



**U.S. Department of Housing and Urban
Development**

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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

**This is a suggested format that may be used by Responsible Entities to document completion of an
Environmental Assessment.**

Project Information

Project Name: FM 971 Expansion Project

Responsible Entity: City of Georgetown

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: HUD B-23-CP-TX-1389

Preparer: Maria Esther Rodriguez, Assistant Project Manager, LJA Environmental Services
(LJAES)

Certifying Officer Name and Title: David Morgan, City Manager

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): LJAES

Direct Comments to:

David Morgan
City Manager
City of Georgetown
P.O. Box 409
Georgetown, Texas 78627

Project Location:

The proposed project will be located on FM 971 between Gann Street and SH 130 in the City of Georgetown, Williamson County, Texas.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed project involves the reconstruction and widening of approximately 1.67 miles of FM 971 from a two-lane open ditch roadway to a four-lane divided roadway. The proposed improvements are currently anticipated to consist of four 11-foot-wide travel lanes (two lanes in each direction), a 14-foot-wide raised median with dedicated left-turning bays, and curb-and-gutter drainage with storm sewers and cross-culverts. Around Guadalupe Cemetery, the proposed median will be reduced to a 6-foot width. The project will also have 10-foot-wide shared use paths along both sides of FM 971 with the exception at the west end of the project in which a 6-foot-wide sidewalk along the north side of FM 971 generally between Gann Street and Parque Vista Drive will be constructed. The existing Riverhaven Drive pavement between FM 971 and the San Gabriel Park roundabout will be removed with new access to the roundabout through a new 400-foot-long road segment from the FM 971 and Parkview Drive intersection with shared use paths along both sides of the segment. From FM 971, approximately 150 feet of pavement removal will also occur on E. Morrow Street and Haverland Drive, converting them to dead-end streets and redirecting FM 971 traffic to reach these streets through new roadway. Additionally, right turn lanes will be installed at select locations throughout the project.

Proposed project activities will include:

- Full roadway reconstruction and widening (subgrade with asphalt pavement surface).
- Roadway profile alteration that will generally follow the existing profile although there are sections that will be raised or lowered from current elevations.
- Pavement removal at Riverhaven Drive, E. Morrow Street, and Haverland Drive.
- Replacement of open-ditch drainage with curb-and-gutter drainage consisting of reinforced concrete pipes (RCPs) of various sizes, ranging from 18” to 36”, and manholes/inlets.
- Replacement of two existing cross-culverts around E. Morrow Street with multiple 2-4’x2’ reinforced concrete boxes (RCBs) (west of E. Morrow Street) and a single 5’x3’ RCB (east of E. Morrow Street).
- Driveway reconstruction within the project right-of-way (ROW).
- Construction of continuous 10-foot-wide shared use paths, with exception of 6-foot-wide sidewalk at west end of project north of FM 971.
- Construction of two 8’ tall noise abatement barriers along the FM 971 ROW with one barrier at the Parkview Estates neighborhood and the other at the Katy Cove, Katy Crossing, and The Villas of Katy Crossing neighborhoods.
- Installation of traffic signalization at the Parkview Drive, Katy Crossing, and NE Inner Loop intersections.
- Installation of illumination, signing, and pavement markings throughout the corridor.
- Utility adjustments, as necessary.

No residential or commercial displacements are anticipated. The total ground disturbance for the project is approximately 31.2 acres.

A total of approximately 4.1 acres of proposed ROW from fifteen parcels adjacent to FM 971 (twelve parcels for 2.1 acres on the north side and three parcels for 2.0 acres on the south side) will be required. The widths of the proposed ROW areas will vary with a maximum taking of approximately 35.5 feet on the north side of FM 971 and approximately 62 feet on the south side. On the north side, the proposed ROW limits will be from Gann Street to approximately 1,180 feet east of Haverland Drive and at the northwest property of the FM 971 and CR 152 intersection. On the south side of FM 971, the proposed ROW limits will be from Gann Street to approximately 375 feet east of Stone Mountain Road and include, from the FM 971 and Parkview Drive intersection, a proposed 60-foot-wide segment that will extend southeastward from FM 971 for approximately 275 feet to Riverhaven Drive to accommodate the new access road to the San Gabriel Park roundabout. Portions of the proposed shared use path at the south side of FM 971 from Gann Street to approximately 400 feet east of Parkview Drive will be constructed onto adjacent parcel R039580 outside of project ROW, and the City will coordinate with the developer/landowner Leander Health Realty LLC to construct or allow construction of the shared use path on the property.

The City of Georgetown shall acquire right-of-way and/or easements as needed to accommodate the proposed roadway improvements. The City of Georgetown shall carry out all acquisition of needed real property, easements, and/or rights-of-way in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) and U.S. Department of Housing and Urban Development (HUD) implementing regulations (24 CFR Part 42). HUD funds will be used for final design engineering and real estate services, including ROW acquisition.

Coordination with the Texas Department of Transportation (TxDOT) has been ongoing during the project development process as the project will occur within state roadway ROW.

Proposed construction is anticipated to begin in 2025 and take an estimated 18 months to complete.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the proposed project is to improve mobility, reduce congestion, and enhance safety and connectivity for various modes of transportation by upgrading FM 971 to current design and safety standards, improving intersections and access to San Gabriel Park, providing pedestrian/bicycle accommodations, and converting the open roadway drainage to a closed storm sewer system. The FM 971 Expansion Project will address increasing traffic volumes due to growth in the area and connect two major State roadways, Interstate 35 and State Highway 130.

Existing Conditions and Trends [24 CFR 58.40(a)]:

FM 971 from Gann Street to SH 130 is generally a two-lane roadway with two 11-foot-wide travel lanes (one in each direction), 3-foot-wide shoulders, and open vegetated ditches or swales. Westward from Gann Road, FM 971 expands to a four-lane roadway with raised medians, dedicated turn lanes, sidewalks along each side, and curb-and-gutter drainage. Towards the east end of the project between Prairie Spring Lane and CR 152, FM 971 transitions to a wider facility from these two roadways as it approaches NE Inner Loop to include 14-foot-wide flush medians/left turn lanes at that intersection. Further east, FM 971 again widens from Caribou Drive to the east project terminus (the southbound ramp to SH 130) to accommodate a 14-foot-wide flush median; the median continues eastward at full width for approximately 1,000 feet east of the ramp to Armadillo Drive with the median changing to a left turn lane at the SH 130 underpass for westbound FM 971 traffic. FM 971 then transitions back to a narrower roadway for approximately 500 feet eastward to Mink Loop where FM 971 returns to a two-lane roadway with shoulders and open vegetated ditches or swales. The existing ROW width within the project corridor varies from approximately 80 feet (at the west end) to 383 feet (at the east end).

The open ditches are within the existing roadway ROW and consist of typical grasses that are mostly maintained; mature trees follow along the ROW/fence lines at some locations within the project. Undeveloped land beyond the ROW consists largely of agricultural fields and pastures with some scrub/shrub vegetation.

The area surrounding the project is predominantly single-family residential neighborhoods with some businesses, public facilities, and undeveloped/agricultural land in the immediate vicinity. Approximately one mile southwest from the project is the City’s center which includes the City of Georgetown’s City Hall, Municipal Court, and Public Library, a U.S. Post Office, and several commercial establishments. The San Gabriel River is near the project area and meanders generally along the south side of the project. Areas beyond the immediate vicinity consist mainly of large undeveloped properties interspersed with single-family residences, Georgetown High School, public parks, and businesses.

