringing the total populations to six (Hein, 2022; USFWS, 2023c) (see **Figure 9**).

Mexican Fawnsfoot

The Mexican fawnsfoot is a small (up to 44 mm in length) freshwater mussel with an elliptical, laterally inflated shell (Howells *et al*., 1996; Randklev *et al.*, 2023). The periostracum is yellow-green with faint chevron-like markings or rays.

This species usually occurs in large rivers, but it may also be found in medium-sized streams. It occurs primarily in riffles, as well as near-shore depositional habitats, *e.g.*, banks and backwaters. This species typically occurs in mixed sand and gravel substrate, as well as some soft unconsolidated sediments; however, substrate consisting of extensive fine sediment in crevices and on the stream bottom are considered less suitable. The Mexican fawnsfoot is considered intolerant of reservoirs (Randklev *et al.*, 2023; USFWS, 2023c).

Figure 9. Texas Hornshell Distribution (Randklev et al., 2023)



Mexican fawnsfoot are bradytictic, reproductively active/brooding from spring to the following summer, *i.e.,* over winter (Randklev *et al*., 2023). The primary host fishes for this species are unknown. Based on other *Truncilla* species, however, hosts likely include the freshwater drum (*Aplodinotus grunniens*), although no empirical laboratory studies have been performed (Sietman *et al*., 2018). Longevity is not known. Congener species in the genus *Truncilla* from the southeastern United States have been reported to have maximum lifespans of 18 years (Haag and Rypel, 2011). The Mexican fawnsfoot is likely to have a similar maximum lifespan.

The Mexican fawnsfoot historically occurred in the lower Rio Grande River drainage in Texas and Mexico, extending for approximately 340 river miles from near the confluence of the Pecos River with the Rio Grande River (Val Verde County, Texas) to just downstream of Falcon Dam (Starr County, Texas). Additionally, the lower section of Rio Salado in the Mexican State of Nuevo León was believed to be historically occupied by the Mexican fawnsfoot (USFWS, 2023b). Currently, the only remaining Mexican fawnsfoot population occurs in the Rio Grande River along approximately 184 river miles from Eagle Pass, Texas, downstream to San Ygnacio, Starr County, Texas (USFWS, 2023c) (see **Figure 10**).

3.1.2 Monarch Butterfly

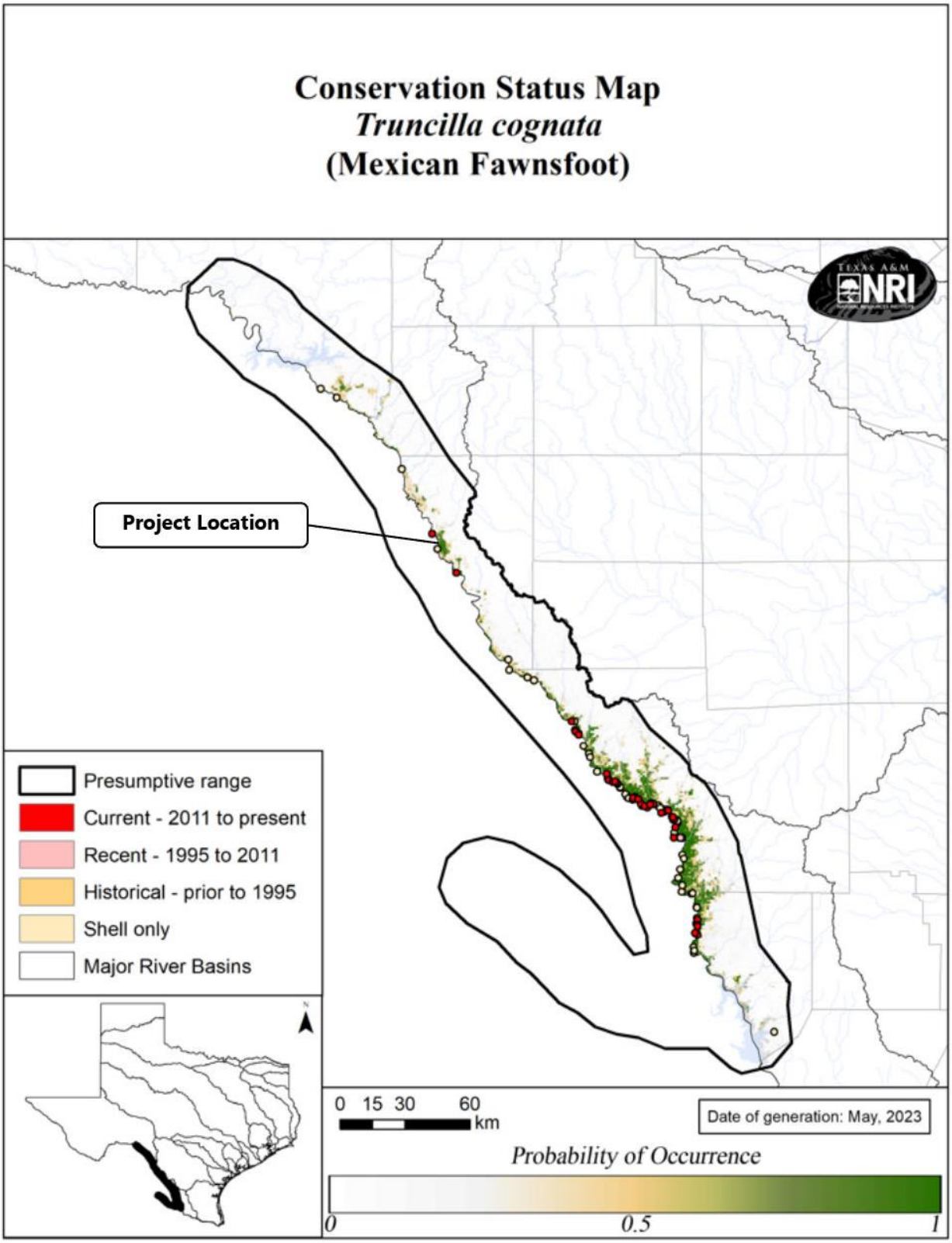
The monarch butterfly is a large butterfly with a wingspan of approximately 4 to 5 inches. It is sexually dimorphic with males having a dorsal side of bright orange with wide black borders and thin black veins (including a small black androconial scent patch centered on each hindwing), whereas females have a dorsal side colored in orange-brown with wide black borders and blurred black veins (Georgia Department of Natural Resources [GDNR], 2022). This bright coloring is used to indicate that the species is toxic to predators.

Monarch butterflies, like other butterflies and moths, undergo complete metamorphosis via a four-stage lifecycle, *i.e.,* egg, larva (caterpillar), pupa (chrysalis), and adult. The egg and caterpillar stages occur only on specific species of milkweed, whereas adults survive by feeding (nectaring) on a variety of flowering plants. Larvae feed on milkweeds in the genera *Asclepias*, *Cynanchum*, and *Matelea*. There are over 30 species of milkweeds that are native to Texas (Native Plant Society of Texas [NPSOT], 2024). Two of the most important for the monarch butterfly are antelope horns (*Asclepias asperula*) and green milkweed (*Asclepias viridis*), because they are common milkweeds that grow in disturbed areas (*e.g.,* pastures and along roadsides) throughout the central flyway of Texas, the path that most monarch butterflies take on their migration through Texas.

Generally, monarch butterfly habitat consists of natural or disturbed sunny, open spaces, including fields, meadows, urban and suburban parks and gardens, managed corridors, roadsides, and agricultural areas (and dunes particularly for fall migrants along the coast). Known nectar sources for adults are blooms in the *Asteraceae, Apocynaceae*, *Lamiaceae*, and *Rubiaceae* families (GDNR, 2022).

While some resident populations that breed year-round and do not migrate have been documented in southern Florida and other parts of the Gulf Coast, most North American monarch butterflies travel each fall from their summer breeding grounds to overwintering locations. East of the Rocky Mountains, these migrations extend from as far north as southern Canada to central Mexico, passing through Texas, including the Eagle Pass area. Migrations west of the Rocky Mountains go to the California coast. There is some evidence that interchanging is occurring between the eastern and western populations, particularly during migration movements.

Figure 10. Mexican Fawnsfoot Distribution (Randklev et al., 2023)



Unlike summer generations that live as adults for two to six weeks, adults in the migratory generation can live up to nine months. Most monarch butterflies that emerge after about mid-August in the eastern United States fall into this migratory generation category; therefore, they do not breed and begin to migrate towards Mexico. They must find nectar sources along the way to build up their fat stores for the winter. These individuals roost at night in trees and during inclement weather in clusters. These monarch butterflies usually arrive in the Trans-Mexican Volcanic Belt in early November, where they aggregate in oyamel fir (*Abies religiosa*) trees on south/southwest-facing mountain slopes that provide a micro-climate allowing them to conserve enough energy to survive winter. In March, this generation begins reproduction again and travels north into Texas and other southern states, where they lay eggs and feed as they migrate and breed. The first-generation offspring from this overwintering population continue the journey from the southern United States to the eastern breeding grounds, where they migrate north through the central latitudes in late April through May. Second and third generations populate the breeding grounds throughout the summer. Thus, it usually is the fourth generation that repeats this annual migration cycle migrating through the central and southern United States and northern Mexico to the wintering sites in central Mexico. In Texas, the monarch butterfly's spring and fall migrations pass through the species' central flyway over/near the action area (Monarch Watch, 2024) (see **Figure 11**).

The monarch butterfly is native to North and South America but has spread throughout 90 countries, islands, and island groups across the globe (USFWS, 2020). Since the 1800s, monarch butterflies have spread to Hawaii and throughout the South Pacific, including Australia and New Zealand, as well as to Portugal and southern Spain along the Iberian Peninsula.

The two North American populations (*i.e.*, the migratory populations located east and west of the Rocky Mountains) have been monitored at their respective overwintering sites in Mexico and California since the mid-1990s. This monitoring has shown a long-term decline in population abundance at overwintering sites in both populations, which has led USFWS to propose listing this species as threatened under the ESA (USFWS, 2024b). These declines are likely due to a variety of reasons, including growth of agricultural land (from conversion of grasslands), urban development, increased use of herbicides, logging/thinning at overwintering sites in Mexico, and effects of climate change (USFWS, 2020).

3.2 Critical Habitat

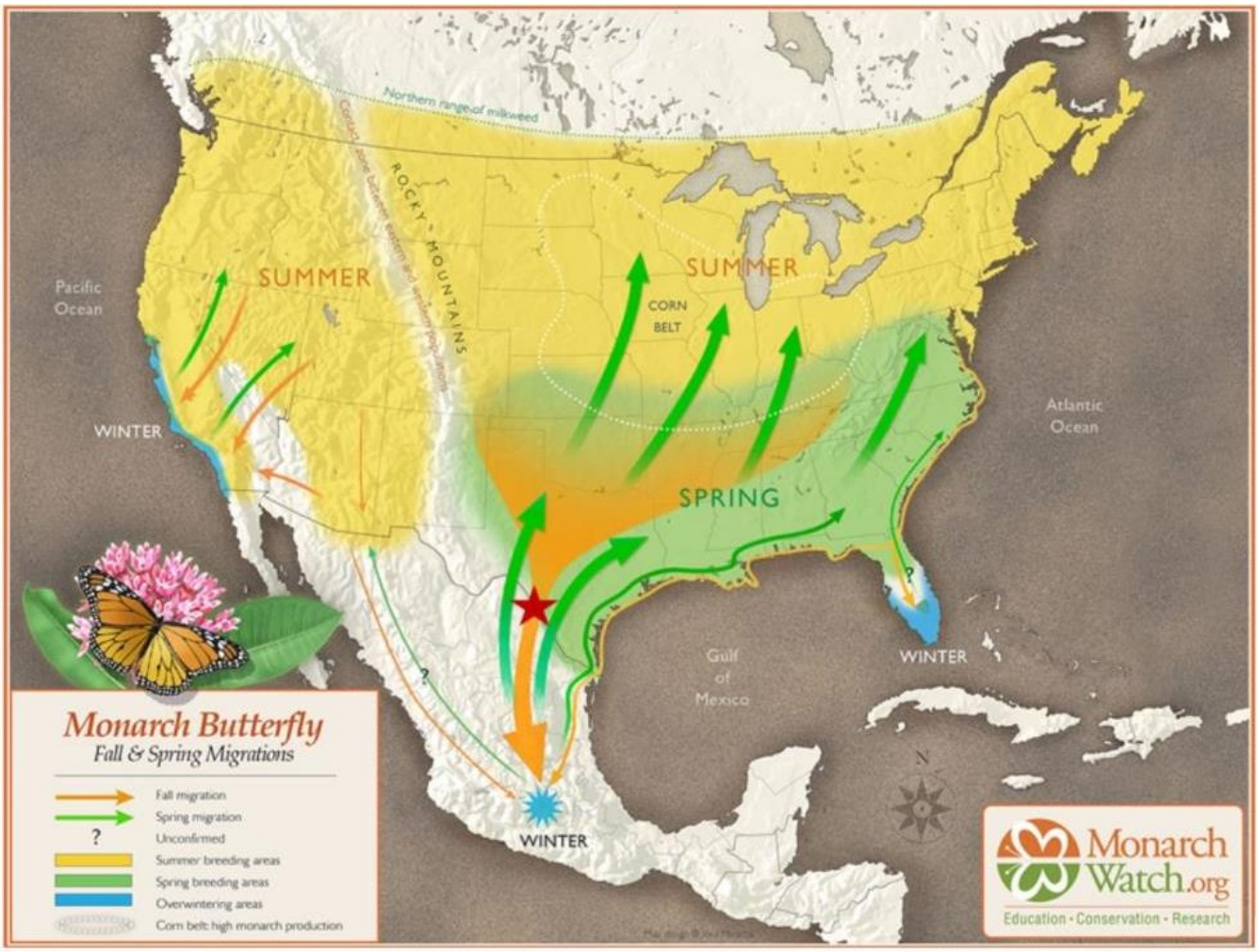
USFWS defines critical habitat as the "specific areas within the geographic area, occupied by the species at the time it was listed, that contain the physical or biological features that are essential to the conservation of endangered and threatened species and that may need special management or protection" (USFWS, 2024).

Section 3 of the ESA defines critical habitat, in part, as specific areas within the geographical area occupied by the species supporting those physical and biological features (PBFs) that are essential for the conservation of the species and that may require special management considerations or protection. These features, known as primary constituent elements (PCEs), include:

- Space for individual and overall population growth, and for normal behavior.
- Cover or shelter.
- Food, water, air, light, minerals, or other nutritional or physiological requirements.

- Sites for breeding and rearing offspring, germination, or seed dispersal.
- Habitats that are protected from disturbances or are representative of the historical geographical and ecological distributions of the species.

Figure 11. Monarch Butterfly Migration Routes



Project Location

USFWS lists the following PBFs as essential to the conservation of the Texas hornshell. A riverine system with habitat to support all life stages of the Texas hornshell, which includes:

- Flowing water at rates high enough to support clean-swept substrate but not so high as to dislodge individuals;
- Crevices beneath boulders, shelves, and within undercut banks with seams of fine sediment;
- River carpsucker, red shiner, and gray redhorse present; and
- Water quality parameters within the following ranges:
    - Salinity below 0.9 parts per thousand (ppt);
    - Ammonia below 0.7 milligrams/liter (mg/L);
    - Low levels of contaminants; and
    - Dissolved oxygen levels within substrate greater than 1.3 mg/L.

For Mexican fawnsfoot, USFWS lists the following PBFs as essential to this species' conservation. A riverine system with habitat to support all life stages of this species, which includes:

- Flowing water at rates high enough to support clean-swept substrate but not so high as to dislodge individuals;
- Stable areas of small-grained sediment, such as clay, silt, or sand;
- Flow refugia such as riffle and run habitats, adjacent depositional areas, and banks;
- The presence of freshwater drum or other host fish; and
- Water quality parameters within the following ranges:
    - Salinity below 1.0 ppt;
    - Ammonia below 0.7 mg/L;
    - Low levels of contaminants; and
    - Dissolved oxygen levels within substrate greater than 1.3 mg/L.

Federal agencies are required to consult with USFWS on actions they carry out, fund, or authorize to ensure that their actions will not destroy or adversely modify critical habitat. To destroy or adversely modify critical habitat, a project must appreciably diminish the value of critical habitat for both the survival and recovery of a listed species.

As previously mentioned, no critical habitat has been designated for any of the species of concern for this BA, although USFWS has proposed critical habitat for the Texas hornshell, Mexican fawnsfoot, and monarch butterfly. The entire action area in the Rio Grande River, including the mussel survey and relocation areas, is located within proposed critical habitat for both Texas hornshell and Mexican fawnsfoot (see **Figure 2** above). For the Texas hornshell, the action area overlaps with 4.1 acres (16,754 square meters) of proposed critical habitat Subunit 5a: Eagle Pass Reach (USFWS, 2021). For the Mexican fawnsfoot, the action area overlaps with 4.1 acres (16,754 square meters) of proposed critical habitat Unit MXFF-1 (USFWS, 2023c). As previously mentioned, the proposed critical habitat for the monarch butterfly is entirely in California.

4 Existing/Baseline Environment

4.1 Existing Watershed and Land Use

The proposed line and the associated CMV Facility would be located within the Rio Grande Floodplain and Terraces Sub-ecoregion (31d) of the Southern Texas Plains Ecoregion (Griffith et al., 2004). The Southern Texas Plains Ecoregion was once covered mostly with grassland and savanna vegetation, but it is now predominantly thorny brush vegetation (e.g., honey mesquite [*Prosopis glandulosa*]) after years of continued grazing and fire suppression. Oil and natural gas production activities are widespread in this area.

Topography in this sub-ecoregion ranges from flat to hilly, with elevations ranging from approximately 115 to 790 feet above mean sea level. Mean annual precipitation ranges from 19 to 23 inches. Land use and vegetative cover through much of the Rio Grande Floodplain and Terraces Sub-ecoregion consists of shrub and grass rangeland and irrigated cropland growing cotton, grain sorghum, and vegetables. Some (Rio Grande) floodplain forests are present, which contain species like sugar hackberry (*Celtis laevigata*), cedar elm (*Ulmus crassifolia*), and Mexican ash (*Fraxinus berlandieriana*). Brushy species in drier upland areas at the margins of these forests often include honey mesquite, huisache (*Acacia smallii*), blackbrush (*Acacia rigidula*), and lotebush (*Ziziphus obtusifolia*). Grasses commonly found in these areas include multiflowered false Rhodes grass (*Trichloris pluriflora*), sacaton (*Sporobolus wrightii*), cottontop (*Digitaria spp*.), and Plains bristlegrass (*Setaria macrostachya*). In wetter areas near the river, black willow (*Salix nigra*), black mimosa (*Mimosa pigra*), and common reed (*Phragmites australis*) are often present, as well the introduced giant reed (*Arundo donax*) and hydrophytic plants such as cattails (*Typha spp.*), bulrushes (*Scirpus spp*.), and sedges (*Carex spp*.). Much of the more alluvial areas in this sub-ecoregion have been converted to irrigated cropland, mostly consisting of cotton, grain sorghum, and cool-season vegetables (Griffith et al., 2004).

4.2 Hydrology

IBWC maintains a river gage in the vicinity of where the proposed line and associated CMV Facility would be located. As of 2024, Gage #08458000 (Rio Grande River at Piedras Negras, Coahuila, and Eagle Pass, Texas) had an operational period of record of 2012. For this time period, the average and median flows at this gage were 1,821 and 1,180 cubic feet per second (cfs), respectively. The minimum flow recorded for this same time period was 0 cfs, while the maximum flow was 48,480 cfs (IBWC, 2024). Flows in this section of the Rio Grande River are regulated by releases from Amistad Reservoir based on hydropower generation and downstream irrigation needs (Texas Water Development Board [TWDB], 2021). Water management in the Rio Grande River is governed by treaty (IBWC, 2021).

The Rio Grande Basin has a low average annual watershed yield due to arid or semiarid climate conditions throughout much of the basin (TWDB, 2024). The climate in the action area is semiarid with an average annual rainfall amount in Eagle Pass of approximately 20.41 inches (U.S. Climate Data, 2024).

4.3 Water Quality

The latest report (from 2022) by the U.S. Environmental Protection Agency (EPA) for water quality in the action area (*i.e.*, Rio Grande Below Amistad Reservoir [State Waterbody ID: TX-2304_08]) from

How's My Waterway? listed the water quality for most uses (*e.g.*, drinking water, aquatic life, *etc.*) as "good" (USEPA, 2024). In the current *Draft 2024 Texas Integrated Report - Index of Water Quality Impairments*, the stream segment in the action area (#2304_07) is listed as impaired due to bacteria (Texas Commission on Environmental Quality [TCEQ], 2024).