As the area around the project continues to grow, the FM 971 Expansion Project becomes more critical to ensure that the roadway can meet the accompanying greater traffic demand. Without implementation of the project, the local community will continue to experience the trend of a roadway that is insufficient and unsafe to accommodate increasing traffic volumes.

Funding Information

Grant Number	HUD Program	Funding Amount
B-23-CP-TX-1389	EDI-Community Project Funding	\$4,000,000
County	Non-HUD	\$4,000,000
City	Non-HUD	\$26,000,000

Estimated Total HUD Funded Amount: \$4,000,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$34,000,000
 (HUD funds: \$4,000,000; Non-HUD funds: \$4,000,000 County; \$26,000,000 City)

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is not located within 2,500 feet of a civilian airport or 15,000 feet of a military airport. The closest airport (civilian or military) is approximately 7,600 feet from the project (Georgetown Executive Airport). The project is in compliance with the Airport Hazards requirements. <i>Documentation: NEPAssist Airport Map</i>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is not located in a Coastal Barrier Resource System (CBRS) area. The closest CBRS Unit is approximately 175 miles southeast of the project. Therefore, no impact is anticipated, and the project is in compliance with the Coastal Barrier Resources Act. <i>Documentation: USFWS Coastal Barrier Resources System Mapper</i>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Projects of this scope and nature (roadway improvements) do not involve mortgage insurance, refinance, acquisition, repairs, rehabilitation, or construction of a structure, mobile home, or insurable personal property. While flood insurance may not be mandatory under this condition, the City of Georgetown is a participating community in the National Flood Insurance Program (NFIP). The project is in compliance with flood insurance requirements. <i>Documentation: FEMA Flood Insurance Rate Map Panels 48491C0291F, 48491C0292F, and 48491C0293F (December 20, 2019); NFIP Participating Communities list (Page 10 of 31)</i>

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is located within the Austin-Round Rock attainment area for the national ambient air quality standards (NAAQS) pollutants. The project is in compliance with the Clean Air Act.</p> <p>Although any demolition, construction, rehabilitation, or repair projects may produce dust and particulate emissions, these actions are not anticipated to result in a significant impact upon air quality standards. Any dust and particulate emission should be easily controlled by using standard dust mitigation techniques. Any debris or waste disposal should be at an appropriately authorized disposal facility.</p> <p><i>Documentation: US EPA Green Book – Counties Designated “Nonattainment” Map (01/31/24)</i></p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is not within the Coastal Management Zone. The closest Coastal Zone boundary is approximately 115 miles southeast from the project; therefore, no impact to a Coastal Zone area is anticipated. The project is in compliance with the Coastal Zone Management Act.</p> <p><i>Documentation: Texas General Land Office – Coastal Management Zone Boundary Map</i></p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>One adjacent hazardous site – an active Park Place Market/Chevron gas station – was observed at the northwest corner of the FM 971 and Parkview Drive intersection during the field investigation. This site is identified as Map Key 6 in the regulatory database search (DBS) report and discussed further below. At the northwest corner of the FM 971 and CR 152 intersection, an adjacent commercial property listed as ‘storage warehouse’ in the Williamson Central Appraisal District website contained an assortment of construction materials and equipment (e.g., scaffolding, wheelbarrows, wooden pallets, tires, rolls of wire mesh, piles of sand and stone, stationary machinery, etc.). Two large covered circular concrete tanks were also observed at this property with no evidence of leakage/outflow or distressed vegetation around the tanks. Some minor trash (plastic water bottles or bags, food wrappers, etc.) was scattered throughout the project area. Based on the noted items, these sites do not appear to pose an environmental concern to the project at this time. Any trash encountered within the project area will be disposed of properly during construction.</p> <p>A regulatory DBS reported a total of 52 mapped and 10 unmapped facilities within the project’s ASTM designated search distances.</p> <p><i>Note: Multiple facilities are repeated at the same address and/or in different databases. As such, the</i></p>

DBS report consolidated the 52 mapped facilities to 23 Map Key locations.

FINDS/FRS (9 mapped + 6 unmapped) and EDWARDS AQUIFER (16 mapped + 4 unmapped):

The sites currently hold or previously held NPDES non-major stormwater construction general permits and/or Edwards Aquifer permits with TCEQ-approved Edwards Aquifer Protection Plans (EAPPs). There is a lack of any reported violations, enforcement orders, or corrective actions for these sites except for 2 mapped and 1 unmapped locations:

- **Georgetown Kidney Center (Map Key 8)**
– DBS information indicates this active EDWARDS AQUIFER facility is located at 201 FM 971 within the project area. (This facility is at the NE corner of the FM 971 and Gann Street intersection.) It is also listed under the ORD and NOE databases. Permitting includes a Water Pollution Abatement Plan (WPAP). In 2010, a TCEQ investigation found that the facility failed to obtain approval of a WPAP prior to beginning a regulated activity over the Edwards Aquifer Recharge Zone. The operator paid the administrative fine and obtained approval of a WPAP, and the case is recorded as Resolved. There is no indication that the proposed project would be affected by this facility due to the age of the reported violations and the lack of any further violations, enforcement orders, or corrective actions reported.
- **Katy School Subdivision (Map Key 12)** – DBS information indicates this is listed under the FINDS/FRS (1 site) and EDWARDS AQUIFER databases (8 sites) and located 0.01 ENE from the proposed project at 1921 NE Inner Loop. The databases revealed a cancelled NPDES permit and several active Edwards Aquifer permits with EAPPs: WPAP, modified WPAP, Sewage Collection System (SCS) Plan, and Exception. One violations case under Edwards Aquifer Permit 11003692 for Pat Cooper Elementary School is reported. In September 2023, a compliance investigation was conducted, resulting in a technical Notice of Deficiency (NOD) sent to the operator. Within two weeks, the operator submitted a NOD response and the TCEQ issued an approval letter (TCEQ Docket Number 2023-1549-EAQ-E). No additional details are currently recorded. There is no indication that the proposed project would be affected as the operator

quickly addressed the matter with no further violations, enforcement orders, or corrective actions reported.

- **Berry Springs Condominiums Phases 1 and 2 Grading Only** – DBS information indicates the unmapped FINDS/FRS site is located E of the intersection of FM 971 Weir Road and N. The site includes expired and terminated NPDES permits with no violations identified except from April-June 2022, which is listed as ‘unknown’. There is no indication that the proposed project would be affected by this site due to the age of the unknown violation status and the lack of any further violations, enforcement orders, or corrective actions reported.

Therefore, the FINDS/FRS and EDWARDS AQUIFER sites do not appear to pose an environmental concern to the project at this time.

ORD (2 mapped) and NOE (2 mapped): Georgetown Kidney Center (Map Key 8) – As indicated in the previous section, this is both an ORD and a NOE facility as well as an active EDWARDS AQUIFER facility, and the violation committed by the operator was reported as Resolved with payment of an administrative fine and WPAP approval.

F T Woods Maintenance Facility (Map Key 20) – DBS information indicates that this is both an ORD and a NOE facility located 0.24 mile NNE of the proposed project at 2500 NE Inner Loop. Between 2010 and 2011, a TCEQ investigation found that the facility made several violations against regulations under the Texas Water Code and TCEQ rules, including failure to monitor its UST for releases at a frequency of at least once every month and failure to provide release detection for the piping associated with the UST. The operator implemented corrective measures and paid the penalty fee, and the case is recorded as Resolved.