4.4 Surveys

OEA performed various field surveys to confirm baseline conditions in the action area. OEA evaluated the area for habitat suitability for federally protected species, as well as provided oversight for a delineation of waters of the United States, including wetlands, conducted by GER on May 21 and 22, 2024, over approximately 221 acres. Additionally, OEA performed a mussel survey in the Rio Grande River as per the 2024 USFWS and Texas Parks and Wildlife Department (TPWD) survey protocols (USFWS & TPWD, 2024) between September 9 and September 12, 2024 (BIO-WEST, 2024). Dry conditions and warm to hot temperatures were present during these surveys.

During the mussel survey, aquatic habitat within the action area was characterized as pool and run, with water depths ranging from approximately two to eight feet. Dominant substrate was typically silt (46% of segments), clay (13%), or sand (7%) near bank areas, often transitioning to gravel (31%) or rarely cobble (3%) near midchannel" (BIO-WEST, 2024). A layer of fine silt covered almost all substrate types, and much of the area was covered in deep sediment (from several inches to greater than one foot).

Land use within and around the action area consisted of agricultural lands and floodplain terrace brushlands comprised mostly of honey mesquite and other thorny species, and smaller localized forests of sugar hackberry and Mexican ash. The Rio Grande River and Seco Creek had narrow forested riparian areas and overgrowths of invasive giant reed. Overall, the terrestrial habitat was substantially degraded by agricultural activities, illegal dumping, and various actions associated with recent border security efforts, which include fencing and patrols using all-terrain vehicles (ATVs), trucks, and airboats on the Rio Grande River. Additionally, adjacent to the action area are residential and commercial developments.

Representative photo documentation of aquatic habitat and existing land uses (agricultural lands and scrub-shrub vegetative communities) and other salient features in the action area can be found in *Attachment C*.

4.5 Species

4.5.1 Texas Hornshell

As previously discussed, the Texas hornshell historically ranged throughout the Rio Grande River drainage, but it is not currently known in the action area (USFWS, 2023a). The September 2024 mussel survey found no Texas hornshell, either live or relic shell material (see discussion below; BIO-WEST, 2024). As previously discussed, the aquatic habitat in the action area is degraded due to sedimentation, and although a few large rocks were noted, these were mostly deeply embedded in silt. The mussel survey report noted that the area had a "lack of appropriate habitat conditions" for the Texas hornshell (BIO-WEST, 2024).

4.5.2 Mexican Fawnsfoot

As previously discussed, the Mexican fawnsfoot historically ranged throughout the Rio Grande River drainage, and it has been collected in the vicinity of the action area since 2011. The September 2024 mussel survey found nine live Mexican fawnsfoot specimens in the project action area. As per protocol, transect and qualitative timed searches were conducted within the survey area, including a bank survey (U.S. side only). Overall, mussel densities were low within the survey area, and a total of 11 live mussels representing three species were collected and returned during the survey. During transect surveys, eight adult mussels were collected. These included seven Mexican fawnsfoot and one paper pondshell (*Utterbackia imbecillis*). Relic shells of yellow sandshell (*Lampsilis teres*) were also collected. Since live Mexican fawnsfoot specimens were collected during the transect searches, qualitative timed searches were conducted, which found two additional Mexican fawnsfoot adults and one adult Tampico pearly mussel (*Cyrtonaias tampicoensis*) (BIO-WEST, 2024).

The nine Mexican fawnsfoot specimens were collected in silt and gravel substrates. This species was the most abundant species in the survey, and it was sporadically distributed throughout the survey area, including on both sides of the border, with at least one individual within the footprint of one of the New Rail and Road Bridges. While much of the aquatic habitat in the survey area was degraded by sedimentation, there is suitable habitat for this species, as indicated by its presence at the site.

4.5.3 Monarch Butterfly

As previously noted, monarch butterfly migration routes (spring and fall) pass over and near the action area through the species' central flyway (Monarch Watch, 2024). OEA observed monarch butterflies feeding on nectar-producing plants during a May 2024 site visit. OEA observed no milkweed in the action area.

5 Potential Project Impacts

5.1 Direct and Indirect Impacts

5.1.1 Construction Impacts

Texas Hornshell and Mexican Fawnsfoot

OEA anticipates that most construction impacts to the Texas hornshell and Mexican fawnsfoot would be temporary and minor. Without conservation, minimization, and mitigative measures, land clearance and related construction activities (on both sides of the Rio Grande River) could cause short-term increases in turbidity and sedimentation. Heavy rainfall events (greater than the design criteria) or accident damage to erosion control devices during construction could cause unplanned erosion and sedimentation events. The temporary rock embankment (or jetty) that GER would install on the Mexican side of the river to build the bridges could physically cover or crush any mussels on that side of the river, as well as result in increased sedimentation and temporarily altered flows in the river. These changes could indirectly impact mussels on the U.S. side of the river. Sedimentation could also potentially adversely impact suitable habitat for the Texas hornshell and Mexican fawnsfoot by filling in the interstitial spaces between the cobble/gravel substrate and riffles, and reducing spawning habitat (Jones *et al.*, 1974). The

greatest potential impact from increased sedimentation would occur during these mussels' spawning periods (March through August) and shortly thereafter. Sediment in waterways can have detrimental effects on aquatic biota, including smothering fish eggs and benthic macroinvertebrates, clogging fish gills, reducing feeding and growth, and reducing photosynthetic activity (Kerr, 1995; Kundell and Rasmussen, 1995; Waters, 1995).

Other potential construction-related water quality impacts could include contamination from construction equipment, such as leaked or spilled hydraulic fluid, or spilled gasoline or diesel from equipment refueling activities. These accidental events could occur despite proper planning and oversight. These water quality impacts to the two mussel species would also affect the mussels' host fish species.

In addition to temporary water quality impacts to Texas hornshell and Mexican fawnsfoot from construction activities, a small amount of in-stream habitat would be altered permanently by the construction of a bridge pier on the Mexican side of the Rio Grande River. This pier, although relatively limited in size, could alter hydrology and channel morphology on the U.S. side of the river, resulting in potential impacts to habitat for the Mexican fawnsfoot. Such impacts could include bank erosion, disruption of natural sediment transport (scour and aggregation), thermal changes (changes in water volumes and flow rates can influence water temperatures), disruption of nutrient cycling (alter natural nutrient cycling processes due to changes in sediment and water flow), and potential debris accumulation.

Monarch Butterfly

Potential construction-related impacts to the monarch butterfly primarily would be the loss of nectar-producing plants for adults migrating through the area. Adult monarch butterflies feed on a variety of nectar-producing plants, including sunflower, coneflower, ironweed, and salvia (USFWS, 2020). OEA observed monarch butterflies feeding on common sunflowers (*Helianthus annuus*) during a site visit in May 2024.

Monarch butterfly breeding habitat includes specific species of milkweed that are required by the egg and caterpillar stages of this species. As previously noted, the action area lacks milkweed species essential for monarch butterfly breeding. Therefore, this critical life stage likely would not be impacted by the proposed line and the associated CMV Facility. The project could be beneficial to the species if construction revegetation efforts include planting appropriate milkweed species.

In addition to the potential impacts of vegetation loss from construction, construction traffic could potentially lead to more vehicle strikes during the migration season, as well as to increased air pollution (including dust) that could adversely impact the monarch butterfly. Under the proposed 4(d) Rule[1] for this species, however, certain maintenance activities (including use of some pesticides) and vehicle strikes would not be considered "take" by USFWS (USFWS, 2024b).

[1] The proposed rule for listing the monarch butterfly as threatened under the ESA includes protective regulations under section 4(d) of the ESA (a 4(d) rule). A 4(d) rule is a tool in the ESA for protecting threatened species by providing protective regulations deemed "necessary and advisable to provide for the conservation of" threatened species.

5.1.2 Operational Impacts

Texas Hornshell and Mexican Fawnsfoot

OEA anticipates that impacts to the Texas hornshell and Mexican fawnsfoot from the operation of the proposed line and the associated CMV Facility would be minimal. Some pollutants (*e.g.*, oil and antifreeze) may be generated from CMV traffic on the New Road Bridge, and these pollutants could potentially enter the Rio Grande River via stormwater runoff. In the event of a release of hazardous materials, the impacts of the release would depend on many factors, including the type of material or materials released; the number of rail cars involved; the volume of material released; the location of the incident in relation to inhabited or sensitive environmental areas; and the timing and effectiveness of local government and railroad emergency response plans.

Based on a review of past hazardous material releases along the Eagle Pass subdivision of the UP mainline, and considering the low operating speeds anticipated for the proposed line, OEA expects that in the event of a release of hazardous materials resulting from rail incidents, the amount released would be small (FRA, 2024). Any impact would be minimal because the Federal Railroad Administration's (FRA) regulations require immediate emergency response and cleanup operations. In general, OEA expects that if a release of hazardous materials were to occur, it would involve a relatively short duration of exposure and would be contained quickly.

Monarch Butterfly

OEA anticipates that impacts to the monarch butterfly from operation of the proposed line and the associated CMV Facility would be minor and primarily limited to strikes by trains and vehicles. As previously noted, vehicle strikes would not be considered "take" by the USFWS under the proposed 4(d) Rule for this species (USFWS, 2024b).

An indirect impact of train and vehicle operations could be the loss of feeding habitat due to routine maintenance of vegetation along the road and railway rights-of-way through mechanical cutting and/or use of herbicides.

Cumulative Impacts

OEA considered cumulative effects in this BA, as defined under Section 7 of the ESA and in 50 C.F.R. § 402.02, which are those effects of future state or private activities, not involving federal activities, that are reasonably certain to occur within the action area of the federal action subject to consultation. Future federal actions requiring separate consultation (unrelated to the proposed line and the associated CMV Facility) are not considered in the cumulative effects section of this BA. OEA did not identify any projects with impacts that could overlap with those of the proposed line and associated CMV Facility. All potentially developable area around the proposed line and the associated CMV Facility is already developed.

6 Conservation, Minimization, and Mitigative Measures

Texas Pollutant Discharge Elimination System (TPDES) permitting requirements, managed by the Texas Commission on Environmental Quality (TCEQ), would apply to the construction of the proposed line and the associated CMV Facility. GER and PVH would be required to have a TCEQ-approved

Stormwater Pollution Protection Plan (SWPPP) or Erosion and Sediment Control Plan (ESCP) in place prior to initiating construction activities in and adjacent to water bodies.

OEA additionally proposes the following measures in this BA to avoid, minimize, and mitigate any impacts caused by the construction or operation of the proposed line and the associated CMV Facility.

6.1 Measures to be Implemented Prior to Construction Activities

- GER and PVH shall consult with IBWC to confirm the location of the United States/Mexico border prior to initiating pre-construction activities and ensure that all activities described as occurring on the Mexican side of the border in this BA remain in Mexico in case adjustments are made to the border location before or during construction.
- During the same field season, GER and PVH shall complete a multiple-pass depletion salvage mussel survey consistent with the current Texas Freshwater Mussel Survey Protocol (USFWS and TPWD, 2024). GER shall move mussels found during the salvage survey to the relocation area. GER and PVH shall tag all federal candidate, federally proposed, or listed species individually prior to relocation. GER and PVH shall evaluate the relocation site prior to the initiation of surveys to ensure sufficient habitat exists for the re-establishment of mussels. GER and PVH shall conduct salvage and relocation activities according to the conditions of an Aquatic Resources Relocation Plan approved by the TPWD and USFWS.
- If in-water work activities are not initiated within 12 months of the mussel salvage operation, GER and PVH shall complete a qualitative survey prior to commencing in-water activities (within the mussel salvage zone) to ensure that the action area is free of USFWS-proposed or listed mussels that may have recolonized the area or otherwise have been deposited during high-flow events since the initial salvage mussel survey.
- GER and PVH shall design appropriate water quality BMPs to minimize construction-phase erosion and sedimentation impacts and include these in any required permitting documents. There will be a SWPPP, and ESCP, in accordance with the TCEQ TPDES Construction General Permit (CGP) requirements.
- GER and PVH employees and contractors shall be informed of all required conservation measures for the project with clear instructions and explanations for compliance, including a pre-construction meeting with these personnel to provide specific instructions on the implementation of these conservation measures. GER and PVH shall also provide pre-construction awareness training to project construction staff, which includes information on protected species and habitat that may occur in and around the construction area and the requirements to avoid effects to these species and their habitats.
- GER and PVH shall require all contractors to implement the project-specific SWPPP prior to soil disturbance and comply with the TCEQ CGP for the duration of construction.
- GER and PVH shall implement (when feasible) design considerations to minimize impacts within the wetted channel, decrease sedimentation, and decrease roadway runoff directly into the Rio Grande River.

- GER and PVH shall require any contractors to have all project-specific locations (PSLs), such as staging areas, equipment storage areas, temporary access roads, and borrow pits, to be approved by GER and PVH before moving into the selected site to avoid impacts to protected species.
    - All PSLs with the potential to generate sediment or pollutants (e.g., stockpiles of erodible materials, chemical storage areas, vehicle parking/refueling areas, and any other potential hazardous materials) shall be restricted to upland areas away from the Rio Grande River at least 100 feet from the Ordinary High Watermark (OHWM).
    - All PSLs associated with the action area are also subject to the CGP and SWPPP and would be protected with BMPs.
    - No PSLs will be allowed in Waters of the United States (WOTUS).
- GER and PVH shall design stormwater drainage systems for the bridges across the Rio Grande River in a manner that prevents direct drainage of stormwater off the bridges into the Rio Grande River or Seco Creek.

6.2 Measures to be Implemented During Project Construction Activities

- GER and PVH shall complete instream work during low-flow conditions where practicable.
- GER and PVH shall require contractors to adhere to project plans and standard specifications applicable to the project.
- GER and PVH shall require contractors to implement the project specific SWPPP prior to soil disturbance and comply with the TCEQ CGP for the duration of construction.
- GER and PVH will require construction contractors to perform daily leak checks of the construction equipment.
- As practicable, GER and PVH will require construction contractors to clean equipment to prevent the spread of invasive species.
- GER's and PVH's contractors shall comply with the USACE nationwide permit program (NWP) and Section 10 Permit General Conditions, as applicable, including best management practices required by the permits.
- GER's and PVH's contractors shall limit the clearing of vegetation and topsoil to only the areas needed to accomplish the project; clearing activities will be selected to have the least amount of vegetation and soil disturbance practical.
- Woody vegetation clearing shall be done by GER and PVH via hand cutting; roots shall remain in place to maintain soil stabilization where feasible.
- When practicable, GER and PVH shall attempt to prevent debris resulting from structure removal or construction activities from entering the Rio Grande River. Any debris that falls into the river must be removed and placed in upland areas away from the Rio Grande River that are not easily inundated by flooding and at least 100 feet from the OHWM by the end of each day.
- If temporary work pad areas are used, all temporary fill placed within the OHWM by GER and PVH shall be non-erodible during a two-year or higher flood event per permit requirements (i.e., temporary fill material must not travel downstream if the Rio Grande River experiences

floodwaters typical of a two-year flood event). Permanent discharge of work pad fill material into the Rio Grande River is prohibited.

- GER and PVH shall limit ground-disturbing activities from heavy machinery in areas with steep slopes (areas with slopes greater than 3:1) where practicable.
- GER and PVH shall perform additional freshwater mussel relocation surveys in response to significant flood events that could result in mussels being displaced from upstream habitat and settling within the action area. A significant flood event would be defined as a flow event exceeding a magnitude equal to or greater than 13,533 cubic feet per second (equivalent to the 9-foot stage identified as a flood action category at National Oceanic and Atmospheric Administration (NOAA) river gage EPPT2 located on the Rio Grande River at Eagle Pass).[2]
- GER and PVH shall require contractors to perform dust-reducing water-spraying during construction activities
- Vegetation removal/land clearance will be restricted during peak periods of monarch butterfly migration through Texas, i.e., March through April and late September through early November (TPWD, 2025).

6.3 Measures to be Implemented Following Construction Activities

- GER and PVH shall re-grade instream or bank habitats that have been destabilized during construction to their pre-construction contours or better.
- GER and PVH shall comply with USACE NWP and/or Section 10 Permit General Conditions as applicable to this project.
- GER and PVH shall revegetate disturbed areas according to TCEQ CGP and project-specific SWPPP, in compliance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping using the prescribed seed mix. Revegetation efforts shall provide appropriate and sustainable cover to prevent erosion and siltation.
- GER and PVH shall conduct post-construction revegetation using seed drilling, hydroseeding, or hydro mulch. If erosion blankets are used to help secure seed, GER and PVH shall use blankets of natural fiber netting that are wildlife friendly; blankets with nylon netting shall not be used.
- GER and PVH shall remove all temporary erosion and sedimentation BMPs once final stabilization is reached and at the completion of the project in accordance with the TCEQ CGP and project-specific SWPPP.
- GER and PVH shall plant rights-of-way with native grasses, milkweeds, and nectar plants that are native to the area for protection and enhancement of monarch butterfly populations.
- GER and PVH shall mandate using a mowing deck height of 12 inches, where practicable, for right-of-way maintenance to protect native vegetation communities and combat the establishment of invasive plant species.

[2] https://water.noaa.gov/gauges/EPPT2

- GER and PVH shall prohibit the use of insecticides and herbicides during peak periods of monarch butterfly migration through Texas (March through April and late September through early November)
- GER and PVH shall avoid the use of insecticides and herbicides whenever possible to avoid harming monarch butterflies and milkweeds and shall employ a targeted approach to pesticide applications when their use is warranted.

7 Determination of Effects

For listed species and designated critical habitat effect determinations, there are three possible findings (USFWS and National Marine Fisheries Service [NMFS], 1998):

- "No effect" means there would be no impacts, positive or negative, to listed or proposed resources. Generally, this means no listed resources would be exposed to action and its environmental consequences. Concurrence from the USFWS is not required.
- "May affect, but not likely to adversely affect" means that all effects are beneficial, insignificant, or discountable. Beneficial effects have contemporaneous positive effects without any adverse effects to the species or habitat. Insignificant effects relate to the size of the impact and should never reach the scale where take occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not: (1) be able to meaningfully measure, detect, or evaluate insignificant effects; or (2) expect discountable effects to occur.
- "May affect, likely to adversely affect" means that listed resources are likely to be exposed to the action or its environmental consequences and will respond in a negative manner to the exposure. The ESA requires the federal action agency to request initiation of formal consultation with the Service when this determination is made. A written request for formal consultation should accompany the biological assessment/biological evaluation.

For species proposed for listing and for proposed critical habitat, the possible findings for effect determinations are different. For species, the findings are ***likely*** or ***not likely to jeopardize*** the proposed species. To jeopardize a species means "to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species. [50 C.F.R. § 402.02]." For proposed critical habitat, the findings are will or will not ***adversely modify***. The destruction or adverse modification of critical habitat means "a direct or indirect alteration that appreciably diminishes the value of critical habitat as a whole for the conservation of a listed species. Such alterations include, but are not limited to, alterations adversely modifying any of those physical or biological features that were the basis for determining the habitat to be critical. [50 C.F.R. § 402.02]."[3]

[3] Should a proposed species or critical habitat become listed during the environmental review process for the proposed line and the associated CMV Facility, OEA, in consultation with USFWS, would reevaluate the finding for the relevant species or critical habitat.

7.1 Species

7.1.1 Texas Hornshell

If all proposed construction plans and mitigative measures are implemented, the project ***may affect, but is not likely to adversely affect*** the Texas hornshell. As previously discussed, an intensive mussel survey was performed in September of 2024 using the current USFWS and TPWD protocol, including the special requirements (i.e., additional bedrock, boulder, and bank searches) designed specifically for the Texas hornshell. No live specimens or relic shell material of this species were collected during the survey. The most current occurrence (since 2011) of this species is in the Rio Grande River upstream, near the town of Jiménez, which is more than 25 miles (direct route) from the action area. Other "recent" locations are well over 50 miles upstream or downstream (Randklev et al., 2023). Additionally, habitat for the Texas hornshell was severely degraded in the survey area. In the few areas where potentially suitable habitat for this species was likely to be present (i.e., outside the bend of U.S. side of the river with rock ledges), there was almost no moving water present; the area was more characteristic of pool/lentic habitat and a deep layer of silt/clay covered all substrate. Photographs in *Attachment C* illustrate the thick, easily-disturbed sedimentation encountered along the U.S. bank of the Rio Grande River. Overall, conditions in the survey area do not appear suitable for the Texas hornshell.