With the cases resolved and no further violations, enforcement orders, or corrective actions reported, these facilities do not appear to pose a concern to the project at this time.

UST (4 mapped): Park Place Market (Map Key 6) – DBS information indicates that this active UST facility is located at 221 FM 971 within the project area. (This facility is at the NW corner of the FM 971 and Parkview Drive intersection.) Two USTs – one 14,000-gallon and one

10,000-gallon – containing gasoline or diesel at this site are in use. Approximately 0.25 acre of ROW taking is proposed from this facility. The tank hold is located approximately 50 feet to the north of the proposed ROW, and proposed work at this facility will only involve construction of a driveway to FM 971. Due to the nature and proximity of the proposed work at the facility and the USTs' in-use status, this site was determined to be a low risk to the proposed project.

City of Georgetown (Map Key 17) – DBS information indicates that this active UST facility is located 0.23 mile SW of the proposed project at 1113 N. College Street. Two USTs – one 10,000-gallon and one 12,000-gallon – containing gasoline or diesel at this site are in use, and two USTs were removed from the ground – one in 1991 and the other in 2007. No violations, enforcement orders, or corrective actions are recorded for this facility; thus, it does not appear to pose a concern to the project at this time.

City Shop (Map Key 19) – DBS information indicates that this inactive UST facility is located 0.23 mile SW of the proposed project at 1107 N. College Street. Three USTs were removed from the ground between 1990 and 1991. No violations, enforcement orders, or corrective actions are recorded for this facility; thus, it does not appear to pose a concern to the project at this time.

F T Woods Maintenance Building (Map Key 20) – DBS information indicates that this inactive UST facility shares the same address of the similarly named ORD and NOE facility. One UST was removed from the ground in 2014. As previously noted, this facility was found to have violated TCEQ regulations in 2010 and 2011, but the operator addressed the issues; with the case resolved and no further violations, enforcement orders, or corrective actions reported, the facility does not appear to pose a concern to the project at this time.

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NOV (3 mapped):

Parkview Dollar General (Map Key 14) – DBS information indicates that this active facility is located 0.16 mile WSW from the proposed project at 1801 N. Austin Avenue. Several administrative violations, including inadequate deed recordation and failure to post construction notices, occurred in 2005. The operator addressed these issues, and the violations were recorded as Resolved.

San Gabriel WWTP (Map Key 19) – DBS information indicates that this active facility is located 0.23 mile SW of the proposed project at 1107 N. College Street. (The inactive **City Shop** UST facility

is also at this address.) Between 2019 and 2020, several violations occurred at this facility, including failure to maintain records of monitoring and inspection activities and failure to maintain stormwater structural controls to minimize pollutant discharge. However, adequate documentation was submitted to address each violation, and all violations were recorded as Resolved.

City of Georgetown Berry Creek WWTP (Map Key 21) – DBS information indicates that this active facility is located 0.24 mile SW of the proposed project at 1101 N. College Street. In 2005, the facility received a Notice of Violation (NOV) under Texas Code 26.121 (unauthorized discharges) and Texas Administrative Code 305.125 (permit compliance) for ‘Bypass from WWTP’. The offenses were resolved by the actions taken and verified by TCEQ as described in the incident report No. 45172. In 2013, the WWTP facility received a NOV for exceeding effluent limitations; the operator Georgetown Utility Systems adjusted the valve at the identified outfall to ensure proper flow and submitted adequate documentation. In 2017, the facility received a NOV regarding improper operation and maintenance of the facility and its systems, incorrect data reporting, and failure to provide timely notification of any effluent violation. Georgetown Utility Systems addressed each of these violations and provided documentation of the corrective measures. In all occurrences, the violations were recorded as Resolved.

Given the age and/or nature of the violations, distances from the project, and lack of further reporting, these facilities do not appear to pose a concern to the project at this time.

RCRA NON GEN (2 mapped):

Willard A Browning (Map Key 13) – DBS information indicates that this site is located 0.11 mile NE of the proposed project at FM 152 0.75 mile N H-971. The site is listed as ‘Not A Generator’ with no recorded violations, enforcement orders, or corrective actions. Thus, this facility does not appear to pose a concern to the project at this time.

Texas Landfill Management (Map Key 16) – DBS information indicates that this site is located 0.21 mile SSW of the proposed project at 250 W L Walden Drive. The site is listed as ‘Not A Generator’ with no recorded violations, enforcement orders, or corrective actions. Thus, this facility does not appear to pose a concern to the project at this time.

SWF/LF (4 mapped) (all at same address):

City of Georgetown Landfill (2 sites) and City of Georgetown Transfer Station Facility (Map Key 15) and City of Georgetown Transfer Station (Map Key 16) – DBS information indicates that the 4 sites are located at 250 W L Walden Drive with the **Map Key 15** sites 0.20 mile SSW from the proposed project while the **Map Key 16** site is 0.21 mile SSW from the project. The **Texas Landfill Management RCRA NON GEN** site is also at this location. Both **City of Georgetown Landfill** sites are identified as closed sanitary landfills with municipal solid waste (MSW) permits withdrawn. The **City of Georgetown Transfer Station Facility** is currently active and actually situated behind other city buildings at this address, placing the transfer station facility at approximately 0.35 mile SSW from the project. The **City of Georgetown Transfer Station** is pending and not constructed; in April 2022, the City submitted to TCEQ a Registration Application (No. 40331) for the proposed construction and operation of a new MSW transfer station at the current site. The new facility will handle residential, commercial, construction and demolition MSW, industrial non-hazardous MSW, vegetative materials, special waste such as tires, and traditional residential recyclables. TCEQ approved the application in October 2023.

No violations, enforcement orders, or corrective actions are recorded for these facilities; thus, they do not appear to pose a concern to the project at this time.

CERCLIS (1 mapped), CERCLIS NFRAP (1 mapped), and SEMS ARCHIVE (1 mapped) (all at same address):

Georgetown City of Landfill (Map Key 18) – DBS information indicates that the 3 sites are located 0.23 mile WSW of the proposed project at San Gabriel Park. Issued a NFRAP (no further remedial action planned), the landfill is not on the National Priority List nor a federal facility. It was investigated in 1983 as a potential hazardous waste site. After a preliminary assessment and site inspection were conducted, the **Georgetown City of Landfill** was archived with no further activity planned. No further violations, enforcement orders, or corrective actions are recorded for these sites; thus, they do not appear to pose a concern to the project at this time.

LPST (2 mapped):

City Automotive Shop (Map Key 19) – DBS information indicates that this inactive LPST site is located 0.23 mile SW of the proposed project at 1107 N. College Street. (The inactive **City Shop** UST and active **San Gabriel WWTP** NOV facilities are also at

this address.) In 1991, soil contamination was reported, requiring a full site assessment remedial action plan (RAP). Issuance of final concurrence followed with the case closing in 1993. As previously stated in the UST section, three USTs containing gasoline or diesel at this location were removed between 1990 and 1991. No further violations, enforcement orders, or corrective actions are recorded.

City of Georgetown (Map Key 21) – DBS information indicates that this inactive LPST site is located 0.24 mile SW of the proposed project at 1101 N. College Street. (The active **City of Georgetown Berry Creek WWTP** NOV facility is also at this address.) In 1991, soil contamination was reported, requiring a full site assessment RAP. Issuance of final concurrence followed with the case closing in 1992. As indicated in the NOV section, the last record of violations occurred in 2017 with no further reporting.

Given the age of releases, distances from the project, and lack of additional reporting, these facilities do not appear to pose a concern to the project at this time.

HIST TANK (2 mapped):

City of Georgetown (Map Key 19) – DBS information indicates that this site is located 0.23 mile SW of the proposed project at 1107 N. College Street. (This location is also identified as NOV, UST, and LPST facilities.) A notification for tank removal activities occurred in 2007. No further information or details are recorded.

F T Woods Construction (Map Key 20) – DBS information indicates that this site is located 0.24 mile NNE of the proposed project at 2500 NE Inner Loop. (This location is also identified as ORD, NOE, and UST facilities.) A notification for tank installation activities occurred in 2006. No further information or details are recorded.

As discussed in the previous sections and lack of HIST TANK reporting, these facilities do not appear to pose an environmental concern to the project at this time.

HIST RCRA NONRCRA (2 mapped):

GTE Southwest (Map Key 22) – DBS information indicates this facility is located 0.27 mile WSW of the proposed project at 1700 N. Austin Avenue. This generator facility is listed as inactive. No further information or details are recorded.

Airborne (Map Key 23) – DBS information indicates this facility is located 0.41 mile W of the proposed project at 215 Royal Drive. This generator facility is listed as closed. No further information or details are recorded.

Given the distance from the project, status, and lack of recorded violations, enforcement orders, or corrective actions, these facilities do not appear to pose an environmental concern to the project at this time.

IHW CORR ACTION (1 mapped):

Airborn (Map Key 23) – DBS information indicates this inactive facility is located 0.41 mile W of the proposed project at 215 Royal Drive. (It is also a HIST RCRA NONRCRA facility.) The TCEQ’s program corrective action status is listed as ‘Completed Workload’, occurring in 2020. No further violations, enforcement orders, or corrective actions are recorded for this facility; thus, it does not appear to pose a concern to the project at this time.

As the project will occur within state roadway ROW, TxDOT-required environmental studies were conducted, including a TxDOT Hazardous Materials Initial Site Assessment (ISA). The components of an ISA involve reviewing project design and ROW requirements, existing and previous land use, and federal and state regulatory databases and files; conducting project site visits and field investigations; and performing interviews, if possible. An ISA for this project was completed in August 2023 and found no evidence of identified hazardous materials concerns, and no further hazardous materials action was required.

Several SWLF sites are located at the same address (**Map Keys 15 and 16**) within 0.5 mile from the project area, typically warranting a Phase I Environmental Site Assessment (ESA). However, due to the nature of the project (roadway and associated drainage improvements) and lack of evidence from the DBS report and ISA indicating the potential presence of on-site or nearby toxic, hazardous, or radioactive substances that could affect the health and safety of project occupants or conflict with the intended use of the property, a Phase I ESA for this project is not warranted.

If any hydrocarbon odor is encountered during construction or water sheens are observed, work will cease until they are investigated and the appropriate

		<p>TCEQ Regional office and HUD are contacted for consultation on further actions that may be necessary. If soil needs to be removed from the site and the accepting landfill requires any soil testing to be conducted prior to waste disposal, the analytical results of the testing will be submitted to HUD.</p> <p>*-----*</p> <p>The project is in compliance with contamination and toxic substances requirements.</p> <p><i>Documentation: On-site investigation on 02/04/24; ERIS Regulatory Database Report (December 2023); TxDOT Hazardous Materials Initial Site Assessment (August 2023)</i></p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The open ditches are within existing roadway ROW and consist of typical herbaceous vegetation that is mostly maintained; mature trees follow along the ROW/fence lines at some of the proposed segments. Undeveloped land beyond the ROW consists largely of agricultural fields and pastures with some scrub/shrub vegetation.</p> <p>The action areas do not contain any designated critical habitats and may contain potential habitat for several listed species. The USFWS has listed nine endangered or threatened species, two proposed endangered species, and one candidate species with the potential to occur in the general project area.</p> <p>The Piping Plover (<i>Charadrius melodus</i>) and Rufa Red Knot (<i>Calidris canutus rufa</i>) do not need to be considered because this is not a wind-related project. The project area where the roadway improvements are proposed does not contain suitable aquatic habitat for the Whooping Crane (<i>Grus americana</i>) nor any juniper-oak woodlands habitat for the Golden-cheeked Warbler (<i>Setophaga chrysoparia</i>). The project area also does not contain springs or caves with flowing water to provide suitable habitat for the Jollyville Plateau Salamander (<i>Eurycea tonkawae</i>). As no karstic features are present within the project area, there is no suitable habitat for the Coffin Cave Mold Beetle (<i>Batrisodes texanus</i>), Tooth Cave Ground Beetle (<i>Rhadine persephone</i>), Bone Cave Harvestman (<i>Texella reyesi</i>) and Tooth Cave Spider (<i>Tayshaneta myopica</i>).</p> <p>Field reconnaissance did not reveal any small to medium sized streams/rivers or riffle and pool environments to provide suitable habitat for the proposed endangered clam species, False Spike (<i>Fusconaia mitchelli</i>). Potential suitable habitat for the Tricolored Bat (<i>Perimyotis subflavus</i>) – the other proposed endangered species – may be present as the project corridor contains one culvert location, a potential roosting habitat. However, the Tricolored Bat is unlikely to occur as FM 971 and the general vicinity is in an urban setting with further area growth</p>

and development anticipated, including increased traffic volumes, to create unfavorable conditions on the potential habitat for this mammal species to occupy. Due to the proposed listed status of the Tricolored Bat, no USFWS coordination is required at this time. However, should it become a listed species during the course of the project, a determination will be made whether any necessary actions are required to proceed with project implementation.

The project may provide potential suitable habitat for the Monarch Butterfly (*Danaus plexippus*) with vegetated roadsides within the existing ROW and pastures and fields in the undeveloped proposed ROW areas. However, the Monarch Butterfly is currently a candidate species, and no USFWS consultation is required at this time. Additionally, the roadsides will return as vegetated post-construction, and the general surrounding area provides ample potential suitable habitat for this insect species.

The USFWS also lists twelve migratory bird species for potential occurrence around the project area:

- Bald Eagle (*Haliaeetus leucocephalus*)
- Black-capped Vireo (*Vireo atricapilla*)
- Chimney Swift (*Chaetura pelagica*)
- Eastern Meadowlark (*Sturnella magna*)
- Field Sparrow (*Spizella pusilla*)
- Lesser Yellowlegs (*Tringa flavipes*)
- Little Blue Heron (*Egretta caerulea*)
- Long-billed Curlew (*Numenius americanus*)
- Painted Bunting (*Passerina ciris*)
- Prothonotary Warbler (*Protonotaria citrea*)
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Rufous-crowned Sparrow (*Aimophila ruficeps eremoeca*)

Field reconnaissance did not reveal specimens, nests, or primary habitat of the Bald Eagle within the proposed project area. The project area does not contain suitable habitat (i.e., large water resources and woody area) to support this bird species. Additionally, the Bald Eagle has been delisted as a threatened or endangered species, and its recovery is being monitored. However, it is still protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

The proposed project may contain suitable habitat favored by several of the listed bird species in the short grassland, disturbed patches of grasses, and weedy fields; however, no recent sightings have been reported at the project area (ebird.org). Reported sightings instead indicate that the migratory birds prefer the pristine environment and water resources found at nearby parks except for the Long-billed Curlew, a shorebird occurring in marshes and beaches, and the Prothonotary Warbler, which prefers