7.1.2 Mexican Fawnsfoot

If all proposed construction plans and mitigative measures are implemented, the project would ***not be likely to jeopardize*** the Mexican fawnsfoot. While some adverse impacts are likely to occur from the construction and operation of the proposed line and the associated CMV Facility, these impacts would not appreciably reduce the likelihood of both the survival and recovery of this species.

7.1.3 Monarch Butterfly

If all proposed construction plans and mitigative measures are implemented, the proposed line and the associated CMV Facility would ***not be likely to jeopardize*** the monarch butterfly. While some adverse impacts are likely to occur as a result of the construction and operation of the proposed line and the associated CMV Facility, these impacts would not appreciably reduce the likelihood of both the survival and recovery of this species.

7.2 Critical Habitat

The proposed line and the associated CMV Facility would have ***no effect*** on any designated critical habitat, because no designated critical habitat currently exists in the action area for any of the species of concern addressed in this BA. The proposed line and the associated CMV Facility would have ***no effect*** on proposed critical habitat for the Monarch Butterfly, because the project is not located within this species' proposed critical habitat. The proposed line and the associated CMV Facility would ***not adversely modify*** the proposed critical habitat for the Texas hornshell and Mexican fawnsfoot because they would not result in a direct or indirect alteration that appreciably diminishes the value of the critical habitat for both the survival and recovery of these proposed species.

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9 List of Preparers and Contacts

9.1 Surface Transportation Board, Office of Environmental Analysis

Karen Stevens, Environmental Protection Specialist

9.2 Vanasse, Hangen, Brustlin, Inc. (VBH), Contractor

Christian Crow, Biologist (M.S., Fisheries Science, B.S., Zoology; 37 years of experience as aquatic ecologist.)

Attachment A – IPaC List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Texas Coastal & Central Plains Esfo
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
Phone: (281) 286-8282 Fax: (281) 488-5882

In Reply Refer To: 10/23/2024 13:57:19 UTC
Project Code: 2024-0098113
Project Name: Green Eagle Railroad

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The U.S. Fish and Wildlife Service (Service) field offices in Clear Lake, Corpus Christi, Fort Worth, and Alamo, Texas, have combined administratively to form the Texas Coastal Ecological Services Field Office. All project related correspondence should be sent to the field office address listed below responsible for the county in which your project occurs:

Project Leader; U.S. Fish and Wildlife Service; 17629 El Camino Real Ste. 211; Houston, Texas 77058
Angelina, *Austin*, *Brazoria*, *Brazos*, *Chambers, Colorado, Fayette, Fort Bend, Freestone, Galveston, Grimes, Hardin, Harris, Houston, Jasper, Jefferson, Leon, Liberty, Limestone, Madison, Matagorda, Montgomery, Newton, Orange, Polk, Robertson, Sabine, San Augustine, San Jacinto, Trinity, Tyler, Walker, Waller, and Wharton.*

Assistant Field Supervisor, U.S. Fish and Wildlife Service; 4444 Corona Drive, Ste 215; Corpus Christi, Texas 78411
Aransas, Atascosa, Bee, Brooks, Calhoun, De Witt, Dimmit, Duval, Frio, Goliad, Gonzales, Hidalgo, Jackson, Jim Hogg, Jim Wells, Karnes, Kenedy, Kleberg, La Salle, Lavaca, Live Oak, Maverick, McMullen, Nueces, Refugio, San Patricio, Victoria, and Wilson.

U.S. Fish and Wildlife Service; Santa Ana National Wildlife Refuge; Attn: Texas Ecological Services Sub-Office; 3325 Green Jay Road, Alamo, Texas 78516
Cameron, Hidalgo, Starr, Webb, Willacy, and Zapata.

For questions or coordination for projects occurring in counties not listed above, please contact arles@fws.gov.

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your

proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/media/endangered-species-consultation-handbook.

Non-Federal entities may consult under Sections 9 and 10 of the Act. Section 9 and Federal regulations prohibit the take of endangered and threatened species, respectively, without special exemption. “Take” is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. “Harm” is further defined (50 CFR § 17.3) to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. “Harass” is defined (50 CFR § 17.3) as intentional or negligent actions that create the likelihood of

injury to listed species to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding or sheltering. Should the proposed project have the potential to take listed species, the Service recommends that the applicant develop a Habitat Conservation Plan and obtain a section 10(a)(1)(B) permit. The Habitat Conservation Planning Handbook is available at: https://www.fws.gov/library/collections/habitat-conservation-planning-handbook.

Migratory Birds:
In addition to responsibilities to protect threatened and endangered species under the Act, there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts visit: https://www.fws.gov/program/migratory-birds.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable National Environmental Policy Act (NEPA) documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Texas Coastal & Central Plains Esfo
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
(281) 286-8282

PROJECT SUMMARY

Project Code: 2024-0098113
Project Name: Green Eagle Railroad
Project Type: Railroad - New Construction
Project Description: Develop an economically viable solution to meet the need for border infrastructure improvements at Eagle Pass that increases safety and facilitates binational trade between the United States and Mexico

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@28.7461008,-100.50339890767955,14z

Counties: Maverick County, Texas

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind related projects within migratory route. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Related Projects Within Migratory Route Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

CLAMS

NAME	STATUS
Mexican Fawnsfoot *Truncilla cognata* There is **proposed** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7870	Proposed Endangered
Salina Mucket *Potamilus metnecktayi* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8753	Proposed Endangered
Texas Hornshell *Popenaias popeii* There is **proposed** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/919	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

There are 2 critical habitats wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Mexican Fawnsfoot *Truncilla cognata* https://ecos.fws.gov/ecp/species/7870#crithab	Proposed

NAME	STATUS
Texas Hornshell *Popenaias popeii* https://ecos.fws.gov/ecp/species/919#crithab	Proposed

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO BALD AND GOLDEN EAGLES WITHIN THE VICINITY OF YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Brownsville Curve-billed Thrasher *Toxostoma curvirostre oberholseri* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11981	Breeds Feb 15 to Aug 15
Chihuahuan Raven *Corvus cryptoleucus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11945	Breeds Apr 1 to Aug 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Meadowlark *Sturnella magna* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9455	Breeds Apr 25 to Aug 31
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Long-billed Curlew *Numenius americanus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Orchard Oriole *Icterus spurius* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9457	Breeds Jun 10 to Aug 15
Painted Bunting *Passerina ciris* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9511	Breeds Apr 25 to Aug 15

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper

Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R5UBH
- R4SBC

IPAC USER CONTACT INFORMATION

Agency: VHB
Name: Casey Dunn
Address: 3772 Pleasantdale Road
Address Line 2: Ste. 195
City: Atlanta
State: GA
Zip: 30340
Email caseyb.dunn@gmail.com
Phone: 4046981935

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Surface Transportation Board

Attachment B – Construction Equipment

Construction Equipment for the Southern and Northern Rail Alternatives	
Earthworks	
Excavation	
International 4200 Dump Truck (8 cubic yard [yd^3] capacity)	Caterpillar 140H Motor Grader
Front Loader on Tires	Ingersoll-Rand Compactor
Embankment, Complementary Works	
Front Loader LG938 (2024)	Hyundai Compacter (165 horsepower [hp])
Kenworth Dump Truck T680 (18 yd^3 capacity)	4x2 Water Tanker Truck T5G (2024) (12-ton capacity, 240 hp) with 2,600-gallon capacity
Grader GR35	
Southern and Northern Rail Alternatives	
All-Terrain Link Belt Lifting Crane (50-ton capacity)	Plasser Theurer Track Leveling Equipment
Bradt Track Maintenance Truck	Front Loader LG938 (2024)
Plasser Theurer Ballast Regulator	
New Rail Bridge and Complementary Works	
Kenworth Flatbed Truck (46-ft length)	Sullair 360 Air Compressor
Grader GR35	Piledriver Machine
Hyundai Compacter (600 hp)	All-Terrain Link Belt Lifting Crane (50-ton capacity)

Construction Equipment for the Commercial Motor Vehicle (CMV) Facility	
Earthworks	
Front Loader LG938 (2024)	Hyundai Compacting Roller (165 hp)
Excavator Capacity (5 yd^3 capacity)	Tamping Rammer
Bulldozer Capacity (10 yd^3 capacity)	Backhoe
Front Loader on Tires	Double Drum Compactor
4x2 Water Tanker Truck T5G (12-ton capacity, 240 hp) with 5,000-gallon capacity	Ingersoll-Rand Compactor
Dump Truck Brand International 4300 (8 yd^3 capacity)	Kenworth T680 Dump Truck (18 yd^3 capacity)
Caterpillar 140H Motor Grader (165 hp)	
Pavement	
Bitumen Distributor	Backhoe
Asphalt Plant	Double Drum Compactor
Crushing Mill Plant	Ingersoll-Rand Compactor
Stone Screens	Kenworth T680 Dump Truck (18 yd^3 capacity)
Asphalt Paver	
Buildings	
Concrete Plant	Excavator
Light Plant	Truck with Crane (16-ton capacity)
New Road Bridge	
Concrete Plant	Truck with Crane (16-ton capacity)
Trailer Dolly (50-ton capacity)	Tireless Cranes (80-ton capacity)
Stake Truck (8-ton capacity)	Link Belt All Terrain Crane (50-ton capacity)
Light Plant	Tireless Cranes (20-ton capacity)
Concrete Vibrator (8 hp)	Bentonite Pump
Hydraulic Drill	Prestressing Equipment
Perimeter Fence	
Backhoe	
Complementary Works	
Backhoe	

Attachment C - Photographs

Representative view of scrub-shrub habitat in project area

Representative view of scrub-shrub habitat in project area

Representative view of scrub-shrub habitat in project area

View of scrub-shrub habitat along Seco Creek in project area

Representative view of agricultural lands in project area

Representative view of agricultural lands in project area

Representative view of agricultural lands in project area

View along edge of agricultural lands and scrub-shrub habitat in project area

Downstream view of the Rio Grande and Seco Creek confluence

Upper section of Seco Creek in project area (Note nectar producing flowers for Monarch Butterfly foraging.)

View of illegal dump in the project area

View of deterrent fencing along Rio Grande in project area

View of the Rio Grande during mussel survey looking upstream (Mexican side on left and U.S. side on right; Note vegetation difference.)

View of the Rio Grande during mussel survey looking downstream (Note sheer bank in background typical of the U.S. side of the river.)

Close-up view of sheer, eroding banks on U.S. side of river (Note strata of exposed claypan.)

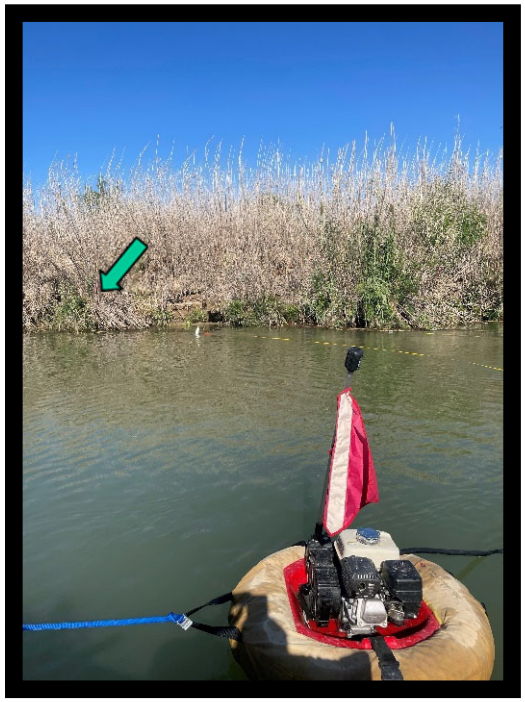
View of easily disturbed soft clay/sediment on U.S. side of river (Note turbidity plume.)

View of the Rio Grande during mussel survey looking upstream (Note shallower, lower gradient river channel on Mexican [left] side with emergent vegetation and willlows.)

Close-up view of shallower Mexican side of Rio Grande in study area

View of confluence of Seco Creek and Rio Grande

View from mouth of Seco Creek at Mexican side of Rio Grande (Note emergent aquatic vegetation in shallow water.)



View of the Rio Grande during mussel survey looking at U.S. side (Note small area of sheer bank and dominant Giant Reed [*Arundo donax]* covering bank.)

Close-up view of U.S. side of Rio Grande during the mussel survey (Note highly turbid water from easily disturbed soft sediment/clay along this bank.)

Close-up view of U.S. side of Rio Grande in study area showing dominant Giant Reed over hanging river from bank

Appendix L
Socioeconomics

Office of Environmental Analysis (OEA) analyzed how construction and operation of the proposed line (both the Southern and Northern Rail Alternatives) and the associated commercial motor vehicle (CMV) Facility could affect socioeconomics — *i.e.*, employment, demographics, housing, and public services. This appendix describes the affected environment and potential environmental consequences on socioeconomics that could result from the Southern and Northern Rail Alternatives, the associated CMV Facility, and the No-Action Alternative.

L.1 Approach

This section describes the approach OEA used to analyze effects on socioeconomic conditions. Consistent with past practice, when OEA determines that economic or social and natural or physical environmental effects are interrelated, OEA addresses these effects in the Environmental Impact Statement (EIS).

This section characterizes existing socioeconomic conditions and analyzes qualitatively the potential effects of the build alternatives and the associated CMV Facility on those conditions. OEA used a qualitative instead of a quantitative approach because employment and other socioeconomic effects generated by construction and operation would be insufficient to affect the natural and physical environment. OEA considered the following factors in its analysis:

- Demographics (race and ethnicity, income level, and languages spoken);
- Housing;
- Economic activity (jobs, industries, and growth projections); and
- Public services (law enforcement, fire and emergency services, and schools).

The western section of the proposed line under both the Southern Rail Alternative and Northern Rail Alternative (west of U.S. 277) runs along the northern boundary of Eagle Pass (Seco Creek). The eastern section of the line under both alternatives and the associated CMV Facility is located just north of Eagle Pass, in Maverick County's unincorporated community of Seco Mines, as depicted in *Chapter 2, Figure 2-2*, of the ~~Draft~~ EIS.

Therefore, the study area for the socioeconomics analysis is Maverick County, concentrating on the city of Eagle Pass, which is the county seat and has the bulk of the county's population, housing, and public services.

Data sources that OEA used include:

- The U.S. Census Bureau (USCB/Census);
- The U.S. Department of Commerce Bureau of Economic Analysis (BEA);
- The U.S. Bureau of Labor Statistics (BLS);
- Texas Demographic Center, or TDC (the state's lead data center for Census information distribution and analysis);

- Texas Department of Transportation (TxDOT); and
- Publicly available government documents from Maverick County and the City of Eagle Pass.

L.2 Affected Environment

L.2.1 Demographics and Housing

L.2.1.1 Maverick County

Maverick County covers 1,280 square miles in the southwest of Texas. The United States/Mexico border forms the western boundary of the county. The most recent U.S. Decennial Census (2020) recorded a countywide population of 57,887, and approximately 20,000 housing units, 10 percent of which were vacant (USCB 2020a; USCB 2020b). Median household income was $41,385 per year and about a quarter (26 percent) of county residents were under the federal poverty line (USCB 2020c).

Table L-1 shows the ethnicity, race, and language status of Maverick County based on census data. Most county residents (95 percent) identified as Hispanic or Latino; almost 89 percent reported speaking Spanish at home.

Between 2010 and 2020, the population of Maverick County grew by about 7 percent. The TDC predicts that the county's population will keep growing at a steady rate, with a total increase of 5.5 to 8 percent projected for the 2020 to 2030 period (TDC 2022).

L.2.1.2 Eagle Pass

Just under half of Maverick County's residents live in the city of Eagle Pass. The 2020 U.S. Decennial Census recorded a citywide population of 28,130, with approximately 10,280 housing units and a housing vacancy rate of 10 percent (USCB 2020b). Median household income was $46,005 per year and a quarter (25 percent) of Eagle Pass's residents were under the federal poverty line.

Table L-1 shows the ethnicity, race, and language status of Eagle Pass's residents based on the 2020 U.S. Decennial Census data. Similar to Maverick County, 95 percent of the city's residents identified as Hispanic or Latino, and almost 89 percent reported speaking Spanish at home.

The Draft Eagle Pass Opportunity 2040 Comprehensive Plan (never adopted) predicted that the combined population of the city and surrounding colonias[1] would grow by about 19 percent from 2020 to 2030 (City of Eagle Pass 2018; Texas Department of Housing and Community Affairs n.d.).

L.2.2 Economy

L.2.2.1 Maverick County

Based on the most recent available data from BEA, Maverick County's Gross Domestic Product (GDP) was approximately $1.8 billion in 2022, which ranked 91st out of 250 counties in Texas (BEA 2024).

[1] Colonias are residential, unincorporated areas along the United States/Mexico border that may lack adequate water, sewer, paved roads, and/or safe housing.

Table L-1. Maverick County and Eagle Pass Ethnicity, Race, and Language Data

	Maverick County		Eagle Pass	
Reported Census Label[1]	**Population**	**Percentage of Population**	**Population**	**Percentage of Population**
Ethnicity				
Hispanic or Latino	54,936	94.9%	26,664	94.8%
Not Hispanic or Latino	2,951	5.1%	1,466	5.2%
Race				
Two or More Races	24,989	43.2%	12,206	43.4%
White	16,845	29.1%	8,580	30.5%
Some Other Race	14,499	25.0%	6,845	24.3%
American Indian and Alaska Native	1,163	2.0%	185	0.7%
Asian	192	0.3%	167	0.6%
Black/African American	181	0.3%	144	0.5%
Native Hawaiian and Pacific Islander	18	0.0%	3	0.0%
Language Spoken at Home				
Spanish	46,693	88.5%	23,597	88.8%
English Only	5,485	10.4%	2,943	11.1%
Other Languages	560	1.1%	29	0.1%

Sources: USCB 2020b; USCB 2020a

Note:

1 The 2020 Decennial Census collected data on ethnicity and race in two separate questions; it did not collect data on languages spoken, which was included in the American Community Survey (ACS). The labels in this table are those used by the U.S. Census Bureau.

According to the most recent available data from BLS, the labor force in Maverick County between January 2022 and June 2024 ranged from a low of 22,905 in September 2022 to a high of 24,664 in February 2024, with an average over this period of 23,804. The number for June 2024 was 24,403 (BLS 2024a). Over the same period, the unemployment rate ranged from a high of 10.7 percent in January 2022 to a low of 5.7 percent from September to October 2023. The rate for June 2024 was 9 percent. The average number of unemployed persons in Maverick County between January 2022 and June 2024 was 1,882, with a low of 1,332 in October 2023 and a high of 2,576 in January 2022. In June 2024, there were 2,187 unemployed persons in the county (BLS 2024a).

The largest share of jobs in Maverick County are in the healthcare and social services sectors, followed by education; retail; accommodation and food services; arts, entertainment and recreation; and transportation and warehousing (USCB 2021b).

As explained in TxDOT's *Texas-Mexico Border Transportation Master Plan* (BTMP), jobs and income levels are all expected to grow along the Texas-Mexico border along with population, especially in Maverick County, as cross-border commerce continues to expand (TxDOT 2021). Mexico was the top U.S. trading partner as of June 2024, surpassing Canada and China, and foreign direct investment in Mexico has steadily increased to a new high in 2023, with 38 percent of that investment from the United States (Secretaría de Economía de México 2024; USCB 2024).

L.2.2.2 Eagle Pass

The largest share of existing jobs in Eagle Pass are in the healthcare and social services sectors, followed by retail; accommodations and food services; public administration; transportation and warehousing; and manufacturing sectors (USCB 2021a). Major employers in Eagle Pass include AEP Texas, Fort Duncan Regional Medical Center, H.E.B. Grocery, Lowe's, Maverick Arms, MicroStar Logistics, and Walmart (City of Eagle Pass Economic Development 2024). Much of the economic activity in and around Eagle Pass is directly and indirectly related to the existing international bridge crossings. As stated in the City's 2022-2023 budget, the city's population increases by up to 50 percent during the day due to persons from Mexico crossing the border (City of Eagle Pass 2023).

As explained in *Chapter 2, Section 2.2.1, Existing Eagle Pass Crossings*, of the ~~Draft~~ EIS, in 2023, the Port of Eagle Pass, with its three international bridges, recorded a total of $37.14 billion in two-way trade between the United States and Mexico. Imports of commercial vehicles ($2.5 billion), passenger vehicles ($2 billion), and beer ($906 million) into the United States are the highest-value trade categories. According to TxDOT's BTMP, the Union Pacific Railroad (UP) Rail Bridge is the second-busiest rail crossing between the United States and Mexico. In 2019, it contributed approximately $5.3 billion in GDP in the United States, as well as $10 billion in Mexico. Also in 2019, the Camino Real International Bridge (Bridge 2), the only one of Eagle Pass's existing international bridges accommodating CMV traffic, contributed $3.4 billion in GDP in the United States and $3.2 billion in Mexico (TxDOT 2021).