		<p>swamps and wet forest. There are no recorded sightings around the area for these two bird species.</p> <p>Located along the San Gabriel River, San Gabriel Park is adjacent to the south side of the project at the west end with the Chimney Swift, Little Blue Heron, and Painted Bunting spotted at this location (ebird.org). Rivery Park is approximately 1.1 miles southwest from the project west of IH 35 with reported sightings of the Chimney Swift, Field Sparrow, and Little Blue Heron. Blue Hole Park, where the Chimney Swift and Painted Bunting have been observed, is adjacent to the South Fork of the San Gabriel River at approximately 1.1 miles southwest from the project east of IH 35. The Berry Springs Park and Preserve is approximately 1.1 miles northeast of the project; all USFWS-listed migratory birds (except the Long-billed Curlew and Prothonotary Warbler) have been observed at this site.</p> <p>In adherence to the Migratory Bird Treaty Act (MBTA), vegetation management work will be limited during the peak migratory bird nesting period of March 15 through September 15, as much as possible, to avoid destruction of individuals, nests, or eggs. If vegetation clearing activities must occur during the nesting season, then measures will be implemented, such as conducting nest surveys no more than five days prior to construction, to ensure active nests are not present prior to vegetative clearing. No vegetation containing active nests, eggs, or young will be removed if they are present on the project site. If nests are observed during the surveys, then a vegetation buffer area of no less than 150 feet in diameter will remain around the nest until all young have fledged.</p> <p>Compliance with the Texas Parks and Wildlife Code Chapter 64, which regulates birds, will also be administered. The proposed actions must not result in the take of birds, nests, or eggs as defined in Sections 64.002 and 64.003 of the Texas Parks and Wildlife Code.</p> <p>The project will have no effect on federally- or state-listed rare, threatened, or endangered species nor their habitat. The project is in compliance with the Endangered Species Act.</p> <p><i>Documentation: On-site investigation on 02/04/24; NEPA Assist Critical Habitat Map; USFWS IPaC Trust Report; TPWD Annotated County Lists of Rare Species – Williamson County</i></p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>There were no aboveground petroleum storage tanks observed within the line of sight of the project area or identified in the regulatory DBS report. Additionally, acceptable separation distance (ASD) rules do not apply because the proposed roadway improvements project will not create nor expose sensitive receptors to an explosive/thermal hazard. The project is in</p>

		<p>compliance with explosive and flammable hazard requirements.</p> <p><i>Documentation: On-site investigation on 02/04/24; ERIS Regulatory Database Report (December 2023)</i></p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Although the project lies partially in soils with an ‘All areas are prime farmland’ or ‘Farmland of statewide importance’ classification per NRCS, most of the project is located within and surrounded by Urbanized Area per the 2020 US Census Bureau TIGER data. The portion of the project outside of the Urbanized Area is a strip along the south side of FM 971 between the NE Inner Loop and SH 130; however, this strip is within existing roadway ROW (i.e., developed area). Thus, an exemption for the project applies. The project is in compliance with the Farmland Protection Policy Act.</p> <p><i>Documentation: On-site investigation on 02/04/24; NEPA Assist Urbanized Area Map; NRCS Soils Report; Project plans</i></p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located in Zone X outside the 100-year floodplain per FEMA flood maps. The project is in compliance with Executive Order 11988.</p> <p><i>Documentation: FEMA Flood Insurance Rate Map Panels 48491C0291F, 48491C0292F, and 48491C0293F (December 20, 2019)</i></p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Through review of the THC Atlas and U.S. National Park Service’s National Register of Historic Places (NRHP) online databases, the Guadalupe Cemetery (Cemetery ID Number WM-C028) is identified within the APE. Located on the west side of the project, the cemetery is adjacent to the south side of FM 971 and west of E. Morrow Street. Predominantly Hispanic, Guadalupe Cemetery reportedly contains approximately 331 memorials ranging in date from 1928 to 2016 although a few of the memorials are of unknown age. The cemetery is well maintained and currently in use with limited areas remaining for open plots. Most of the grave plots are edged with concrete curbing, including those within inches of the chain link fence along the project ROW that marks the northwestern and northeastern boundaries of the cemetery. No obvious signs of unmarked graves are apparent outside the fence bordering the project area. Based on historical aerial photographs, the boundaries of this cemetery do not appear to have changed between 1958, the date of the earliest available aerial photograph, and the present. No ROW taking is proposed for this property.</p> <p>A historical resources (non-archeological) survey was conducted to identify known and unknown historic-age resources within the APE and determine effects of the proposed project on these resources. No known historically significant resources, including previously evaluated historic resources, National Historic Landmarks (NHL), NRHP-listed resources,</p>

		<p>State Antiquities Landmarks (SAL), Recorded Texas Historical Landmarks (RTHL), Official Texas Historical Markers (OTHM), and NRHP-listed or -eligible properties, districts, or bridges, were identified within the project boundaries or within 0.25 mile from the project area.</p> <p>Two historic-age resources on two properties were identified within the APE. The first resource was a residential Ranch style house (ca. 1975) on the north side of FM 971 between Parkview Drive and Parque Vista Drive; however, the house did not appear to have a particularly unique architectural style. The second resource was Guadalupe Cemetery (ca. 1925), which was not found to be an integral part of any larger property or resource of historical significance. The cemetery was determined to not meet the NRHP Criteria Consideration A, C, D, or F as it was not known to be the burial place of a person of outstanding importance, have distinctive design features, or be associated with historic events. Additionally, the markers did not possess artistic and architectural significance, and the cemetery was not within the setting of an associated church or religious setting.</p> <p>Both resources were considered not eligible for listing in the NRHP, and it was determined that the proposed project would have no effects on the historic-age resources recommended as not eligible for NRHP listing. No further investigations were recommended.</p> <p>On 07/12/24, TxDOT historians made a determination of “no historic properties present”. TxDOT historians also determined project activities will not affect historic properties in compliance with the Section 106 Programmatic Agreement (PA) and have no potential for adverse effects in compliance with the Antiquities Code of Texas and the Memorandum of Understanding (MOU). Furthermore, TxDOT stated that individual project coordination with SHPO was not required. TxDOT will submit an audit copy of the findings and determination to SHPO.</p> <p>As part of the historical resources studies, the Williamson County Historical Commission was identified as a potential interested party and contacted in December 2023. No response was received.</p> <p>Under Texas Antiquities Permit No. 31712, an archeological survey was conducted due to the proximity of proposed project activities to Guadalupe Cemetery and for other identified areas of interest along the project corridor:</p> <ul style="list-style-type: none">• Intensive archeological survey activities for an approximately 0.5-mile-long by 30-foot-wide segment of proposed ROW generally located between Prairie Springs Lane and Stone Mountain Road
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		<ul style="list-style-type: none"> • Mechanical scraping and trenching along the northwestern and northeastern boundaries of Guadalupe Cemetery (total length of approximately 160 feet) that abut the project ROW • Reevaluation of two previously recorded prehistoric sites, 41WM991 and 41WM1015, within the existing ROW of FM 971 <p>At the surveyed area between Prairie Springs Lane and Stone Mountain Road, fourteen shovel tests were excavated at depths ranging from 20.0 to 45.0 centimeters (7.9 to 17.7 inches) below surface. Sediments observed in the shovel tests typically consisted of sticky, frequently mixed dark grayish-brown, yellowish-brown, very dark gray, very dark brown, and/or dark reddish-brown clay extending from the modern ground surface to the bottoms of the shovel tests. Many of the shovel tests contained road gravels and disturbed, extensively mixed sediments.</p> <p>A continuous trench was excavated to depths ranging from 55.0 to 205.0 centimeters (21.7 to 80.7 inches) below surface along Guadalupe Cemetery’s northwestern and northeastern boundaries along the project. Sediments observed in exposed trench wall profiles typically consisted of gravelly clay loam to loam overlying weakly cemented limestone, chalk, or marly bedrock at depths of 50.0 to 195.0 centimeters (19.7 to 76.8 inches) below surface though this transition typically occurred at depths of 50.0 to 80.0 centimeters (19.7 to 31.5 inches) below surface. Sediments observed in the mechanical scrape appeared to be natural in origin (aside from some surficial borrow spoil along the northeastern fence line). An existing subsurface water line was also observed to pass roughly east to west approximately 3.5 meters (11.5 feet) north of the northern corner of the cemetery within the existing FM 971 ROW. No evidence of unmarked graves outside of the current cemetery boundaries along the project limits were found.</p> <p>Six shovel tests were excavated at site 41WM991 within the existing ROWs of FM 971 and NE Inner Loop and six shovel tests at site 41WM1015 within the existing FM 971 ROW. No archeological resources were observed on the modern ground surface or within any of the shovel tests excavated at these previously recorded archeological site locations. Rather, investigations indicated that the portions of these NRHP-ineligible sites within the existing FM 971 ROW have been destroyed via construction, use, and ongoing maintenance of FM 971, NE Inner Loop, and SH 130.</p> <p>During the survey, one newly recorded archeological site – 41WM1549 – was recorded within a segment of proposed ROW located northeast of the intersection of FM 971 and Haverland Drive. Based</p>
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		<p>on the ephemeral deposit of 20th-century domestic debris that currently characterizes the site, the lack of extant architectural or other cultural features, the sparse and disturbed nature of the shallow archeological deposits, and lack of associations with persons or families of historical significance, site 41WM1549 was recommended as ineligible for either inclusion in the NRHP or designation as a SAL.</p> <p>Based on the results of the survey-level investigations, no potentially significant archeological resources would be affected by the proposed undertaking in the surveyed portions of the project area; no archeological resources were identified within the project area that meet the criteria for designation as SALs according to 13 TAC 26 or for inclusion in the NRHP under 36 CFR 60.4. A finding of “no historic properties affected” was determined with no further investigations within the surveyed areas relating to the proposed project recommended. Section 106 consultation with THC was initiated, and the agency concurred on 06/07/24 that no historic properties are affected by the project and that identified archeological property/properties are not eligible for listing in the National Register of Historic Places. THC also concurred that site 41WM1549 is not eligible for NRHP or SAL listing. However, THC noted that if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area and the agency contacted for consultation on further actions that may be necessary to protect the cultural remains. Work can continue where no cultural materials are present.</p> <p>Tribal coordination also occurred. The Comanche Nation responded on 06/10/24 with the determination that “No Properties” have been identified. No other tribal responses were received.</p> <p>The project is in compliance with the National Historic Preservation Act, Section 106.</p> <p><i>Documentation: On-site investigation 02/04/24; Texas Historical Commission (THC) Atlas Map; National Register of Historic Places (NRHP) Map; Historical Resources Survey Report (January 2024); Archeological Study Report (April 2024); THC coordination (06/07/24); TxDOT ECOS Historical Studies approval page (07/12/24); Tribal coordination (05/24/24)</i></p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The roadway expansion project is not considered a noise sensitive use, but as it is within proximity to locations of noise sensitive use (residential neighborhoods, San Gabriel Park, Guadalupe Cemetery, Pat Cooper Elementary School, and Charles A. Forbes Middle School), noise impact analyses were performed.</p> <p>Four airports were found within the 15-mile airport threshold. However, all four were located far enough</p>

		<p>away from the proposed project to not contribute to noise levels at the site. Four roadways – FM 971, SH 130, Spur 158, and the Georgetown NE Inner Loop – are located within the 1,000-foot major road threshold. One railway (Georgetown Railroad) lies within the 3,000-foot railroad threshold. A January 2024 HUD noise analysis resulted in a total day-night average sound level (DNL) of 60 decibels, which falls within the ‘Acceptable’ level of 65 decibels or less. In accordance with TxDOT requirements, a Federal Highway Administration (FHWA) traffic noise model for the project was completed, and an April 2024 Traffic Noise Technical Report (TNTR) identified noise impacts at multiple locations, for which mitigation in the form of noise barriers was analyzed. Two locations along FM 971 were found to have Reasonable and Feasible barrier configurations: a 553-foot-long, 8-foot-tall barrier at the Parkview Estates neighborhood and a 2,274-foot-long, 8-foot-tall barrier at the Katy Cove, Katy Crossing, and The Villas of Katy Crossing neighborhoods. Therefore, mitigation/abatement measures will be required. Temporary increase in ambient noise level is possible during construction of the project, and construction will occur in daytime hours when increased noise is more tolerable. The project is in compliance with HUD’s noise regulations.</p> <p><i>Documentation: On-site investigation on 02/04/24; Project plans; HUD Noise Analysis (01/18/24); TxDOT Traffic Noise Technical Report (April 2024)</i></p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No Sole Source Aquifer is located within the project limits. The nearest aquifer is approximately 37 miles southwest of the project. The project is in compliance with the Sole Source Aquifers requirements.</p> <p><i>Documentation: NEPA Assist Sole Source Aquifers Map</i></p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The USFWS National Wetlands Inventory (NWI) map identified one wetland area partially within the project limits at the southwest area of the FM 971 and E. Morrow Street intersection – approximately 0.025 acre of a freshwater pond (PUBHh) belonging to the Palustrine System and is permanently flooded. However, a Waters of the U.S. (WOTUS) delineation conducted in July 2023 revealed instead at this location a smaller wetland area, partially within the project limits at approximately 0.015 acre, and a stream of approximately 52 linear feet (0.002 ac) connecting the observed wetland to an existing FM 971 cross-culvert. Field investigations also found a stream of approximately 167 linear feet (0.013 ac) from the south side of another FM 971 cross-culvert east of E. Morrow Street. A retaining wall will be utilized for the proposed FM 971 and shared use path along the stretch of the project around the wetland</p>