Figure L-1 illustrates through a month-to-month comparison how trade at Eagle Pass has been growing steadily in the past decade. As shown in the figure, in June 2024, the Port of Eagle Pass handled approximately $1.2 billion in exports and $2.4 billion in imports, up from $900 million and $1.9 billion, respectively, in June 2021 (City of Eagle Pass 2024b).

L.2.3 Public Services

L.2.3.1 Maverick County

The Maverick County Sheriff Department provides law enforcement services across the county. The Eagle Pass Fire Department provides the county's firefighting and emergency medical services (see *Eagle Pass* below). The Eagle Pass Independent School District provides K-12 education for the whole of Maverick County. Two higher education institutions, Sul Ross State University and Southwest Texas Junior College, have campuses in Maverick County. There are two public water systems in the county: City of Eagle Pass and Maverick County Airport Water Works.

L.2.3.2 Eagle Pass

The Maverick County Sheriff Department and Maverick County Hospital District, along with both of the county's emergency rooms and the majority of its schools, are located within the city's limits. The Eagle Pass Fire Department is the firefighting and emergency medical responder for both the city and the county. Under both the Southern and the Northern Rail Alternatives, the closest Fire Department station to the proposed line and the associated CMV Facility is Station No. 2 at 2420 Second Street.

Figure L-1. Eagle Pass Imports and Exports, Year over Year Comparison

L.3 Environmental Consequences

L.3.1 Southern Rail Alternative

L.3.1.1 Construction

As explained in *Chapter 3, Section 3.12.3.1, Southern Rail Alternative*, of the ~~Draft~~ EIS, construction of the Southern Rail Alternative would require that Green Eagle Railroad (GER) acquire 25 parcels of land east of U.S. 277, in Maverick County. These parcels are undeveloped except for three, each of which has one building. Of these buildings, two are small light industrial buildings; the other is a one-story residence. The Surface Transportation Board (Board) would not be involved in any of the land acquisitions that would be required.

According to GER, construction of the Southern Rail Alternative would require an estimated 212 workers with a range of skills, fields, and pay levels. Construction would take approximately 1.5 years (July 8, 2024, letter to OEA). During that time, these workers would spend money in the local economy, creating a multiplier effect through increased activity that would benefit local businesses and support both existing and new jobs. In turn, increased local economic activity would generate revenue for Eagle Pass and Maverick County through sales taxes on consumer spending by construction workers and on construction materials and taxable services purchased locally. According to Puerto Verde Holdings (PVH), the proposed line and the associated CMV Facility would "… establish transparent criteria for each procurement opportunity including financial (pricing) and key outcomes including engagement of local area employees and companies," (PVH 2023).

The approximately 212 workers needed to construct the Southern Rail Alternative represent approximately 9.7 percent of the number of unemployed persons in Maverick County in June 2024 and 11.3 percent of the average number of unemployed persons in the county between January 2022 and June 2024. Unemployed persons are defined as people "… who are of working age, available for work, and have taken steps to find a job in the past four weeks," (BLS 2024b). Considering that the number of workers needed represents a small percentage of the available labor force as measured by the unemployment rate, OEA anticipates that GER would be able to recruit most of the needed workers locally without adversely affecting the labor market. A substantial number of job seekers would potentially still be available after GER has met its hiring needs and, therefore, would be available to meet the labor needs of other potential employers.

If all 212 workers moved to Maverick County with their families, then, based on a household size of 3.2 persons (consistent with census data), this would cause a 1.2 percent increase to Maverick County's 2020 population and a 2.4 percent increase to Eagle Pass's 2020 population. This is within the level of population growth projected to occur in both Maverick County and Eagle Pass over the 2020 to 2030 decade (see *Section L.2.1, Demographics and Housing,* above). In addition, the housing vacancy rates in Maverick County and Eagle Pass indicate that substantially more housing is available than the workers would need. Therefore, construction of the Southern Rail Alternative would not cause a sudden, unforeseen growth that could generate unexpected demands on, or unexpectedly disrupt, the local economy, housing stock, or public services beyond the type of growth that Eagle Pass and Maverick County are already expecting and planning for.

As explained in *Chapter 2, Section 2.3.2.4, Construction of the Line under Both Build Alternatives*, of the ~~Draft~~ EIS, construction of the bridges across U.S. 277 and Barrera Street for the Southern Rail Alternative would require temporary lane closures along both roads. This may temporarily affect access to public services and schools, as well as emergency services. However, the closures would be short (days for partial lane closures and hours for total road closures) and construction planning would identify alternative routes. Any adverse effects on access to public services would be negligible.

L.3.1.2 Rail Operations

If the Southern Rail Alternative is authorized and constructed, the line would accommodate all cross-border rail traffic in Eagle Pass and the UP Rail Bridge would cease through operations. Compared to the No-Action Alternative, this relocation would not generate substantial demographic or economic effects.

The proposed non-intrusive inspection (NII) facility would be staffed by U.S. Customs and Border Protection (CBP) personnel. GER estimates that approximately 45 CBP agents would staff the inspection facilities for both the proposed line and the associated CMV Facility (July 8, 2024, letter to OEA). Based on consultation with CBP, OEA expects that most, if not all, of these workers would come from the existing border inspection facilities in Eagle Pass, with no substantial net increase in long-term jobs or impact on the local workforce.

GER's plan to have crews shuttling trains back and forth between Mexico and the United States (see *Chapter 2, Section 2.3.2.5, Operation of the Line under Both Build Alternatives* of the ~~Draft~~ EIS) would create a few new permanent jobs that would not exist under the No-Action Alternative. Based on the number of unemployed persons in Maverick County (see *Section L.2.2, Economy*, above), OEA anticipates that at least some of these new jobs could be filled by local residents. Because of the nature of these jobs, some employees may be based in Mexico. Overall, the new jobs would not be numerous

enough to noticeably affect the city or county demographics, or to generate substantial new demands on local housing or public services.

L.3.2 Northern Rail Alternative

Despite the slight variation in alignment, the effects of the Northern Rail Alternative on socioeconomics would be similar to those of the Southern Rail Alternative described above.

L.3.3 Associated CMV Facility

L.3.3.1 Construction

According to GER, construction of the associated CMV Facility would generate demand for an estimated 236 workers with a range of skills and pay levels. Construction would take approximately 1.5 years, parallel to the construction of the proposed line (July 8, 2024, letter to OEA). During that time, these anticipated workers would spend money in the local economy, creating a multiplier effect through increased economic activity that would benefit local businesses and support both existing and new jobs. In turn, increased economic activity would generate revenue for Maverick County and Eagle Pass through sales taxes on consumer spending by construction workers and on construction materials and taxable services purchased locally.

The approximately 236 workers needed to construct the associated CMV Facility represent approximately 10.8 percent of the number of unemployed persons in Maverick County in June 2024 and 12.5 percent of the average number of unemployed persons in the county between January 2022 and June 2024. Considering that the number of workers needed represents a small percentage of the available labor force, OEA anticipates that PVH would be able to recruit most of the needed workers locally without adversely affecting the labor market.

If all 236 workers moved to Maverick County with their families, based on a household size of 3.2 persons (consistent with census data), then this would cause a 0.4 percent increase to Maverick County's 2020 population and a 0.8 percent increase to Eagle Pass's 2020 population. This increase is within the level of population growth projected to occur in both Maverick County and Eagle Pass over the 2020 to 2030 decade (see *Section L.2.1, Demographics and Housing,* above). The construction of the associated CMV Facility would not cause a sudden, unforeseen growth that would generate demands on, or disruptions of, the local economy, housing stock, or public services beyond what Eagle Pass and Maverick County can reasonably expect and plan for. Instead, construction of the associated CMV Facility would positively contribute to the economic and demographic growth of the area.

L.3.3.2 Operation

Once the associated CMV Facility is operational, it would accommodate all cross-border CMV traffic in Eagle Pass. Trucks would stop using Eagle Pass's Bridge 2, which would become dedicated to passenger traffic (including buses) only. Compared to the No-Action Alternative, this relocation would not generate demographic effects or effects on housing.

The inspection facilities associated with the CMV Facility would be staffed by CBP personnel. As noted above, approximately 45 CBP agents, including CBP personnel for both the proposed line and the associated CMV Facility, would staff the new inspection facilities. CBP indicated that most, if not all,

of these workers would come from the existing inspection facilities in Eagle Pass. There would be no net increase in long-term jobs or impact on the local workforce.

L.3.4 No-Action Alternative

Under the No-Action Alternative, the Board would deny authority for GER to construct and operate the proposed line. The proposed line and the associated CMV Facility would not be constructed. Freight trains and trucks would continue to use the existing international bridges. If current economic trends continue, growth in trade between the present and 2031 (the analysis year for this ~~Draft~~ EIS) would benefit Eagle Pass and Maverick County through increased economic activity. Overall population and employment also would continue to grow in accordance with existing trends.

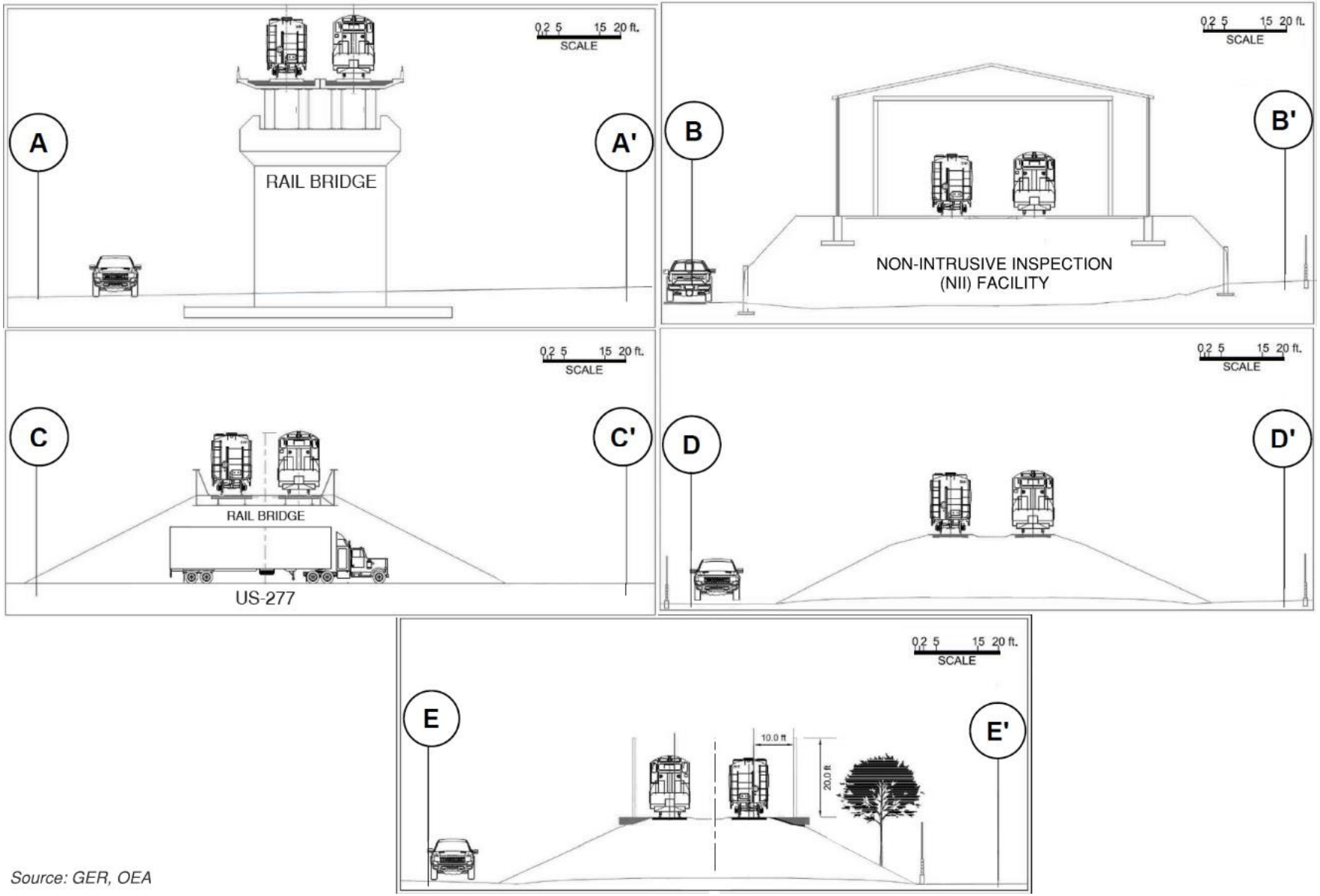
L.4 Conclusion

OEA has determined that either the Southern or Northern Rail Alternative, and the associated CMV Facility, would not result in adverse impacts to demographics, housing, or public services in Maverick County or the city of Eagle Pass because Maverick County could accommodate any influx of workers that construction could require. Therefore, no mitigation needs to be considered.

Construction of both the Southern and Northern Rail Alternatives and the associated CMV Facility would have beneficial impacts on the local economy. Though there may be some overlap, with some of the same workers working on both the proposed line and the associated CMV Facility, construction would generate up to approximately 448 jobs altogether.

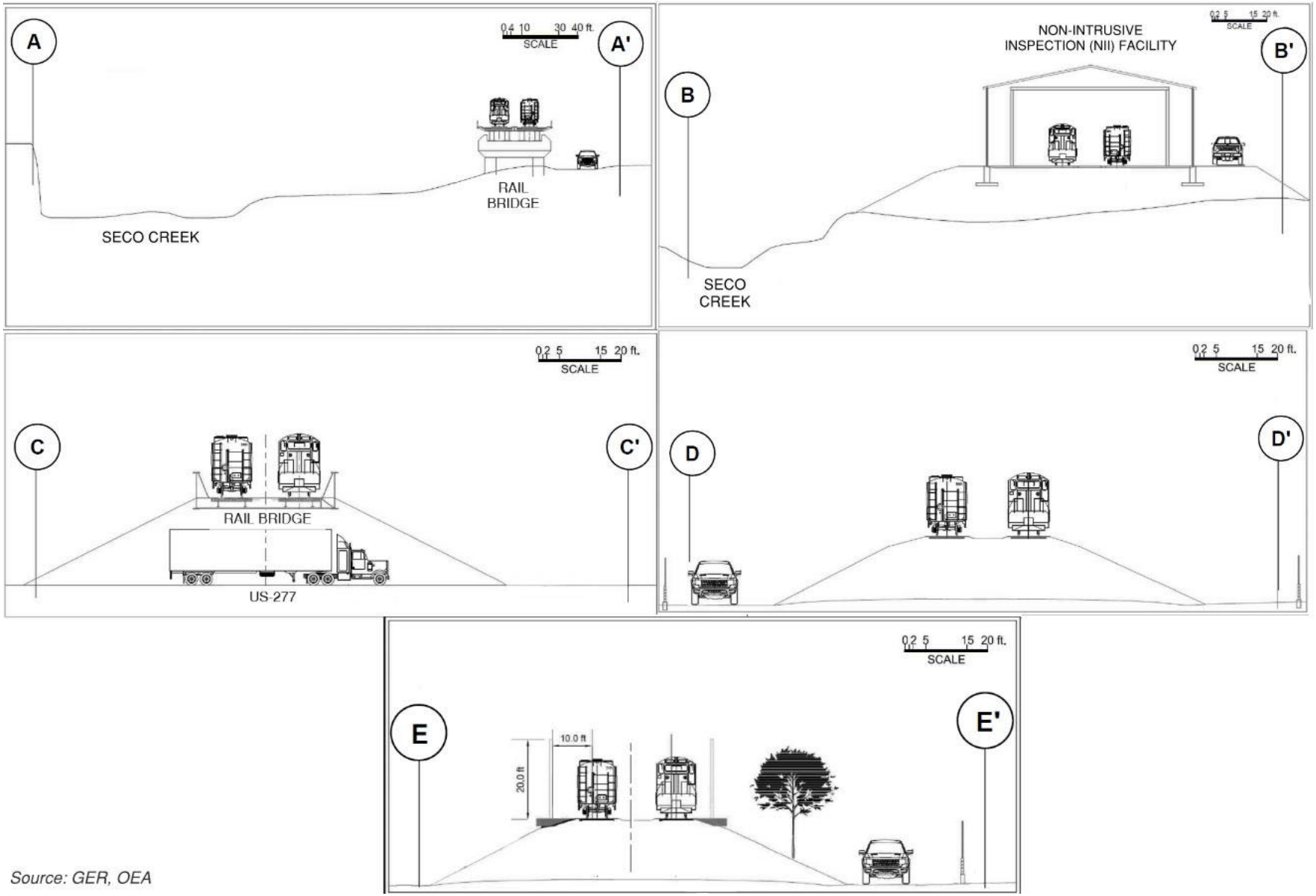
Appendix M
Cross Sections and Visualizations

Figure M-1. Southern Rail Alternative Conceptual Cross Sections



Source: GER, OEA

Figure M-2. Northern Rail Alternative Conceptual Cross Sections



Source: GER, OEA

Figure M-3. KOP 3 After Construction of the Southern Rail Alternative (Approximately 350 Feet from Viewpoint)

Figure M-4. KOP 4 After Construction of the Southern Rail Alternative (Approximately 880 Feet from Viewpoint)

Figure M-5. KOP 1 After Construction of the Northern Rail Alternative, Without Train Traffic (Approximately 550 Feet from Viewpoint)

Figure M-6. KOP 1 After Construction of the Northern Rail Alternative, with Train Traffic (Approximately 550 Feet from Viewpoint)

Figure M-7. KOP 4 After Construction of the Associated CMV Facility (Approximately 140 Feet from Viewpoint)

Appendix N
Acronyms, References, and List of Preparers

N.1 Acronyms and Abbreviations

AADT	Annual average daily traffic
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
APE	Area of Potential Effects
AREMA	American Railway Engineering Maintenance-of-Way Association
ASLRRA	American Short Line and Regional Railroad Association
ATV	All-terrain vehicle
AWIA	American Water Infrastructure Act
BA	Biological Assessment
BEA	Department of Commerce Bureau of Economic Analysis
BFE	Base flood elevation
BLS	Bureau of Labor Statistics
BTMP	Texas-Mexico Border Transportation Master Plan
CFR	Code of Federal Regulations
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAD	Computer-aided design
CADNA	Computer Aided Noise Abatement
CBP	Customs and Border Protection
CDT	Central Daylight Time
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CH_4	Methane
CLOMR	Conditional Letter of Map Revision

CMV	Commercial Motor Vehicle
CO	Carbon monoxide
CO_2e	Carbon dioxide equivalent
CORRACTS	Corrective action
CRIS	Crash Records Information System
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibels
DHV	Design hour volume
DNL	Day-night average noise level
Dvwy	Driveway
EB	Bayes statistical method
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act
FM	Farm-to-Market Road
FMCSA	Federal Motor Carrier Safety Administration
FPPA	Farmland Protection Policy Act
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GDP	Gross Domestic Product
GDNR	Georgia Department of Natural Resources
GER	Green Eagle Railroad
GHG	Greenhouse gases
GIS	Geographic Information Systems

GSA	General Services Administration
GWP	Global warming potential
HAPs	Hazardous air pollutants
Hz	Hertz
HMTA	Hazardous Materials Transportation Act
HSM	Highway Safety Manual
HUD	Department of Housing and Urban Development
IBWC	International Boundary and Water Commission
ICC	Interstate Commerce Commission
ID	Identification
IPaC	Information for Planning and Consultation
KOP	Key observation point
LOS	Level of service
MBTA	Migratory Bird Treaty Act
MJ	Million joules
MM	Mitigation measure
MSAT	Mobile source air toxics
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NII	Non-intrusive inspection
NO_2	Nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOX	Oxides of nitrogen
NPL	Federal National Priorities List
NPSOT	Native Plant Society of Texas
NRC	National Response Center
NRC	Noise reduction coefficient

NRCS	Natural Resources Conservation Service
MV	Multiple vehicle
O_3	Ozone
OEA	Office of Environmental Analysis
Pb	Lead
PBF	Physical and biological feature
PCE	Primary constituent elements
PHMSA	Pipeline and Hazardous Materials Safety Administration
PM	Particulate matter
POM	Polycyclic organic matter
PPV	Peak-particle velocity
PTC	Positive Train Control
PVH	Puerto Verde Holdings
RB	Native brushland
RCRA	Resource Conservation Recovery Act
RMS	Root-mean square
ROM	Rough order of magnitude
RSIA	Rail Safety Improvement Act of 2008
RTHL	Recorded Texas Historic Landmarks
SAL	State Antiquities Landmarks
SEL	Sound exposure level
SEMS	Superfund Enterprise Management System
SPF	Safety performance function
SHPO	State Historic Preservation Office
SL	State Loop
SO_2	Sulfur dioxide
STB	Surface Transportation Board
STC	Sound Transmission Class
SV	Single vehicle
SWPPP	Stormwater Pollution Prevention Plan
TDC	Texas Demographic Center

THC	Texas Historical Commission
THPOs	Tribal Historic Preservation Offices
TI	Tillable irrigated land
TNM	Traffic Noise Model
TMC	Turning movement counts
TCEQ	Texas Commission on Environmental Quality
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database
US	United States
USC	United States Code
UP	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USCG	U.S. Coast Guard
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground storage tank
VdB	Vibration decibels
VMT	Vehicle miles traveled
VOC	Volatile organic compounds

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N.3 List of Preparers

N.3.1 Surface Transportation Board, Office of Environmental Analysis

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N.3.2 Contractors

VHB supported the Surface Transportation Board's Office of Environmental Analysis in the performance of its environmental analyses and preparation of this ~~Draft~~ Environmental Impact Statement.

Name, Project Role	**Qualifications**
VHB Project Management	
Alan Summerville, Project Director	M.A. City Planning, B.A. Economics and Political Science; 30 + years of experience participating in and managing the preparation of National Environmental Policy Act (NEPA) reviews, including 25 years on STB projects.
Laurent Cartayrade, PhD, Project Manager	PhD. History; 25 years of experience conducting and managing NEPA reviews.
Caitlin Pendergast, PE, Project Coordinator	B.S. Civil Engineering; 6 years of experience designing and managing various civil engineering projects.
VHB Project Staff	
Samatha Arnold, PE, Grade Crossing Safety and Delay, Roadway Safety	M.S. Civil Engineering; B.S. Civil Engineering; 11 years engineering experience, including 3 years dedicated to transportation safety.
Mark Arnoldy, PE, Air Quality	B.S. Civil Engineering; 10 years of experience in air quality assessments.

Name, Project Role	Qualifications
Brendan August, PLA, Renderings	B.A. Landscape Architecture; 10 years of experience in design and visualization.
Joe Beeton, Editing	M.S. Real Estate and Urban Land Development, B.A. English; 11 years of research and editing experience.
Connor Burke, Land Use	M.A. Urban and Environmental Planning, B.A. Foreign Affairs; 2 years of professional urban planning experience.
Paul Carbone, PE, Freight Rail Safety	B.S. Civil Engineering; 15 years of railroad engineering, rail operations planning and NEPA experience.
David Coate, Independent Consultant, Noise and Vibration Advisor	M.S. Energy Technology, B.A. Mathematics, Physics and Chemistry; 35+ years of experience in acoustics, rail noise, and vibration, support for NEPA reviews, including 25 years on STB projects.
Jenn Conley, PE, PTOE, Roadway Capacity	B.S. Civil Engineering, 30+ years of traffic engineering and transportation planning experience.
Paige Cochrane, Hazardous Materials Waste Sites	B.S. Environmental Science; 11 years of experience in environmental due diligence and hazardous waste assessments.
Michael Cristiani, Roadway Capacity	B.S. Civil and Environmental Engineering; 6 years of experience in traffic and transportation engineering.
Chris Crow, Biological Resources, Biological Assessment	M.S., Fisheries Science, B.S., Zoology; 37 years of experience as aquatic ecologist.
Lee Dwyer, Socioeconomics	M.A. City Planning, B.A. Urban Studies; 11 years of experience in urban planning, economic development, data analysis, and research.
Frank Gross, PhD, PE, Grade Crossing Safety and Delay	PhD Civil Engineering, M.S. Civil Engineering, B.S. Civil Engineering; 23 years of experience in transportation engineering and safety.

Name, Project Role	Qualifications
John Hansel, NEPA Strategist, Compliance Reviewer	J.D. and B.A. Economics; 40 + years of experience participating in NEPA reviews and delivering NEPA training.
Scott Himes, PhD, PE, Roadway Safety	Ph.D. Civil Engineering, M.S. Civil Engineering, B.S. Civil Engineering; 18 years of transportation engineering and safety experience.
Ian Leidner, Document Development	M.A. Urban Planning, B.A. Urban Studies; 11 years of professional transportation/urban planning experience.
Matt Lyon, Archaeology	M.A., RPA - M.A. Anthropology, B.A. Anthropology; 15 years of experience identifying, recording, evaluating, and assessing cultural and archaeological resources.
Ryan McAlister, PLA, MPA, Visual Quality	B.S. Landscape Architecture (Minor, Geographic Information Systems); 19 years of land development experience.
Christina McGovern, Topography, Soils, and Hazardous Waste Sites, Navigation, Energy	B.S. Environmental Engineering; 4 years of experience in environmental engineering and NEPA policy.
Sam Nadeau, Air Quality	B.S. Environmental Engineering; 2 years of experience in air quality assessments.
Andrew Pappas, RPA, Cultural Resources	M.A. Classical Archaeology, B.A. Anthropology; 21 years of experience identifying, recording, evaluating, and assessing cultural and archaeological resources.
Stephanie Pelletier, GISP, Geographic Information Systems	B.S. Environmental Sciences and Geography; 11 years of professional experience in Geographic Information Systems.
Heidi Richards, PE, Air Quality	B.S. Civil Engineering; 28 years of experience working on air quality assessments for state and federal agencies, including for NEPA reviews.
Ian Smith, PE, Water Resources	M.B.A., B.S. Civil Engineering; 30 years of experience in water resource mapping, design and permitting.

Name, Project Role	Qualifications
Eben Sweetser, Freight Rail Safety	B.S. Transportation; 9 years of experience in railroad operations, safety, emergency response, and emergency management.
Ricky Yates, Historic Resources	M.A. Heritage Preservation, B.A. History; 3 years of experience in Cultural Resource Management in the transportation and energy sectors.

Appendix O
Response to Comments

O.1 Approach

In this appendix, the Surface Transportation Board (Board)'s Office of Environmental Analysis (OEA) responds to the substantive comments that it received on the Draft Environmental Impact Statement (EIS) and, when applicable, describes how and where those comments may have led to changes in the Final EIS. Overall, the substantive comments received only required responses that clarify or reiterate the information provided in the Draft EIS, and no comment warranted altering the conclusions OEA reached in the Draft EIS. If a comment resulted in a change to the text of the Draft EIS, the change can be seen in strikethrough or underlined text in the Final EIS.

Although OEA reviewed and considered all comments received, non-substantive comments are not addressed in this appendix. Comments unrelated to the environmental review include general opinions about the Puerto Verde Global Trade Bridge project without tying them to anything specific in the Draft EIS. For instance, many commenters opposed the project based on general concerns, issues related to project financing, or political considerations. Non-substantive comments also include concerns about potential impacts such as flooding, water shortages, or air pollution, but without linking them to any specific findings in the Draft EIS.

The comments and responses below are organized by resource area in the same order as they appear in the Draft EIS. **Table O-1**, at the end of the appendix, provides an index that allows readers to find excerpts or summaries of their comments and the associated responses. The table is arranged in alphabetical order by commenter last name or organization. The table lists the Board's environmental comment identification number (EI number), commenter type category (federal, state, and local agencies; elected officials; organizations; and individuals), a comment identifier (e.g., 32-1), topic, and location of the associated response.

Non-substantive comments are indexed in **Table O-2**, in alphabetical order by commenter last name or organization, along with the Board's environmental comment EI number and topic.

O.1.1 Methodology

OEA responded to substantive comments on the Draft EIS individually or in thematic groups. Interested parties can view the full text of all comments on the Board's website (www.stb.gov) by searching "Environmental Comments" using the docket number for this proceeding: Docket No. FD 36652.

The following bullets describe the approach OEA used to capture, track, and respond to comments on the Draft EIS:

- OEA received a total of 104 comment submissions (written and verbal; a single submission may contain several comments) from 92 unique commenters. Commenters included members of the public and representatives of agencies and organizations. Some individuals, agencies, or organizations commented more than once or in more than one format. OEA reviewed all comment

submissions and their attachments, as well as the public meeting transcripts to identify and extract substantive comments. In this appendix, OEA addresses 50 substantive comments from 41 commenters.

- For each substantive comment, OEA assigned a unique comment identifier. To find the source of a comment or to identify the location of a response to a particular comment submission, please refer to **Table O-1**.
- When multiple commenters raised identical or similar comments, OEA grouped the comments together and summarized the commenters' concerns or issues, making every effort to capture the crux of each.
- Each comment-response pair consists of three parts: (1) the comment or comment summary, (2) the assigned comment identification number(s), and (3) OEA's response.
- Written comments are cited without edits, additions, or format changes unless such revisions are necessary to understand the comment. Any edits or additions are bracketed. Bracketed ellipses ("[…]") indicate omitted text.
- OEA did not modify the transcripts of public meetings prepared by court reporters. However, some comments as cited in this appendix include corrections or minor edits (e.g., correcting misspelled names or words, or eliminating repeated words) that do not alter the meaning of the comment.
- Comments made in Spanish during public meetings were translated into English. For the purposes of the comment responses, OEA used the English translation.
- If the meaning of a comment was not clear, OEA made a reasonable attempt to interpret the comment and responded based on that interpretation.
- When a comment resulted in a revision (addition, deletion, correction, etc.) to the Draft EIS text, the response states that OEA made a change and directs the reader to the location of the edited text in the Final EIS.

The comments and responses below are organized by resource area in the same order as in the Draft EIS, except for the first section, which addresses general comments on OEA's environmental review.

O.2 Comments

O.2.1 Environmental Review

Comment Summary

Several commenters claimed that the Draft EIS unreasonably assumes all freight traffic via Eagle Pass will use the proposed line. (23-1, 32-1, 32-2, 44-2)

OEA Response

Green Eagle Railroad, LLC (GER) submitted comments on June 2, 2025, stating that, "If GER is unable to attract all cross border rail traffic through the prospect of a more efficient and safer cross border trade corridor, then the stated purpose of an economically viable solution to the problems that exist at Eagle

Pass/Piedras Negras border is not feasible, and GER would be unable to construct and/or operate the proposed line." Thus, GER would not construct and operate the proposed line if freight rail traffic would continue to operate on the Union Pacific (UP) mainline south of milepost 31 (other than an occasional local train, as noted in *Chapter 2*, *Section 2.3.2.5*, *Operations on the Proposed Line Under Both Build Alternatives*, of the Draft EIS). Therefore, OEA reasonably analyzed the impacts of the proposed line based on the assumption that, once complete, the proposed line would move all Eagle Pass freight traffic between Mexico and the United States. If this was not the case, GER simply would not construct the proposed line. To clarify this point, OEA has added a footnote to *Chapter 2*, *Section 2.3.2.5*, *Operations on the Proposed Line Under Both Build Alternatives*, of the Final EIS.

Additionally, the Piedras Negras Master Plan (2021) and the Piedras Negras-Nava Urban Development Program (2012) identify the Ferromex railway line, connecting freight rail traffic from Piedras Negras to Eagle Pass via the existing UP Rail Bridge, as a contributor to urban segmentation in Piedras Negras and envision rerouting rail traffic away from the urban core. In a letter attached to the Presidential Permit Application for the Puerto Verde Global Trade Bridge project, Norma Treviño Galindo, Presidente Municipal (Mayor) of Piedras Negras, indicated that GER's proposed line would benefit the city's new route for freight rail traffic proposed in the 2021 master plan. Thus, OEA's assumption that, once the proposed line is complete, all freight traffic would be rerouted toward the New Rail Bridge, away from the UP Rail Bridge and UP mainline south of milepost 31, also appears to be consistent with Piedras Negras's land use plans.

Comment Summary

The Draft EIS fails to consider the impacts of GER's proposed operations on Union Pacific and the impacts of Union Pacific's operations on GER's proposed operations. (32-4)

OEA Response

Because OEA reasonably assumes that all freight rail traffic would use the proposed line (see response to comment 32-2), there is no potential for conflicts between traffic using the UP mainline and traffic using the proposed line between milepost 31 and Clark's Park Yard. OEA recognizes that the relocation of crew transfers from the UP Rail Bridge to Clark's Park Yard may result in brief periods of idling at the yard (as well as at Ryan's Ruin Yard for BNSF Railway trains). The use of dedicated, local GER crews to shuttle trains back and forth would minimize such idling times. To clarify this point, OEA has added this information in the Final EIS in *Chapter 2*, *Section 2.3.2.5*, *Operations on the Proposed Line Under Both Build Alternatives.* (See also response to comment 32-5).

Comment Summary

The Draft EIS fails to consider reasonably foreseeable impacts of GER's operations in Mexico. (32-7)

OEA Response

The operations in Mexico are outside of the Board's jurisdiction, and such review is unlikely to yield information that would be useful to the decision-making process. See Seven Cnty. Infrastructure Coal. v. Eagle Cnty., 145 S. Ct. 1497, 1515 (2025). In determining not to examine impacts in Mexico, OEA has used its discretion to draw the line about how far to go in considering potential indirect environmental impacts from the proposed line subject to Board approval. Id. at 1513. Mexico participates and is involved in approving the proposed line and the associated Commercial Motor Vehicle (CMV) Facility through the Presidential Permit process, and it will be conducting

environmental review through its own permitting process, which is administered by the *Secretaría de Medio Ambiente y Recursos Naturales* (Secretariat of Environment and Natural Resources; SEMARNAT). Based on information provided by GER, the proposed bridges are subject to SEMARNAT's Unified Technical Document (Document Technique Unifié, DTU) process (SEMARNAT-09-001-B), which evaluates environmental impacts, land use changes, and mitigation measures. A new environmental analysis is not required for the Mexican portions of the project other than the bridges because of prior development and reclamation activity. In addition to the Mexican federal review, a state-level *Manifestación de Impacto Ambiental* (Environmental Impact Statement) will need to be prepared and presented to Coahuila's *Secretaria de Medio Ambiente* (Secretary of the Environment).

Further, OEA has analyzed impacts of the proposed line in Mexico on water quality and endangered species where those impacts overlap with the impacts in the United States. See *Chapter 3*, *Section 3.11.3.1*, *Southern Rail Alternative*; *Chapter 3*, *Section 3.10.3*, *Environmental Consequences;* and *Appendix L*, *Socioeconomics*, of the Draft EIS.

Comment

"Several of the beneficial environmental impacts identified in the Draft EIS are based on the shorter distance trains would travel in the United States. *See, e.g., id.* at S-6; *id.* at 3-7 (freight rail safety); *id.* at 3-44 (rail emissions); *id*. at 3-49 (energy). However, those analyses are incomplete and misleading because they fail to account for the longer distance trains would travel in Mexico. When total distance is considered, it becomes clear that the GER route between Union Pacific milepost 31 and Rio Escondido Yard would be approximately 5.3 miles longer than the current route. Operations over the longer route would produce reasonably foreseeable effects on emissions, fuel consumption, and freight rail safety incidents. In addition, certain other beneficial environmental impacts identified in the Draft EIS are based on the different route trains would use in the United States. *See, e.g., id.* at 3-10 (grade crossing safety); *id.* at 3-13 (grading crossing delay), 3-42 (rail operations noise). However, those analyses are also incomplete because they fail to account for the different route trains would use in Mexico." (32-8)

OEA Response

See response to comment 32-7, above.

Comment Summary

The Draft EIS fails to acknowledge that the few supportable benefits are greatly outweighed by the clear short-term and long-term negative impacts. (32-9)

OEA Response

The comment does not explain what long-term negative impacts the Draft EIS fails to account for when assessing the relationship between short-term uses and long-term productivity. As such, OEA cannot provide a specific response to the comment. To the extent that the long-term adverse impacts are those that would result from the continuation of rail traffic on the UP mainline south of milepost 31, OEA reasonably assumes that all rail traffic would be rerouted to the proposed line, as explained in the response to comment 32-2. Therefore, such adverse impacts would not occur.

Comment Summary

A commenter requested that OEA make available additional reports and studies related to the project, including a geotechnical report, hydrological and water flow study, additional air quality testing or monitoring, and a feasibility study with risk mitigation analysis. The commenter states that without access to these studies, "it is impossible for the public to provide informed and meaningful comment, in direct contradiction to the requirements of the National Environmental Policy Act (NEPA)." (45-1)

OEA Response

OEA considered the potential impacts of the proposed line and the associated CMV Facility on geology and soils, and documented this review in *Appendix I*, *Topography, Geology, Soils, and Hazardous Waste Sites*, of the Draft EIS. OEA found that there would be minimal impacts on those resources. GER may prepare an additional report as part of the design and engineering phase of the project, in compliance with the engineering standards established by the Federal Railroad Administration (FRA), as applicable.

OEA considered hydrology and water flow in *Chapter 3*, *Section 3.11*, *Water Resources*, and *Section 3.10*, *Biological Resources*, of the Draft EIS, based on available information, including preliminary floodplain boundary mapping prepared by GER. Additionally, in *Chapter 3*, *Section 3.11.1.2*, *Floodplains*, OEA explained that GER would be required to comply with the requirements of the International Boundary and Water Commission (IBWC), which has authority for the bed and bank of the international stretch of the Rio Grande River under the 1944 Water Treaty between Mexico and the United States, as well as responsibility under the 1970 Boundary Treaty Article IV, to ensure that construction projects do not obstruct the normal flow or flood flows of the Rio Grande River. OEA also explained that prior to any construction, the local floodplain administrator, as well as the Federal Emergency Management Administration (FEMA) and IBWC would require GER to provide detailed design plans and hydrologic and hydraulic modeling to ensure that the proposed line and the associated CMV Facility do not adversely affect the floodplain under the City of Eagle Pass Code of Ordinances, Section 13.5; FEMA regulations, 44 C.F.R. §§ 65.6, 65.12; and IBWC Directive SD.II.01031-M-1-H. Compliance with these requirements is part of the design and engineering phase of the project.

OEA considered impacts on air quality in *Chapter 3*, *Section 3.7*, *Air Quality*, and *Appendix H*, *Air Quality Analysis*, of the Draft EIS, consistent with the requirements of the Clean Air Act and the Board's regulations at 49 C.F.R. Part 1105. OEA found that construction-related emissions, in addition to being temporary, would be below *de minimis* thresholds, and that operation-related emissions would decrease compared to existing and no-action conditions. Therefore, no further studies, analysis, testing, or monitoring is warranted or required.

OEA did not identify any environmental issues in the EIS that would make the project infeasible. OEA recommended mitigation measures to address environmental impacts when warranted. Should the Board grant GER/PVH authority to construct and operate the proposed rail line, that authority would be permissive, and GER/PVH would not be required to construct the proposed rail line. Thus, no additional feasibility or mitigation studies are warranted.

OEA assesses the need for new studies when addressing comments on a Draft EIS "based on the usefulness of any new potential information to the decisionmaking process." See Dep't of Transp. v. Pub. Citizen, 541 U.S. 752, 767 (2004). In fact, "the question of whether [an EIS] is detailed enough in a particular case itself requires the exercise of agency discretion." See Seven Cnty., 145 S. Ct. at 1512.

OEA determined that because there would be minimal impacts to the above-discussed resource areas, additional studies would not be useful to the decisionmaker.

O.2.2 Purpose and Need

Comment Summary

Commenters questioned whether the purpose and need for the proposed line would be achieved. They stated that traffic volumes and congestion do not justify another rail line, which would be duplicative of other existing rail lines in the area. (6-1, 32-10, 44-2)

OEA Response

As explained in *Chapter 1*, *Section 1.2*, *Purpose and Need*, of the Draft EIS, the purpose and need for the proposed line and the associated CMV Facility is to address issues identified in the Texas Department of Transportation's (TxDOT) *Texas-Mexico Border Transportation Master Plan 2021* (BTMP). The BTMP found that the UP Rail Bridge is heavily used, with traffic projected to increase over the next two decades. The BTMP also identified challenges related to single tracking, which prevents simultaneous two-way operations and creates bottleneck with trains queuing in both directions.

O.2.3 Proposed Action and Alternatives

Comment

"Because the Draft EIS's analyses are all based on the unreasonable assumption that all freight rail traffic that passes through Eagle Pass will use the Proposed Line, they do not allow the STB to make a meaningful comparison among the two alternatives considered for the Proposed Line and the no-action alternative. *See, e.g., Wild Earth Guardians v. United States Bureau of Land Mgmt.*, 870 F.3d 1222, 1235-36 (10th Cir. 2017) (rejecting the "perfect substitution assumption" as "irrational" and explaining that it "does not provide 'information sufficient to permit a reasoned choice' between the preferred alternative and no action alternative")." (32-3)

OEA Response

OEA's assumption that all freight rail traffic between Mexico and the United States would relocate to the proposed line is reasonable, as explained in the response to comment 32-2 above. GER's comment letter submitted on June 2, 2025, stated that, "If GER is unable to attract all cross border rail traffic through the prospect of a more efficient and safer cross border trade corridor, then the stated purpose of an economically viable solution to the problems that exist at Eagle Pass/Piedras Negras border is not feasible, and GER would be unable to construct and/or operate the proposed line." Therefore, OEA analyzed the impacts of the build alternatives assuming that all freight traffic would relocate to the proposed line. Continuation of rail traffic on the existing UP mainline was analyzed as part of the No-Action Alternative. OEA's analysis provides sufficient information to permit a reasoned choice between the preferred alternative and the No-Action Alternative.

Comment Summary

Commenters stated that the Draft EIS fails to adequately consider or evaluate enough alternative routes or locations, in some cases mentioning specific locations outside of town, such as near the intersection of U.S. 277 and TxDOT State Loop 480 (SL 480); near the southern end of SL 480; south of the city;

north of the city; and "the Thompson Road alternative" that had been explored in a previous feasibility study. Their comments claim or imply that other alternatives would result in fewer impacts on noise, pollution, traffic, residential areas, and/or contamination of potable water sources. (2-2, 4-1, 12-4, 12-5, 21-6, 27-3, 28-1, 31-1, 35-1, 37-1, 38-1, 39-1, 40-1, 42-1, 43-2, 46-3, 47-1, 48-1, 49-1)

OEA Response

GER evaluated a range of potential alternatives for the proposed line and assessed their feasibility based on several factors, including commercial viability, operational compatibility with the UP mainline, reduction of grade crossings and grade crossing delays, ability to collocate the associated CMV Facility, and the ability to minimize environmental impacts. GER's alternatives evaluation also included consideration of potential southern routes. As explained in *Chapter 2*, *Section 2.4*, *Alternatives Considered but Eliminated from Detailed Study*, of the Draft EIS, OEA reviewed GER's alternatives evaluation and found that the alternatives dismissed by GER were not reasonable and feasible alternatives and, therefore, did not require analysis in the EIS because they were not commercially viable, not operationally viable, or would have greater impacts on residences through displacement, noise, or visual impacts. The Final EIS has been revised to clarify that the alternatives considered but dismissed from detailed study included potential routes to the south of the existing international bridges.

O.2.4 Public Engagement

Comment Summary

Commenters stated that the comment period was insufficient and requested an extension of the comment period to allow for more thorough public review of the Draft EIS. Some commenters recommended a 90-day extension of the comment period. (3-2, 9-2, 18-2, 20-4, 21-1, 45-2)

OEA Response

OEA provided ample time to review and comment on the Draft EIS in compliance with 49 C.F.R. § 1105.10(a)(4). OEA released the Draft EIS for public review and comment on March 14, 2025, with a comment deadline of May 5, 2025 (a total of 52 calendar days). OEA then issued a notice on May 5, 2025, extending the comment period through June 2, 2025, and stating that no further extensions would be granted. Thus, the Draft EIS was available for public review and comment for a total of 80 calendar days (two and a half months).

Comment Summary

Commenters stated that public engagement efforts for the EIS process, and the Draft EIS in particular, were inadequate. Commenters specifically raised concerns about a perceived lack of Spanish translation, reliance on online tools for meetings and comment submission, and location of public comment meetings away from affected communities. Commenters also raised concerns about the technical nature of the Draft EIS. Three commenters requested a "town hall meeting" with independent experts. (3-1, 9-1, 9-2, 11-1, 18-2, 20-4, 21-1, 29-1, 41-1, 44-4, 45-2, 45-3)

OEA Response

OEA's public engagement efforts through publication of the Draft EIS are described in *Chapter 1*, *Section 1.4*, *NEPA Process*, of the Draft EIS. This section has been updated in the Final EIS to reflect the public engagement efforts that occurred after OEA issued the Draft EIS.

On March 14, 2025, OEA emailed approximately 150 individuals and organizations to inform them of the Draft EIS's release and solicit comments. The email included, as an attachment, a flyer in both English and Spanish that explained how to comment on the Draft EIS and provided details on the upcoming public meetings. OEA also mailed postcards to approximately 680 addresses adjacent to the project area. The postcards were in English with a QR code linking to a Spanish version of the same document. Both versions of the postcard contained information on how to comment on the Draft EIS and announced the public meetings. OEA also ran digital advertisements targeted to the project area from March 15 through the end of the initial commenting period. The digital ads announced the availability of the Draft EIS and provided a link to the Board-sponsored project website.

OEA made the Draft EIS available in electronic format on the Board's website and on the Board-sponsored project website. A printed version of the Draft EIS was available for viewing at the Eagle Pass Public Library. OEA provided instructions for filing written comments through the Board's website and mailing comments to the Board. Commenters could also submit written comments at the in-person public meetings.

During the Draft EIS comment period, OEA hosted two in-person public meetings in Eagle Pass and one online public meeting, during which interested parties could make oral comments and/or submit written comments. The public meetings were held at the Eagle Pass International Center for Trade, a modern city facility with the room, equipment, and amenities needed to support large meetings. The online meeting provided an opportunity to comment for people unable to attend the in-person meetings; it could be accessed using a computer, a smart phone, or a regular phone. At all meetings, simultaneous interpretation and translation services from English to Spanish and from Spanish to English were provided, and participants could comment in Spanish.

Throughout the EIS process, OEA took a range of measures to facilitate communication with persons whose primary or unique language is Spanish, including making various public information materials available in both English and Spanish. OEA also set up and publicized a toll-free telephone line and project email address for members of the public to request information on the EIS process and help with participating in this process in either language. OEA wrote the main body of the Draft EIS in plain English and in compliance with statutory page count limits. A separate town hall meeting with independent experts is not warranted or required by NEPA.

O.2.5 Freight Rail Safety

Comment Summary

Commenters raised concerns regarding potential hazardous waste generation impacts during construction, operation, and maintenance activities. Specifically, the Environmental Protection Agency (EPA) recommended conducting a detailed assessment to identify potentially hazardous waste (fuels, solvents, lubricants, construction-related chemicals, etc.) that may be generated during site preparation and construction activities (bridge work, grading, equipment maintenance) and ongoing railroad operations and maintenance. EPA also recommended that the Final EIS should outline waste storage, transportation, and disposal plans with emphasis on containment measures, minimizing risks during transit, and evaluating potential spill risks; emergency response plans; and measures to protect sensitive environmental areas such as wetlands, rivers, and groundwater from contamination. Finally, EPA recommended addressing the applicability of state, federal and other relevant hazardous waste

regulations, ensuring full compliance with all regulatory requirements. An additional commenter raised concerns about potentially hazardous waste generated during construction. (10-5, 10-6, 10-7, 46-2)

OEA Response

The Draft EIS addresses pollution from hazardous waste during construction of the proposed line in *Chapter 3*, *Section 3.11*, *Water Resources*. As explained there, the Texas Commission on Environmental Quality (TCEQ) regulates pollutants generated during construction activities through the issuance of Texas Pollutant Discharge Elimination System (TPDES) permits with EPA approval. Any hazardous waste that GER might generate during operation would be regulated under existing federal and state laws and regulations, including the Resource Conservation and Recovery Act (RCRA) (40 C.F.R. Parts 260-273). GER would be required to comply with all applicable permitting requirements. Further, OEA believes that "conducting a detailed assessment," as requested by EPA, would not produce any useful "new potential information to the decisionmaking process." See Seven Cnty., 145 S. Ct. at 1513 (quoting Pub. Citizen, 541 U.S., at 767).

Comment Summary

Commenters expressed concern about the transportation of hazardous materials on the rail line and on railway and highway bridges. Commenters specifically asked about the consequences of potential spills, leaks, or explosions. Commenters stated that even if the probability of an event is low, it could have significant effects on the health and safety of the community and environment. A few commenters questioned the finding in *Chapter 3*, *Section 3.11*, *Water Resources*, of the Draft EIS, that, "if a release of hazardous materials were to occur, it would involve a relatively short duration of exposure and would be contained quickly." (1-1, 3-5, 3-7, 4-9, 5-2, 12-1, 15-1, 17-1, 17-2, 25-2, 26-1, 44-1)

OEA Response

OEA appropriately considered the potential impacts of accidental hazardous material releases from rail operations in *Chapter 3*, *Section 3.1*, *Freight Rail Safety*, of the Draft EIS. OEA has clarified in the Final EIS that the movement of hazardous materials by CMVs is regulated by the Federal Motor Carrier Safety Administration (FMCSA). TxDOT, Texas Department of Public Safety (DPS), and TCEQ also play a role in regulating hazardous materials transport and responding to incidents. In the Draft EIS, OEA reasonably assumed that an accidental release of hazardous materials would be addressed through emergency response actions by rail operators and by local, state, and federal agencies administering the laws and regulations that govern safe transport of hazardous materials. (*Appendix C*, *Freight Rail Safety Regulations*, of the Draft EIS, provides a description of the major applicable laws and regulations).

As explained in *Chapter 3*, *Section 3.1.3*, *Environmental Consequences*, of the Draft EIS, the risk of any incident along the proposed line is low, with an estimated incident every 25 to 50 years as opposed to every 8 to 16 years under the No-Action Alternative. Additionally, only a small proportion of incidents involve the release of hazardous materials. As reported in *Chapter 3*, *Section 3.1.2*, *Affected Environment*, of the Draft EIS, out of seven reportable incidents on the Eagle Pass Subdivision of the UP mainline between 2019 and 2023, only two involved trains that were carrying hazardous materials, and only one of the two involved a release of such materials. OEA's finding regarding the risk and duration of accidental exposure to hazardous materials is further based on (1) the low operating speeds at which trains would travel along the proposed line and at which trucks would pass through the associated CMV Facility, and (2) the reasonable assumption that regulatorily mandated actions intended to minimize and address the risk and consequences of a spill would be taken by the relevant entities in a

timely manner and would achieve their purpose. NEPA does not require OEA to evaluate the potential impacts of "worst-case scenario" events. Robertson v. Methow Valley Citizens Council, 490 U.S. 332 (1989).

Comment Summary

Commenters stated that the rail line and the associated CMV Facility are located north of the city of Eagle Pass's and other neighboring localities' primary water intake in the Rio Grande River and raised concerns about how potential hazardous material releases would be prevented and handled, and how spills might affect the water supply. Commenters asserted current drought conditions could amplify the impacts of a hazardous materials spill. One commenter referred to discussion in the Draft EIS of the Eagle Pass Water Works System's (EPWWS) responsibility to "have updated risk assessments and emergency response plans tailored to specific incidents" and stated that OEA is improperly placing the onus of planning for a potential emergency response to an accidental hazardous material release into the Rio Grande River on EPWWS rather than on GER. (4-4, 4-7, 5-1, 7-4, 12-2, 12-3, 15-1, 17-3, 19-3, 26-2, 27-1, 29-2, 46-1)

OEA Response

The Draft EIS addressed impacts on surface waters, including the Rio Grande River, which is the source of drinking water for Eagle Pass, in *Chapter 3*, *Section 3.11*, *Water Resources.* The Draft EIS addressed the risk of a spill that might affect the city's drinking supply in *Chapter 3*, *Section 3.1*, *Freight Rail Safety*. For the reasons presented in the Draft EIS and more briefly described in the response to summarized comments 1-1, 3-5, 3-7, 4-9, 5-2, 12-1, 15-1, 17-1, 17-2, 25-2, 26-1, and 44-1 above, OEA found that the risk of an incident along the proposed line is low.

The referenced statement, which is in *Chapter 3*, *Section 3.1*, *Freight Rail Safety*, of the Draft EIS describes EPWWS's current responsibilities under the American Water Infrastructure Act of 2018 (AWIA). AWIA requires EPWWS to develop and update risk assessments and emergency response plans that are tailored to specific incidents. GER would also be required to comply with the laws and regulations governing the transport of hazardous materials that are summarized in *Chapter 3*, *Section 3.1.1*, *Approach*, and in *Appendix C* of the Draft EIS. OEA reasonably assumes that regulatorily mandated actions intended to minimize and address the risk and consequences of a spill would be taken by the relevant entities in a timely manner and would achieve their purpose, regardless of weather conditions, including drought, at the time of the spill.

While planning for emergency is the responsibility of the EPWWS, federal and state regulations, including the Hazardous Materials Transportation Act (HMTA), RCRA, and the Oil Pollution Act of 1990 (OPA), would determine the parties' legal and financial responsibility in the event of a hazardous materials spill.

Comment

"Section 3.11.3 of the Draft EIS describes how the operation of the project would have minimal impacts on surface waters, including the potential for impacts to the municipal water supply intake in the Rio Grande River. GER/PVH [Puerto Verde Holdings] would like to reiterate that the design, construction, and operation of the project would comply with all applicable standards and laws concerning the safe transportation of hazardous materials as well as potential incidents, spills, and other unforeseen releases of pollutants or contaminants. GER/PVH are committed to working with all regulatory authorities to

ensure that all applicable standards and requirements are met to ensure continued drinking water safety." (14-3)

OEA Response

Comment noted.

Comment Summary

One commenter raised concerns about the potential for radiation exposure from inspection of freight trains. (26-3)

OEA Response

As discussed in *Chapter 2*, *Section 2.3*, *Alternatives Analyzed in the EIS*, of the Draft EIS, the non-intrusive inspection (NII) facility would not use an X-ray system for inspections. Instead, the NII facility would use electrons or other subatomic particles naturally generated by the cargo to generate images for inspection. This technology does not produce radiation and is safe for humans, plants and animals, and sensitive cargo.

O.2.6 Roadway Capacity/Roadway Safety

Comment Summary

Commenters stated that traffic is already a problem in Eagle Pass, and that the proposed project will exacerbate congestion and in turn increase roadway accidents and delays in emergency response. Commenters specifically referenced increased truck traffic on U.S. 277 and Farm-to-Market Road (FM) 1589 resulting from the associated CMV Facility and requested additional information about analysis of or mitigation for potential impacts, including new traffic signals. (3-4, 4-6, 5-3, 15-2, 20-1, 24-1, 25-1)

OEA Response

Chapter 3, *Section 3.4*, *Roadway Capacity*, of the Draft EIS describes operation of the associated CMV Facility's potential impacts on roadway capacity, which are also discussed in greater detail in *Appendix E*, *Roadway Capacity Analysis*. The Draft EIS appropriately examined potential negative impacts on traffic at the two existing intersections that could be affected by the truck traffic generated by the associated CMV Facility: U.S. 277/FM 1589 and U.S. 277/FM 1588. OEA reasonably assumes that, given the adverse impacts at the intersection of U.S. 277 and FM 1589, TxDOT would install a traffic signal to facilitate left turns. This signal would reduce delays at the intersection. TxDOT, not the Board, would authorize and install new traffic signals.

O.2.7 Noise and Vibration

Comment Summary

Commenters questioned whether the proposed noise barriers would fully mitigate noise from the proposed rail line and the associated CMV Facility, requested additional studies and analysis, expressed concerns about vibration, and asked about post-construction monitoring of noise levels. (3-3, 4-5, 7-1, 19-1, 20-3, 21-5)

OEA Response

Chapter 3, *Section 3.6*, *Noise and Vibration,* of the Draft EIS summarizes the modeling and analysis of noise levels under both the Southern and the Northern Rail Alternatives. *Appendix G*, *Noise*, describes this analysis in greater detail. Following Federal Transit Administration (FTA) impact guidance, OEA determined in the Draft EIS that the Southern Rail Alternative would result in "severe" noise impacts on three receptors, and the Northern Rail Alternative would result in "severe" noise impacts on 12 receptors. To reduce noise impacts to below "severe," OEA is recommending that GER extend noise barriers across the proposed Barrera Street Bridge and U.S. 277 Bridge for the Southern Rail Alternative (MM-Noise-01a); and across the proposed Barrera Street Bridge, the U.S. 277 Bridge, and along part of the south side of the New Rail Bridge to a point past nearby residential development, for the Northern Rail Alternative (MM-Noise-01b). Therefore, no further studies or analysis are warranted.

In addition, as explained in *Chapter 3*, *Section 3.6.3*, *Environmental Consequences*, of the Draft EIS, OEA found that because of the distance between the proposed line and the nearest receptors, there is no potential for structural damage to buildings or annoyance to humans from vibration from the operation of the line.

O.2.8 Air Quality/Energy

Comment

"On page 3-42, in the air quality analysis, the Draft EIS includes the sentence, 'OEA's analysis included emissions data generated from trucks, construction equipment, and idling at at-grade crossings.' Based on the information in Appendix H, OEA's analysis also includes the emissions generated from locomotives. GER/PVH suggest that the sentence on page 3-42 be revised to reflect that locomotives were also included in the analysis." (14-1)

OEA Response

OEA revised *Chapter 3*, *Section 3.7.1*, *Approach*, of the Final EIS, to clarify that locomotives are included in the list of sources of emissions data for the air quality analysis.

Comment Summary

Commenters questioned the adequacy of the air quality analysis and requested additional study or monitoring of air quality near homes and schools along the planned truck route and specifically in the Seco Mines and Cenizo Heights neighborhoods. Commenters also expressed concerns about emissions from diesel vehicles in their neighborhoods. (3-6, 4-8, 13-1, 20-5, 20-6, 21-2, 34-1, 35-1, 36-1)

OEA Response

The air quality impact analysis presented in *Chapter 3*, *Section 3.7*, *Air Quality*, of the Draft EIS is consistent with the requirements of the Clean Air Act (42 U.S.C. § 7401 *et seq*.) and the Board's environmental regulations (49 C.F.R. Part 1105) applicable to an attainment area such as Maverick County. OEA determined that operation of the associated CMV Facility would result in a net decrease in truck emissions because of shorter travel distances and reduced average idling times compared to existing and No-Action Alternative conditions. Trucks would travel through the associated CMV Facility, approximately 700 feet from the nearest residential area in Seco Mines, and the intersection of

U.S. 277 and FM 1589. Beyond that, trucks would travel along existing designated truck routes as they do currently. Therefore, no additional studies or monitoring are warranted.

Comment

"First, the Draft EIS implicitly and incorrectly assumes Union Pacific's operations in Clark's Park Yard would not be impacted by GER's operations. The assumption is clear from the Draft EIS's air quality and energy analyses, which conclude construction and operation of the Proposed Line would eliminate train idling time due to changes in train inspection technology and the location of crew change points. *See* Draft EIS at 2-21; *id*. at 3-45; *id.* at 3-49. However, even if all freight traffic via Eagle Pass used the Proposed Line, GER trains could not operate without idling unless Union Pacific restructured its own operations, so GER trains never had to stop between the border and Clark's Park Yard. Such an operational restructuring would produce environmental impacts relating to Union Pacific's operations that the Draft EIS fails to consider. […] Unless GER is required to construct additional facilities capable of supporting trains held between the border and the yard, Union Pacific will have to modify its own yard operations to accommodate arrivals and departures of GER trains. As a minimum, Union Pacific often would need to make extra movements to clear yard tracks ahead of the arrival of northbound trains and suspend yard work to accommodate departures of southbound trains, all of which would increase total Union Pacific locomotive operating time and thus increase emissions and fuel consumption in the yard, as well as increase delays to Union Pacific trains (and thus to shippers). The Draft EIS does not consider these environmental impacts. Union Pacific would potentially experience similar operational impacts, resulting in similar or greater environmental impacts, even if only some freight traffic via Eagle Pass used the Proposed Line. For example, if a Union Pacific train was moving northbound to Clark's Park Yard when a GER train was entering or leaving the yard, the Union Pacific train would have to stop and wait for the GER train to clear the connection with Union Pacific's mainline at milepost 31, resulting in increased emissions and fuel consumption and delays to the Union Pacific train. Likewise, if a Union Pacific train was ready to depart for the border when a GER train was entering the yard and another train was staged on the lead track south of the yard, the Union Pacific train would have to wait for the GER train to clear into the yard, resulting in increased emissions and fuel consumption and delays to the Union Pacific train. The Draft EIS does not consider these environmental impacts." (32-5)

OEA Response

As explained above in response to comment 32-2, OEA reasonably assumes that all freight rail operations would use the proposed line. Therefore, there is no potential for conflicts between traffic using the UP mainline and traffic using the proposed line between milepost 31 and Clark's Park Yard. Thus, the conflicts and resulting impacts raised by the commenter would not occur.

OEA does recognize that the relocation of crew transfers from the existing UP Rail Bridge to Clark's Park Yard may result in some brief idling at the yard. This has been clarified in the Final EIS, *Chapter 2*, *Section 2.3.2.5*, *Operations on the Proposed Line Under Both Build Alternatives*. As noted in that section, the use of dedicated, local crews to shuttle trains back and forth would minimize such idling time. Crew transfers currently take place at the border on the UP Rail Bridge and would continue to do so under the No-Action Alternative. While idling for crew transfers generates emissions, the relocation of crew transfers to Clark's Park Yard, a few miles north of the UP Rail Bridge, would not affect air quality, which is assessed on a regional basis.

Comment

"Second, even if the Draft EIS does not assume Union Pacific would be forced to accommodate GER's proposed operations, it still understates the environmental impacts of the proposed operations. That is, GER's northbound trains could hold clear of Clark's Park Yard on the Proposed Line to avoid interfering with Union Pacific operations, or if GER's southbound trains could clear out of the yard onto the Proposed Line even when they could not be processed at the border, then the Draft EIS's air quality and energy analyses would be flawed because they incorporate the expectation of reduced emissions and fuel consumption based on the assumption that GER train idling times would be zero minutes. *See* Draft EIS at 3-45. In any event, the Draft EIS overstates the air quality and energy benefits of the proposed operation by asserting GER's proposal to change crews in the yard rather than on the bridge would reduce train idling. *See* Draft EIS at 3-49. Altering the crew change location would shift the location of train idling time, but it would not reduce the total amount of train idling time and thus the related emissions and fuel consumption." (32-6)

OEA Response

In *Chapter 3*, *Section 3.7.3.1*, *Southern Rail Alternative*, the Draft EIS specifies that it is the idling time associated with inspection of trains at the border that would be reduced to zero. This is because the NII technology included in the Southern Rail Alternative does not require trains to stop while being inspected. As explained in *Chapter 3*, *Section 3.7.3.1*, *Southern Rail Alternative*, *Rail Operations*, of the Draft EIS, the anticipated reduction in air emissions and energy consumption described in the Draft EIS would result from shorter traveling distances as well as reduced idling times during border inspections. Emissions and energy consumption associated with crew transfers would be relocated a few miles, with no net effect on regional air quality compared to the No-Action Alternative. See response to comment 32-5 above. Therefore, no new impacts would occur under either the Northern or Southern Rail Alternative.

O.2.9 Cultural Resources

Comment

"The proposed rail line may potentially disturb culturally and historically significant areas, though no National Register-eligible properties have been identified in the EIS. Additional archaeological surveys are recommended, but we are concerned that important cultural resources may still be affected during construction." (7-5)

OEA Response

As discussed in *Chapter 3*, *Section 3.9*, *Cultural Resources*, of the Draft EIS, OEA determined, in consultation with the Texas State Historic Preservation Office (SHPO), that the Northern or Southern Rail Alternative and the associated CMV Facility would have no effects on any National Register-eligible properties. OEA identified and evaluated 16 architectural and four archaeological resources through comprehensive surveys of the Areas of Potential Effects (APE). As stated in *Chapter 4*, *Section 4.4*, *OEA's Preliminary Recommended Mitigation Measures*, of the Draft EIS, OEA recommended mitigation requiring additional archaeological surveys via deep mechanical trenching of floodplain areas that could not be surveyed at a sufficient depth during the archaeological survey (MM-Cultural-01). OEA also recommended mitigation requiring GER to provide a construction monitoring plan to OEA prior to the start of construction of the rail line and to abide by the provisions of the plan during rail

construction activities (MM-Cultural-02). The construction monitoring plan would include provisions for an unanticipated discovery of archaeological sites or associated artifacts during construction activities. The Texas Historical Commission concurred with OEA's findings on January 31, 2025. (A copy of the concurrence statement is in *Appendix A*, *Agency and Tribal Consultation*, of the EIS.) Therefore, no further surveys or mitigation are warranted.

Comment Summary

A commenter stated that the Draft EIS fails to require actions necessary to protect a historic African American cemetery in or near the project area. The commenter recommended additional archaeological surveys to locate the cemetery. (12-7)

OEA Response

As discussed in *Chapter 3*, *Section 3.9*, *Cultural Resources*, of the Draft EIS, OEA conducted a comprehensive archaeological survey within the project's 108-acre archaeological APE. The archaeological APE includes all areas within which construction-related ground disturbance would occur. The survey found no evidence of the historic African American cemetery referenced in the comment. As discussed in the response to comment 7-5, above, the construction monitoring plan that OEA is recommending (MM-Cultural-02) would include provisions addressing any unanticipated discovery of archaeological resources not previously identified. Therefore, no further surveys are warranted.

O.2.10 Biological Resources

Comment Summary

Replace 'Texas fawnsfoot' with 'Mexican fawnsfoot' on Page 3-61 (fifth paragraph). (33-1)

OEA Response

OEA has made the requested correction in the Final EIS.

O.2.11 Water Resources

Comment Summary

EPA recommends reviewing Section 402 of the Clean Water Act as well as the National Pollutant Discharge Elimination System (NPDES) regulations at 40 C.F.R. § 122.26(b)(14)(x) and 40 C.F.R. § 122.26(b)(15)(i) to determine when NPDES permit coverage is required for operators of construction activities to discharge stormwater from their construction activities. Because the overall earth disturbance involved in the Puerto Verde Global Trade Bridge project is greater than 1 acre, EPA states that the larger common plan of development or sale is triggered at each project location. Therefore, stormwater discharges from all construction activities or construction support activities (i.e., borrow pits, staging areas, material storage areas, stockpiles, temporary batch plants, laydown areas, workspace, parking areas, etc.) upland from a waterbody (e.g., ocean, river, creek, arroyo, etc.) and not considered a jurisdictional wetland area, are required to obtain NPDES permit coverage via the Construction General Permit (CGP) or an individual NPDES permit (except any portion of the project's construction activities that is covered by a CWA 404 permit or waived from permit coverage) regardless of whether the smaller project's earth disturbance is less than 1 acre at each location (i.e., pier, abutment, culvert, road/access,

fence, building, staging area, etc.). EPA recommends each entity associated with the project's proposed construction-related activities review the applicable definitions of "construction activities" and "construction support activities" for the TCEQ [Texas Commission on Environmental Quality] CGP and all CGP permit conditions, as TCEQ is the NPDES Permitting Authority for the state of Texas, except on Indian country. (10-1, 10-2)

OEA Response

OEA assessed impacts from both construction and operation of the proposed line and the associated CMV Facility on water resources based on reasonable assumptions, available data, and applicable regulatory requirements. Construction permit requirements are discussed in *Chapter 3*, *Section 3.11.3*, *Environmental Consequences*, of the Draft EIS. As explained there, GER/PVH would be required to obtain a Texas Pollutant Discharge Elimination System (TPDES) permit and associated Stormwater Pollution Prevention Plan prior to construction. TPDES permits are issued by the state with EPA approval to control pollutants generated during construction when land disturbance exceeds 1 acre. GER/PVH would be required to identify, obtain, and comply with all applicable permitting requirements prior to construction.

Comment

"EPA recommends that lead agencies include the assessment unit ID (AUID) and associated impairment information for each potentially impacted waterbody segment within the study area, which can be found in the applicable state's Integrated Report as well as EPA's *How's My Waterway*. In this case, the Rio Grande River has an AUID while Seco Creek does not." (10-4)

OEA Response

Chapter 3, *Section 3.11.2.1*, *Surface Waters*, of the Draft EIS explains that the impaired water segment closest to the proposed line and the associated CMV Facility is Segment 2304_7 on the Rio Grande River downstream of Eagle Pass International Bridge. OEA has clarified in the Final EIS that Segment 2304_7 is impaired for contact recreation use because of bacteria (*E. coli*) levels. There are no other impaired water segments near the proposed line and the associated CMV Facility.

Comment Summary

TCEQ recommends the environmental analysis address actions that will be taken to prevent surface and groundwater contamination. A commenter also recommended studies on water contamination risks. (21-3, 30-1)

OEA Response

Chapter 3, *Section 3.11*, *Water Resources*, of the Draft EIS contains OEA's analysis of potential impacts of construction and operation of the proposed rail line and the associated CMV Facility on surface waters and groundwater. Regarding impacts to surface waters, GER would be required to obtain a TPDES permit and associated Stormwater Pollution Prevention Plan. These permits would require installation of erosion and sediment controls, such as silt fencing, sediment traps, and stabilization of soils during the construction phase. Appropriate monitoring and corrective actions would also be required to ensure that erosion and sediment control practices are in place in accordance with the permit plans. GER/PVH would be required to identify, obtain, and comply with all applicable permitting requirements.

OEA also analyzed impacts to groundwater and determined that compaction and pavement associated with construction of the proposed rail line and the associated CMV Facility would reduce groundwater recharge. However, the size of the altered area would be very small compared to the size of the overall watershed, resulting in minimal impacts. No groundwater withdrawals would be needed during operation of the proposed line or the associated CMV Facility. Therefore, additional studies on water contamination risks are not warranted.

As noted above, OEA assesses the need for new studies when addressing comments on a Draft EIS "based on the usefulness of any new potential information to the decisionmaking process." See Pub. Citizen, 541 U.S. at 767. In fact, "the question of whether [an EIS] is detailed enough in a particular case itself requires the exercise of agency discretion." See Seven Cnty., 145 S. Ct. at 1512. OEA determined that because GER/PVH would be required to comply with other regulatory requirements and there would be minimal impacts to groundwater, additional studies would not be useful to the decisionmaker.

Comment

"GER/PVH are currently coordinating with the USACE [United States Army Corps of Engineers] and the U.S. Coast Guard (USCG) to comply with the requirements of the Rivers and Harbors Act and the General Bridge Act. During pre-application meetings with the U.S. Army Corps of Engineers Fort Worth District, the Applicant learned that the issuance of a Section 10 permit does not automatically trigger the need for a Section 401 Certification. However, the issuance of a Section 404 permit does require a Clean Water Act Section 401 Certification. Based on the information about wetlands and waters in the project area and the project design information shared by GER/PVH in a pre-application meeting, USACE has informed GER/PVH that a Section 404 permit will not be required for the Southern Rail Alternative and as such, USACE would not require a Section 401 Certification for that alternative.

GER/PVH have also engaged in consultation with the Texas Commission on Environmental Quality (TCEQ), which is responsible for administering the Clean Water Act Section 401 certification program in Texas. In consultation meetings, TCEQ indicated that because the project would not require a Section 404 permit from USACE, TCEQ will not require GER/PVH to obtain a Section 401 Certification.

GER/PVH understand that bridge permits from the USCG typically require a Section 401 Certification; however, the USCG will accept a waiver or statement that a Section 401 Water Quality Certification is not required from the appropriate state agency instead of a Section 401 Certification. As such, GER/PVH anticipate that a Section 401 Certification will not be required. If later it is determined that a 401 Certification is required, GER/PVH would work with TCEQ to obtain the certification and would follow all applicable regulatory requirements." (14-2)

OEA Response

Comment noted.

Comment

"On page 1-5, in the Other Federal Agencies section of the Draft EIS, the Draft EIS states, '[the proposed line and the associated CMV Facility may require an individual permit from USACE if not covered under a current Nationwide permit.' As noted above, the USACE has explained to GER/PVH that the Southern Rail Alternative would not require a Section 404 permit." (14-4)

OEA Response

Comment noted.

Comment Summary

One commenter questioned the effect that construction of the proposed project may have on the flow of the Rio Grande River. (22-1)

OEA Response

OEA considered hydrology and water flow in *Chapter 3*, *Section 3.11*, *Water Resources*, and *Section 3.10*, *Biological Resources*, of the Draft EIS, based on available information, including preliminary floodplain boundary mapping prepared by GER.

The New Rail Bridge would not involve placing any structures on the U.S. side of the Rio Grande River. GER would construct the one pier that would lie within the Rio Grande River in Mexico using access from the Mexican shoreline, which would involve temporary fill in the riverbed from the shoreline to the pier. Construction of this pier would also involve installing a temporary jetty in the river, entirely on the Mexican side. OEA concluded that construction activities on the Mexican side of the Rio Grande River could lead to erosion of sediments into the Rio Grande River and Seco Creek, but that such temporary impacts would be addressed through other regulatory processes, including the TPDES permitting process and the preparation of a Stormwater Pollution Prevention Plan, as explained in *Chapter 3*, *Section 3.11.3.1*, *Southern Rail Alternative*, of the Draft EIS.

In *Chapter 3*, *Section 3.11.1.2*, *Floodplains*, of the Draft EIS, OEA explained that GER would be required to comply with the requirements of the International Boundary and Water Commission (IBWC), which has authority for the bed and bank of the international stretch of the Rio Grande River under the 1944 Water Treaty between Mexico and the United States, as well as responsibility under the 1970 Boundary Treaty Article IV, to ensure that construction projects do not obstruct the normal flow or flood flows of the Rio Grande River.

Comment Summary

Commenters questioned the construction flooding impacts and recommended including flood impact mitigation strategies. Specifically, EPA states that the proposed rail line is located partially within a 100-year floodplain that intersects a residential area. EPA recommends OEA "address if construction of [the proposed line and the associated CMV Facility] could potentially increase any flooding risks to the nearby residential and commercial properties and discuss how it would be mitigated." Other commenters raised questions about the potential impacts of project construction on flooding and requested that GER provide plans for avoiding impacts from flooding and implement hazard mitigation strategies such as reducing floodplain development. (2-1, 10-3, 27-2, 44-3)

OEA Response

Chapter 3, *Section 3.11*, *Water Resources*, of the Draft EIS addresses potential impacts on the floodplain and describes the regulatory requirements that would apply to the proposed line and the associated CMV Facility in compliance with Federal Emergency Management Administration (FEMA), IBWC, and local standards for construction in the floodplain.

Both alternatives would require construction within GER's estimated 100-year floodplain boundary, an area that presently also includes residential and commercial development. Under the Southern Rail

Alternative, the only encumbrance within the floodplain would be the vertical support piers for the bridge and the embankment where it would run through low-lying ground identified as the floodplain south of Seco Creek. The Northern Rail Alternative would disturb a greater area of the floodplain, but would require less fill because more of the line would be elevated on bridges.

FEMA requires that any increase in flood elevation between existing conditions and proposed conditions be coordinated with the local floodplain administrator and that analysis be provided to demonstrate that flood elevations do not increase by more than 1 foot (City of Eagle Pass Code of Ordinances, Section 13.5; 44 C.F.R. § 60.3). IBWC separately requires that flood elevations do not increase by more than 6 inches (IBWC 2023). Prior to any rail construction, GER would need a local floodplain development permit (City of Eagle Pass Code of Ordinances, Section 13.5), a Conditional Letter of Map Revision (CLOMR) from FEMA, and a permit from IBWC. Following construction, GER would need approval of a Letter of Map Revision from FEMA to verify that the proposed line meets the conditions approved in the CLOMR. 44 C.F.R. § 65.6. The required FEMA and IBWC approvals would ensure that there are minimal effects on the floodplain, and residences or businesses within, resulting from construction of the project.

Because the regulatory processes described above require that GER design its project such that the potential increase in base flood elevation (BFE) would be limited, additional analysis of the incremental impacts of flooding on residential or commercial properties is not necessary.

Comment

"The 100-year baseflood elevation (BFE) used in the Draft EIS has the bridge and embankment 14.5 feet above the BFE. Pursuant to Article 8 of the Presidential Permit issued May 2024, the proponent GER will be required to obtain concurrence from IBWC for the design of the bridge over the Rio Grande River, including, as noted in Section 3.11.1.2, providing more detailed design plans and hydrologic and hydraulic modeling. The proponent should coordinate with USIBWC Realty Chief John Claudio (Email: john.claudio@ibwc.gov) for Article 8 concurrence." (16-1)

OEA Response

Comment noted.

Comment

"Recommend the following: 'Green Eagle Railroad (GER) acknowledges in Chapter 3, Section 3.11.1.2, Floodplains, Page 3-68, that prior to construction, GER must provide detailed design plans and hydraulic modeling to ensure that the proposed line and the associated CMV Facility do not adversely affect the floodplain under IBWC Directive SD.II.01031-M-1-H.att.'" (16-2)

OEA Response

Comment noted.

O.2.12 Land Use

Comment

"The construction of the Green Eagle Railroad would require significant rezoning of residential areas to industrial use, displacing both businesses and residences. These changes would disrupt the social and

economic fabric of our community, especially for those who rely on the area for housing or livelihood." (7-2)

OEA Response

Chapter 3, *Section 3.12*, *Land Use*, of the Draft EIS describes the need for potential changes to zoning within the city of Eagle Pass if the Board authorizes the proposed line. The affected areas are currently undeveloped. Three properties (one residential and two commercial) would be displaced by the proposed line; all three properties are outside the city limits and not subject to zoning. During the rezoning process, the City's processes and procedures for rezoning would apply.

Comment

"We expressed concern that GERR [Green Eagle Railroad, LLC] plans included a secure rail right-of-way (ROW) that would cut off access along Dr Gates Road. The Draft Environmental Impact Statement (DEIS), dated March 14, 2025, shows that the GERR plan was changed to remove secure ROW roadway obstructions around Dr Gates Road and dIP Company property. We have had subsequent communication with Puerto Verde Holdings representatives requesting that an existing dIP Company driveway that passes under the proposed Seco Creek trestle be preserved during proposed construction. Attached are maps and a conceptual design showing the areas of concern and conceptual GERR plans for the driveway replacement. We believe that the Puerto Verde Holdings plan modifications adequately respond to our concerns regarding roadway access to the dIP Company property […]." (8-1)

OEA Response

Comment noted.

O.2.13 Visual Quality

Comment

"The visual intrusion of the proposed rail line and the 23-foot proposed [noise] mitigation wall, particularly under the Southern Rail Alternative, would dominate two key observation points, detracting from the natural beauty of our community. Though mitigation measures, such as the planting of native trees, are proposed, the scale of the rail line would still have lasting, negative effects on the aesthetic value of these areas. The proposed noise barriers and non-intrusive inspection facilities further exacerbate the visual impact." (7-3)

OEA Response

Chapter 3, *Section 3.13*, *Visual Quality*, of the Draft EIS presents OEA's conclusion that, while GER proposes to use tree plantings to screen the proposed line from adjacent viewsheds, there is no reasonable and feasible mitigation for OEA to recommend that would reduce visual impacts caused by construction of the proposed rail line and the associated CMV Facility. The visual impacts are difficult to mitigate because parts of the proposed project, such as the location of the non-intrusive inspection (NII) facility and the height of the noise barriers, cannot practically be changed. However, the National Environmental Policy Act (NEPA) does not require an agency to mitigate or eliminate all potential adverse impacts resulting from a proposed action. Rather, agencies are required to consider any significant environmental consequences when taking a major federal action. OEA has fulfilled that responsibility through its analysis of visual quality.

Comment Summary

A commenter requested that OEA provide additional information about the proposed noise barriers along the rail line, including the location and visual impacts. (18-1)

OEA Response

Chapter 3, *Section 3.13*, *Visual Quality*, of the Draft EIS contains information about how OEA evaluated impacts on visual quality from four key observation points (KOPs) and includes renderings of the noise barriers post-construction. Additional visual representations of the noise barriers from the KOPs are located in *Appendix M*, *Cross Sections and Visualizations*, of the Draft EIS.

O.2.14 Mitigation

Comment

"GER/PVH appreciate OEA's evaluation of the feasibility and reasonableness of extending noise barriers across elevated structures as described in Appendix G, Section G.4.2.2 of the Draft EIS. However, GER/PVH believe that OEA's calculation of $700,000 to extend noise barriers across both bridges along the Southern Alternative is an underestimate of the likely cost. GER/PVH have conducted additional investigation and determined that the cost to extend the sound barriers would be approximately double that estimated in the Draft EIS." (14-5)

OEA Response

GER provided no supporting evidence for their alternative estimate. Thus, OEA is not able to evaluate its validity, and OEA stands by the estimate presented in *Appendix G*, *Noise*, of the Draft EIS. Further, OEA notes that even if the estimate it developed were doubled, the cost of the recommended mitigation would remain a small part of the overall cost to build the line (approximately 0.35% for the Southern Rail Alternative and 1.25% for the Northern Rail Alternative). Therefore, OEA's conclusion that the recommended mitigation is feasible remains unchanged.

Comment

"Rather than extend the noise barriers across bridges, GER/PVH propose the following voluntary mitigation: GER/PVH will pay for costs necessary to hire a residential noise mitigation specialist to inspect the structures at Receptors 38, 41, and 42, and design and install noise mitigation measures necessary to reduce the level of anticipated noise at these receptors to below the 'Severe' classification using the Federal Transit Administration's guidance, such as sound dampening windows and doors, and sound insulation in walls. GER/PVH believes this mitigation will be equally as effective as extending the noise barriers across the bridges and would not be cost prohibitive." (14-6)

OEA Response

OEA does not find that the proposed voluntary mitigation would adequately address the anticipated noise impacts of the proposed line on the three receptors for the following reasons:

1. OEA estimates that noise mitigation for specific receptors, such as building sound insulation, is likely to result in a noise reduction of less than 5 dBA. Noise reduction of less than 5 dBA may be barely perceptible, if at all. For this reason, transportation noise mitigation is always based on a 5-10 dBA reduction design goal. The mitigation preliminarily recommended in the Draft EIS

would result in noise reductions of approximately 11 to 12 dBA when compared to existing noise levels.

2. Noise mitigation for specific receptors, such as building sound insulation, would only affect indoor noise levels. The FTA standards, which OEA uses for its noise analyses, apply to outdoor noise levels. Therefore, the commenter's assertion that residential applications could reduce impacts to below "severe" is inconsistent with FTA methodology and OEA's approach to the analysis and mitigation of adverse impacts. Further, noise mitigation for specific receptors, such as building sound insulation, would not mitigate noise when residents are outside of their house in their front or back yards, for instance.

Therefore, OEA continues to recommend that GER install noise barriers on both sides of the proposed U.S. 277 and Barrera Street bridges under the Southern Alternative, OEA's preferred alternative, in its final recommended mitigation to the Board.

Comment Summary

Commenters requested that OEA require construction of an emergency water intake upriver from the two new bridges to protect the local water supply in the event of a hazardous material spill into the Rio Grande River as mitigation for the proposed project. (12-3, 17-1)

OEA Response

The Draft EIS addressed the risk of a spill that might affect the city's drinking supply in *Chapter 3*, *Section 3.1*, *Freight Rail Safety*. As explained in *Chapter 3*, *Section 3.1.3*, *Environmental Consequences*, the risk of any incident along the proposed line is low, with an estimated incident every 25 to 50 years as opposed to every 8 to 16 years under the No-Action Alternative. Additionally, only a small proportion of incidents might involve the release of hazardous materials. As reported in *Chapter 3*, *Section 3.1.2*, *Affected Environment*, of the Draft EIS, out of seven reportable incidents on the Eagle Pass Subdivision of the UP mainline between 2019 and 2023, only two involved trains that were carrying hazardous materials, and only one of the two involved a release of such materials. OEA's finding regarding the risk and duration of accidental exposure to hazardous materials is further based on (1) the low operating speeds at which trains would travel along the proposed line and at which trucks would pass through the associated CMV Facility, and (2) the reasonable assumption that regulatorily mandated actions intended to minimize and address the risk and consequences of a spill would be taken by the relevant entities in a timely manner and would achieve their purpose. As OEA explained in *Chapter 3*, *Section 3.1*, *Freight Rail Safety*, of the Draft EIS, the American Water Infrastructure Act of 2018 requires Eagle Pass Water Works System to develop and update risk assessments and emergency response plans that are tailored to specific incidents. Additionally, GER would be required to comply with the laws and regulations governing the transport of hazardous materials that are summarized in *Chapter 3*, *Section 3.1.1*, *Approach*, and in *Appendix C, Freight Rail Safety Regulations*. Based on these findings, OEA does not find it warranted to recommend the construction of an emergency water intake upriver of the proposed new bridges.

O.2.15 Topography, Geology, Soils and Hazardous Waste Sites

Comment Summary

Commenters raised concerns about the potential for underground coal mines in the vicinity of the proposed rail line to affect soil stability. These commenters requested additional studies to determine

whether the site's geology is suitable for construction of a rail line and associated bridges. (12-6, 19-2, 21-4)

OEA Response

As discussed in *Section I.2.1*, *Topography, Geology, and Soils*, of *Appendix I*, *Topography, Geology, Soils, and Hazardous Waste Sites*, available historic information and field observations do not indicate the presence of historic coal mines in the vicinity of the proposed line. However, FRA regulates track design under 49 C.F.R § 213.103, which requires that "all tracks shall be supported by material which will transmit and distribute the load of the track and railroad rolling equipment to the subgrade" and "restrain the track laterally, longitudinally, and vertically under dynamic loads imposed by railroad rolling equipment and thermal stresses imposed by the rails." Accordingly, the final engineering for rail lines and any other transportation facilities and structures would address soil stability. A professional track design engineer cannot certify design drawings without having assessed soil stability. In addition, track design engineers follow the guidelines of the American Railway Engineering and Maintenance-of-Way Association (AREMA) when designing track and roadbed. Because the concerns raised by the commenters would be addressed by GER later as part of project design and engineering, no additional studies are warranted.

Comment Summary

Several commenters discussed seeing a hazardous materials holding pit in previous maps associated with the project and questioned why it is not represented on project maps in the Draft EIS. (4-2, 4-3, 20-2, 25-3, 29-3)

OEA Response

During the public scoping process, OEA made available maps that depicted a "hazardous materials drip pit," a structure designed to contain certain types of hazardous materials in the case of a spill or leak, as part of the associated CMV Facility. These maps were consistent with U.S. Customs and Border Protection's (CBP) general design requirements for Ports of Entry and, therefore, included in PVH's plans for the associated CMV Facility at the time. After scoping, however, PVH determined that a drip pit was not needed and deleted it from its plans for the associated CMV Facility (see GER's June 2, 2025, letter to OEA). Accordingly, the associated CMV Facility analyzed in the EIS does not feature a hazardous materials drip pit.

O.2.16 Socioeconomics

Comment Summary

Commenters stated that the City of Eagle Pass relies heavily on revenue associated with tolls and associated commercial activities from the existing international bridges and that the diversion of commercial motor vehicle traffic to the New Road Bridge could lead to job losses, reduced municipal services, and broader economic instability. (7-6, 43-1)

OEA Response

As described in *Appendix L*, *Socioeconomics*, *Section L.1*, *Approach*, of the Draft EIS, OEA conducted a qualitative socioeconomic analysis that considered, among other factors, the proposed project's relationship to economic activity in Eagle Pass and Maverick County, Texas, and the associated impacts

on the physical and natural environment. *Section L.2*, *Affected Environment*, of *Appendix L* specifically highlighted the importance of Eagle Pass's three international bridges on the local and national economy — showing steady, long-term growth in international trade over the past decade. OEA found that the proposed line and the associated CMV Facility would not generate substantial economic effects because they would relocate, rather than generate, commercial train and motor vehicle traffic. The existing rail bridge is already privately owned by Union Pacific, and, therefore, the potential relocation of train traffic to a new privately owned bridge would not result in any reduction in toll revenue. OEA understands that, with the relocation of truck traffic to the new Road Bridge and private CMV Facility, the City of Eagle Pass would lose revenue associated with tolls and commercial activities. However, multiple factors—including general and local economic and demographic conditions as well as fiscal policies—affect public revenues and public expenses from year to year. It would be too speculative for OEA to analyze the impacts associated with the loss of bridge revenue in 2031 (the analysis year for the EIS) because these impacts would also depend on other, unrelated fluctuations in revenue and expenses that are not reasonably foreseeable at this time. For instance, an increase in City revenue from global or regional economic growth could offset the loss and reduce its impacts; conversely, a decrease in revenue from a global or regional economic downturn could compound the loss and its impacts. Even if the impacts from the loss of bridge revenue could be evaluated, the Board lacks jurisdiction to require mitigation for the impacts associated with the CMV Facility, as explained in *Chapter 4, Mitigation*, of the Draft EIS.

Comment

"Include all affected Texas Colonia communities in the EIS." (21-7)

OEA Response

Appendix L, *Socioeconomics*, *Section L.2*, *Affected Environment*, of the Draft EIS describes the demographics and housing characteristics of the area potentially affected by the proposed line and the associated CMV Facility and identifies the presence of Colonia communities in that area. OEA's analysis determined that the project would not result in adverse impacts to demographics, housing, or disruption of the local economy, housing stock, or public services. The analysis included the colonias that are in the study area; therefore, OEA did not conduct a separate analysis of project-related impacts specifically on Colonia communities. A separate analysis of impacts to Colonia communities would be redundant and would not produce any useful "new potential information to the decisionmaking process." See Pub. Citizen, 541 U.S., at 767, as quoted in Seven Cnty., 145 S. Ct. at 1513.

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EPA Region 6, Environmental Review Branch	10-2	EI-33939	Water Resources	O.2.11
EPA Region 6, Environmental Review Branch	10-3	EI-33939	Water Resources	O.2.11
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EPA Region 6, Environmental Review Branch	10-5	EI-33939	Freight Rail Safety	O.2.5
EPA Region 6, Environmental Review Branch	10-6	EI-33939	Freight Rail Safety	O.2.5
EPA Region 6, Environmental Review Branch	10-7	EI-33939	Freight Rail Safety	O.2.5
IBWC, Environmental Management Division	16-1	EI-33892	Water Resources	O.2.11
IBWC, Realty Department	16-2	EI-33886	Water Resources	O.2.11
USFWS, Texas Coastal and Central Plains Ecological Service	33-1	EI-34097	Biological Resources	O.2.10
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Texas Commission on Environmental Quality (TCEQ), External Relations Division	30-1	EI-33887	Water Resources	O.2.11
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City of Eagle Pass, City Manager's Office	7-2	EI-33946	Land Use	O.2.12
City of Eagle Pass, City Manager's Office	7-3	EI-33946	Visual Quality	O.2.13
City of Eagle Pass, City Manager's Office	7-4	EI-33946	Freight Rail Safety	O.2.5
City of Eagle Pass, City Manager's Office	7-5	EI-33946	Cultural Resources	O.2.9

Commenter	Comment Number	STB Comment ID	Topic	Appendix Section Number
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Commenter	Comment Number	STB Comment ID	Topic	Appendix Section Number
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Green Eagle Railroad, LLC	14-1	EI-33940	Air Quality/Energy	O.2.8
Green Eagle Railroad, LLC	14-2	EI-33940	Water Resources	O.2.11
Green Eagle Railroad, LLC	14-3	EI-33940	Freight Rail Safety	O.2.5
Green Eagle Railroad, LLC	14-4	EI-33940	Water Resources	O.2.11
Green Eagle Railroad, LLC	14-5	EI-33940	Mitigation	O.2.14
Green Eagle Railroad, LLC	14-6	EI-33940	Mitigation	O.2.14

Commenter	Comment Number	STB Comment ID	Topic	Appendix Section Number
Grewal, Amerika	3-1	EI-34040	Public Engagement	O.2.4
Grewal, Amerika	3-2	EI-34040	Public Engagement	O.2.4
Grewal, Amerika	3-3	EI-34040	Noise and Vibration	O.2.7
Grewal, Amerika	3-4	EI-34040	Roadway Capacity/Roadway Safety	O.2.6
Grewal, Amerika	3-5	EI-34040	Freight Rail Safety	O.2.5
Grewal, Amerika	3-6	EI-34040	Air Quality/Energy	O.2.8
Grewal, Amerika	3-7	EI-34040	Freight Rail Safety	O.2.5
Grewal, Amerika	4-1	EI-34040	Proposed Action and Alternatives	O.2.3
Grewal, Amerika	4-2	EI-34040	Topography, Geology, Soils and Hazardous Waste Sites	O.2.15
Grewal, Amerika	4-3	EI-34040	Topography, Geology, Soils and Hazardous Waste Sites	O.2.15
Grewal, Amerika	4-4	EI-34040	Freight Rail Safety	O.2.5
Grewal, Amerika	4-5	EI-34040	Noise and Vibration	O.2.7
Grewal, Amerika	4-6	EI-34040	Roadway Capacity/Roadway Safety	O.2.6
Grewal, Amerika	4-7	EI-34040	Freight Rail Safety	O.2.5
Grewal, Amerika	4-8	EI-34040	Air Quality/Energy	O.2.8
Grewal, Amerika	4-9	EI-34040	Freight Rail Safety	O.2.5
Guerrero, Rafael M.	42-1	EI-33990	Proposed Action and Alternatives	O.2.3
Lina, Jose	22-1	EI-34040	Water Resources	O.2.11
Lindsey, Buddy	6-1	EI-33923	Purpose and Need	O.2.2
Maldonado Jr., Joaquin	34-1	EI-33969	Air Quality/Energy	O.2.8
Maldonado, Anita	35-1	EI-33968	Proposed Action and Alternatives Air Quality/Energy	O.2.3 O.2.8
Maldonado, Graciela	13-1	EI-33935	Air Quality/Energy	O.2.8
Maldonado, Graciela	36-1	EI-33967	Air Quality/Energy	O.2.8
Maldonado, Maria G.	37-1	EI-33966	Proposed Action and Alternatives	O.2.3
Martinez, Rolando	39-1	EI-33984	Proposed Action and Alternatives	O.2.3
Mendoza, Alexia	1-1	EI-33947	Freight Rail Safety	O.2.5
Mendoza, Blanca	5-1	EI-33942	Freight Rail Safety	O.2.5
Mendoza, Blanca	5-2	EI-33942	Freight Rail Safety	O.2.5

Commenter	Comment Number	STB Comment ID	Topic	Appendix Section Number
Mendoza, Blanca	5-3	EI-33942	Roadway Capacity/Roadway Safety	O.2.6
Mendoza, Marcos	25-1	EI-33929	Roadway Capacity/Roadway Safety	O.2.6
Mendoza, Marcos	25-2	EI-33929	Freight Rail Safety	O.2.5
Mendoza, Marcos	25-3	EI-33929	Topography, Geology, Soils and Hazardous Waste Sites	O.2.15
Mery, Norma	28-1	EI-33924	Proposed Action and Alternatives	O.2.3
Mery, Norma	43-1	EI-34035	Socioeconomics	O.2.16
Mery, Norma	43-2	EI-34035	Proposed Action and Alternatives	O.2.3
Morales, Jerry	18-1	EI-34040	Visual Quality	O.2.13
Morales, Jerry	18-2	EI-34040	Public Engagement	O.2.4
Ochoa, Ivan	47-1	EI-34040	Proposed Action and Alternatives	O.2.3
Romo, David	38-1	EI-33974	Proposed Action and Alternatives	O.2.3
Salinas, Rolando	29-1	EI-34040	Public Engagement	O.2.4
Salinas, Rolando	29-2	EI-34040	Freight Rail Safety	O.2.5
Salinas, Rolando	29-3	EI-34040	Topography, Geology, Soils and Hazardous Waste Sites	O.2.15
Sanchez, Laura	23-1	EI-34040	Environmental Review	O.2.1
Valdez, Mario	49-1	EI-34040	Proposed Action and Alternatives	O.2.3
Villarreal, Mario	46-1	EI-34034	Freight Rail Safety	O.2.5
Villarreal, Mario	46-2	EI-34034	Freight Rail Safety	O.2.5
Villarreal, Mario	46-3	EI-34034	Proposed Action and Alternatives	O.2.3
Villarreal, Mario	48-1	EI-34040	Proposed Action and Alternatives	O.2.3
Union Pacific Railroad Company	32-1	EI-33945	Environmental Review	O.2.1
Union Pacific Railroad Company	32-10	EI-33945	Purpose and Need	O.2.2
Union Pacific Railroad Company	32-2	EI-33945	Environmental Review	O.2.1
Union Pacific Railroad Company	32-3	EI-33945	Proposed Action and Alternatives	O.2.3

Commenter	Comment Number	STB Comment ID	Topic	Appendix Section Number
Union Pacific Railroad Company	32-4	EI-33945	Environmental Review	O.2.1
Union Pacific Railroad Company	32-5	EI-33945	Air Quality/Energy	O.2.8
Union Pacific Railroad Company	32-6	EI-33945	Air Quality/Energy	O.2.8
Union Pacific Railroad Company	32-7	EI-33945	Environmental Review	O.2.1
Union Pacific Railroad Company	32-8	EI-33945	Environmental Review	O.2.1
Union Pacific Railroad Company	32-9	EI-33945	Environmental Review	O.2.1

Table O-2. Non-Substantive Comment Index - Organized Alphabetically by Commenter Last Name or by Organization

Commenter	STB Comment ID	Topic
Anonymous	EI-33991	General Opinion
Alonzo Corpus, Jose	EI-34067	General Statement Impact Concern
Antonio Tovar Jr., Juan	EI-34067	General Opinion
Apolinar, Alicia	EI-34019	Impact Concern
Apolinar, Juan	EI-34018	Impact Concern
Ballesteros, Martha (represented by Javier Riojas)	EI-34040	General Statement Impact Concern
BP Agent	EI-34041	General Statement Impact Concern
Carlos	EI-33930	General Opinion
Casillas, Juan	EI-34028	Impact Concern
Casillas, Patricia	EI-34010	Impact Concern
Castillo, Lisa	EI-34067	General Statement Impact Concern
Cruz, Jessica	EI-34001	Impact Concern
De Hoyos, Clemente	EI-34014	Impact Concern
De Los Angeles Mendoza, Maria	EI-34025	Impact Concern
De Luna, Lula	EI-34003	Impact Concern
Díaz, Enriqueta	EI-34067	General Opinion
Flores, Daniel	EI-33941	Impact Concern
Fuentes, Jesus (Jesse)	EI-34067	General Statement Impact Concern

Commenter	STB Comment ID	Topic
Garcia, Biridiana	EI-33925	General Opinion
Garcia, Biridiana	EI-33964	General Opinion
Garcia, Isaura	EI-34027	Impact Concern
Garcia, Jesus M.	EI-34026	Impact Concern
Garza, Juan	EI-34000	Impact Concern
Glammeyer, Mary Ann	EI-34067	General Opinion
Gomez, Diana	EI-33934	General Statement Impact Concern
Gomez, Diana	EI-33989	General Opinion
Gonzalez, Alicia	EI-34067	General Opinion
Grewal, Amerika	EI-33955	General Statement Impact Concern
Grewal, Amerika	EI-34067	General Statement Impact Concern
Gyillot, Leslie	EI-33979	General Opinion
Hernandez II, Juan J.	EI-34038	General Opinion
Herrera, Giselle	EI-33995	Impact Concern
IG	EI-34012	Impact Concern
Kraus, David	EI-34040	General Opinion
Leticia Silva, Alma	EI-34005	Impact Concern
Lina, Jose	EI-34067	General Opinion
Lombrana, Carmen	EI-34004	Impact Concern
Maldonado, Amanda	EI-34007	Impact Concern
Maldonado, Eduardo	EI-34020	Impact Concern
Maldonado, Evangelina	EI-34021	Impact Concern
Maldonado, Karina	EI-34011	Impact Concern
Maldonado, Karla	EI-34009	Impact Concern
Maldonado, Saul	EI-34008	Impact Concern
Margarita	EI-33932	General Opinion
Martinez, Adriana	EI-33922	General Opinion
Martinez, Juanita	EI-34040	General Opinion
Martinez, Victoria	EI-34016	Impact Concern
Medrano, Rosalinda	EI-34067	General Opinion
Mery, Norma	EI-34067	General Opinion
Morales, Jerry	EI-34067	General Opinion
Moses, Lilia	EI-33943	General Statement Impact Concern
Olvera, Daisy	EI-33982	General Opinion
Palomo, Sonia	EI-33931	General Opinion
Pete Rodrigues, Orlando	EI-34013	Impact Concern

Commenter	STB Comment ID	Topic
Piña Jr., Horacio	EI-33996	Impact Concern
Piña, Alma A.	EI-33999	Impact Concern
Piña, Angel	EI-33997	Impact Concern
Piña, Aracely	EI-33998	Impact Concern
Prdaz, Karla (sic)	EI-33983	Impact Concern
Rios, Andrea	EI-33919	Impact Concern
Robles, Natatly (sic)	EI-34015	Impact Concern
Rodriguez, Natalie	EI-34002	Impact Concern
Rodriguez, Patricia	EI-34022	Impact Concern
Salazar, Maria	EI-34024	Impact Concern
Salazar, Manuel	EI-34023	Impact Concern
Salinas, Juan C.	EI-33936	Impact Concern
Salinas, Lizet	EI-33981	General Opinion
Sanchez, Alfredo	EI-34040	General Opinion
Silva, Carlos A.	EI-34006	Impact Concern
Tan, Rosemarie	EI-34017	Impact Concern
Torres, Maria	EI-34067	General Opinion
Torres, Maria	EI-34040	General Opinion
Torres, Sophia	EI-34067	General Opinion
Turner, Dylan	EI-34067	General Opinion