		<p>area to avoid impact. A USACE Section 404 nationwide permit (NWP) 14 without preconstruction notification (PCN) is anticipated for the 219 linear feet (0.015 acre) or less of impact to the streams due to the construction of the roadway and associated storm drainage infrastructure. No USACE coordination or mitigation is required. Best management practices (BMPs), such as temporary vegetation, sodding, silt fences, rock berms, and erosion control logs, will be in place during construction to limit sedimentation and pollutants into waterbodies within the project area.</p> <p>Temporary wetland impacts will be mitigated with BMPs (therefore no short-term impacts), and no long-term impacts to the wetland are anticipated. This project is in compliance with Executive Order 11990.</p> <p><i>Documentation: On-site investigation on 02/04/24; NWI Wetland Mapper - Accessed 02/07/24; Waters of the U.S. Delineation Report (August 2023); Project plans</i></p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Pursuant to the Wild and Scenic Rivers Act, the National Park Service of the U.S. Department of Interior has compiled and maintains the Nationwide Rivers Inventory (NRI), a register of river segments that potentially qualify as national wild, scenic, or recreational river areas. A river must be free-flowing and possess one or more Outstandingly Remarkable Values, through the evaluation of the river's hydrology and inventory of its natural, cultural, and recreational resources, to be eligible for the NRI. The NRI currently lists 19 segments from 16 rivers and creeks in Texas. None of these segments are in Williamson County. The closest wild and scenic river is approximately 25 miles away. No impacts will occur. The project is in compliance with the Wild and Scenic Rivers Act.</p> <p><i>Documentation: National Wild and Scenic Rivers System Map; Nationwide Rivers Inventory Mapper</i></p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No adverse environmental impacts were identified in the project's total environmental review. No displacements or negative impacts to minority or low-income populations are anticipated. This project will greatly benefit all in the Georgetown community by providing an improved FM 971, ensuring its function to provide an adequate, safe, and reliable roadway facility capable of supporting increasing traffic volumes due to growth in the area. The project is in compliance with Executive Order 12898.</p> <p><i>Documentation: EPA EJSCREEN (ACS Summary Report); On-site investigation on 02/04/24</i></p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The proposed project is located within the City of Georgetown city limits in Williamson County. The City regulates zoning and has a 2030 Comprehensive Plan.</p> <p>Approximately 4.1 acres of additional ROW from several adjacent properties on both sides of FM 971 are required for the proposed project. The project is not expected to adversely impact land uses to the adjacent and surrounding areas but rather is compatible with current and future mixed land uses as the proposed project is intended to provide an improved, safe roadway facility capable of supporting increasing traffic volumes due to growth in the area.</p> <p><i>Documentation: City of Georgetown Official Zoning Map; City of Georgetown Future Land Use Map; City of Georgetown 2030 Comprehensive Plan; 02/04/24 site observations</i></p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The project area contains some variation in topography with a soil slope of 0 to 8 percent. The project, in final design, would not significantly change the slope of the land in the general area. Proposed stormwater runoff management will include site grading to properly convey and store drainage.</p> <p>The NRCS soils report indicates that the project area is comprised of eight soil types:</p> <ul style="list-style-type: none"> • Branyon Clay, 0 to 1 percent slopes (BrA) – It is a moderately well-drained clay with high runoff and very low to moderately low permeability. • Eckrant cobbly clay, 1 to 8 percent slopes (EaD) – It is a well-drained cobbly clay-very cobbly clay-bedrock soil with medium runoff and moderately low to moderately high permeability.

		<ul style="list-style-type: none"> • Georgetown stony clay loam, 1 to 3 percent slopes (GsB) – It is a well-drained stony clay loam-cobbly clay-bedrock soil with very high runoff and very low to moderately low permeability. • Heiden clay, 1 to 3 percent slopes, moderately eroded (HeB) – It is a well-drained clay with very high runoff and very low to moderately low permeability. • Heiden clay, 2 to 5 percent slopes, moderately eroded (HedC2) – It is a well-drained clay with very high runoff and very low to moderately low permeability. • Krum silty clay, 1 to 3 percent slopes (KrB) – It is a well-drained silty clay with medium runoff and moderately high permeability. • Queeny clay loam, 1 to 5 percent slopes (QuC) – It is a well-drained clay loam-cemented material-variable soil with medium runoff and moderately low to moderately high permeability. • Sunev silty clay loam, 1 to 3 percent slopes (SvB) – It is a well-drained silty clay loam with low runoff and moderately high to high permeability. <p>BMPs and a stormwater pollution prevention plan (SW3P) will be in place to prevent soil erosion during construction and prevent sedimentation and soil runoff onto adjacent sites and downstream water bodies to avoid any detrimental impact to surface and ground water.</p> <p><i>Documentation: NRCS Soils Report; project plans; 02/04/24 site observations</i></p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>One adjacent UST site – an active Park Place Market/Chevron gas station – was observed at the northwest corner of the FM 971 and Parkview Drive intersection and determined to be a low risk to the project due to the nature and proximity of the proposed work (i.e., driveway construction) at this site and the USTs' in-use status.</p> <p>A minimal amount of waste, such as plastic water bottles or bags, food wrappers, etc., was observed throughout the project area. An adjacent commercial property had an assortment of items of construction materials and equipment (e.g., scaffolding, wheelbarrows, wooden pallets, tires, rolls of wire mesh, piles of sand and stone, stationary machinery, etc.) as well as two large covered circular concrete tanks with no evidence of leakage/outflow or distressed vegetation around the tanks. Based on the noted items, these sites do not appear to pose an environmental concern to the project at this time.</p> <p>Any trash encountered within the project area will be disposed of properly during construction. Proper authorities will be contacted should any hydrocarbon odor or water sheens be observed. If soil testing is required prior to waste disposal, the analytical results of the testing will be submitted to HUD.</p> <p>There were no aboveground petroleum storage tanks observed within the line of sight of the project or identified in the regulatory database search report. There are no aboveground storage containers of concern within one mile of the project site.</p>

	<p>Temporary increase in ambient noise level is possible during construction of the project.</p> <p>The use of construction lighting will be minimized, directed toward the construction activity area, and shielded from view outside of the project area to the maximum extent practicable. Permanent lighting will be minimized, directed toward the project area, be down shielded, and incorporated with dark-sky guidelines (www.darksky.org/light-pollution/wildlife/) to the maximum extent feasible.</p> <p><i>Documentation: 02/04/24 site observations; ERIS Regulatory Database Report (December 2023); TxDOT Hazardous Materials Initial Site Assessment (August 2023); project plans</i></p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>Incomes: <\$15,000 = 10%; \$15,000-\$25,000 = 3%; \$25,000-\$50,000 = 15%; \$50,000-\$75,000 = 16%; \$75,000+ = 56%.</p> <p>Williamson County Unemployment Rate: 3.9% (as of February 2024).</p> <p>No significant changes or impacts to the employment rate or income patterns on a regional level are expected to occur due to the proposed roadway expansion project, but short-term employment will be created from the construction of the project.</p> <p><i>Documentation: 2017-2021 American Community Survey (ACS) for a study area 0.5 mile surrounding the project area (demographics); U.S. Bureau of Labor Statistics website</i></p>
Demographic Character Changes, Displacement	2	<p>2017-2021 project area population – 3,639: 69% White; 11% Black or African American; 0% American Indian/Alaska Native; 1% Asian; 0% Native Hawaiian and Other Pacific Islander; 7% Other Race; 12% Two or More Races; 32% Hispanic or Latino (of any race).</p> <p>No changes or impacts to the demographics are anticipated to occur due to the proposed project. Additional ROW from both sides of FM 971 will be required for the project; however, no displacements will occur.</p> <p><i>Documentation: 2017-2021 ACS for a study area 0.5 mile surrounding the project area; project plans</i></p>
Environmental Justice	2	<p>No displacements or adverse impacts to environmental justice populations are anticipated. The proposed FM 971 improvements will benefit all residents in the area by providing an adequate, safe, and reliable transportation facility.</p> <p><i>Documentation: 2017-2021 ACS for a study area 0.5 mile surrounding the project area; project plans</i></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The nearest schools to the project site are:

		<ul style="list-style-type: none"> • Pat Cooper Elementary (Georgetown ISD) – SW corner of FM 971 and NE Inner Loop intersection at 1921 NE Inner Loop, 78626, with an enrollment of 586 students and a staff of 65 • Charles A. Forbes Middle School (Georgetown ISD) – SW corner of FM 971 and NE Inner Loop intersection at 1911 NE Inner Loop, 78626, with an enrollment of 653 students and a staff of 73 • Georgetown High School (Georgetown ISD) – 0.4 mile N at 2211 N. Austin Avenue, 78626, with an enrollment of 1,982 students and a staff of 172 • Chip Richarte High School (Georgetown ISD) – 0.5 mile N at 2295 N. Austin Avenue, 78626, with an enrollment of 74 students and a staff of 12 <p>The proposed FM 971 Expansion Project will not adversely affect the current enrollment or capacity of these existing school facilities.</p> <p>Located within the project’s APE, Guadalupe Cemetery is adjacent to the south side of FM 971, and no ROW will be required from this property. The cemetery will not be affected by the project according to a January 2024 historical resources (non-archeological) survey report with 07/12/24 TxDOT approval/clearance under the Section 106 PA and an April 2024 archeological study report with 06/07/24 THC concurrence. Additionally, it was determined that there are no NRHP-eligible or -listed historic properties, structures, or sites adjacent to the project area or within the project’s APE that will be affected by the project. Tribal coordination also occurred, and the Comanche Nation determined on 06/10/24 that “No properties” had been identified. No other tribal nations responded.</p> <p>One place of worship, Heritage Baptist Church (1601 FM 971), is adjacent to the project site at the northeast corner of the FM 971 and CR 152 intersection. Several other places of worship are within the surrounding area. No adverse impact to any of these institutions is anticipated.</p> <p><i>Documentation: 02/04/24 site observations; Google maps; Texas Education Agency; Historical Resources Survey Report (January 2024); Archeological Study Report (April 2024); THC coordination (06/07/24); TxDOT ECOS Historical Studies approval page (07/12/24); Tribal coordination (05/24/24)</i></p>
Commercial Facilities	2	<p>There is one commercial property, Park Place Market/Chevron gas station, at the northwest corner of the FM 971 and Parkview Drive intersection. Other commercial properties, ranging from business parks to retail and grocery stores, are in the vicinity of the project with the majority located at the west side of the project along IH 35 and Spur 158 (N. Austin Avenue). No impacts to commercial facilities are anticipated.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Health Care and Social Services	2	<p>Two adjacent health care facilities are located at the west end of the project near Gann Street – Park Place Healthcare Center at 121 FM 971 and DaVita Georgetown Dialysis at 201 FM 971. The nearest social services facilities are the nonprofit Assistance League of Georgetown Area (900 N. Austin Avenue) at approximately 0.6 mile southwest of the project and the Texas Health and Human Services Commission (2500 N.</p>

		<p>Austin Avenue) at approximately 0.7 mile northwest of the project. No adverse impacts are anticipated.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Solid Waste Disposal / Recycling	2	<p>The project does not involve solid waste activities. No solid waste facilities are in the immediate area, and the closest facility, City of Georgetown Transfer Station (250 W L Walden Drive), is located approximately 0.35 mile south-southwest of the project area. No adverse impacts are anticipated.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Waste Water / Sanitary Sewers	2	<p>The project does not involve waste water facilities. No waste water facilities are within the immediate area. The closest waste water facility, San Gabriel WWTP (1107 N. College Street), is adjacent to the City of Georgetown Transfer Station at approximately 0.35 mile southeast of the project. No adverse impacts from the proposed improvements are anticipated.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Water Supply	2	<p>The project does not involve water supply facilities or infrastructure. The project will not increase the demand nor promote growth that would result in increased water supply demand.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Public Safety - Police, Fire and Emergency Medical	1	<p>The area is served by the Williamson County Sheriff's Office and Williamson County Constables (Precincts 3 and 4). The Sheriff's Office is at 508 S. Rock Street, which is approximately 1.3 miles southwest of the project area. At approximately 2.8 miles south of the project area, the Constable Precinct 3 station (100 Wilco Way) is closer to the project than the Precinct 4 station (412 Vance Street in city of Taylor).</p> <p>The Georgetown Fire Department services the project area with Station No. 2 covering the west side and Station No. 7 covering the east side. Station No. 2 (1603 Williams Drive) is approximately 1.0 mile west of the project, and Station No. 7 (211 E. University Avenue) is approximately 1.6 miles southeast of the project.</p> <p>The Georgetown Emergency Medical Services (EMS) provides emergency and non-emergency ambulance transport for citizens. Both Fire Stations No. 2 and No. 7 offer these services.</p> <p>There will be no adverse impacts on public safety services since no access to roads will be fully blocked or closed during construction. As the proposed FM 971 upgrades will improve mobility, reduce congestion, and enhance safety and connectivity, emergency response services will benefit from the proposed project with improved response times.</p> <p><i>Documentation: City of Georgetown website; project plans; Google maps</i></p>
Parks, Open Space and Recreation	2	<p>The City of Georgetown offers over 45 parks, open spaces, and recreational facilities, encouraging outdoor activity and community involvement for both residents and visitors to the area, with several notable facilities around the project area. Located along the San Gabriel River, San Gabriel Park is adjacent to the south side of the project at the west end. The 180-acre recreational facility provides various sport fields, a community center, a skate park, and a creative playscape. It is designed to accommodate large public gatherings/events and also offers</p>

		<p>a hike and bike trails system, including a 1.6-mile loop around the park and other segments connecting to several other local parks and Lake Georgetown. The McMaster Athletic Complex, south of the San Gabriel Park, includes eleven sport fields. Another recreational facility is Rivery Park, a 26-acre family-friendly park, with an approximately 1.1-mile distance from the proposed project. Located east of IH 35, Blue Hole Park is approximately 1.1 miles from the project; it is a water recreational facility featuring a scenic lagoon bordered by limestone bluffs along the South Fork of the San Gabriel River. The Berry Springs Park and Preserve lies approximately 1.1 miles from the project on the outskirts of Georgetown and is situated along Berry Creek. It is home to a century old heritage pecan grove, and visitors can hike and bike, fish, picnic, and camp at this 300-acre green space.</p> <p>Limited project activities will occur within San Gabriel Park through the construction of a new road segment between FM 971 and the park's roundabout to provide improved park access. However, the project will not impact parks or open green space. The project will also not occur on any area currently used for recreational purposes and will not impact recreational activities in the area.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>
Transportation and Accessibility	2	<p>During construction, temporary changes to traffic patterns around the project area could occur: (1) through-traffic will be maintained at all times during construction, (2) only one lane of traffic will be blocked at any given time, if necessary, and (3) no lane closures will occur during weekday morning and evening peak traffic periods. No adverse impacts to the surrounding transportation facilities are expected.</p> <p><i>Documentation: 02/04/24 site observations; project plans; Google maps</i></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>There are no unique natural features associated with this project. Per FEMA flood maps, the project site is located in Zone X outside of the 100-year floodplain. No floodplain impacts will occur. A NWI wetland – freshwater pond designated as palustrine, unconsolidated bottom, permanently flooded, diked/impounded (PUBHh) – was partially mapped at approximately 0.025 acre in size within the project area. Field reconnaissance revealed instead at this location a smaller wetland area, partially within the project limits at approximately 0.015 acre, and a stream of approximately 52 linear feet (0.002 ac) connecting the observed wetland to an existing FM 971 cross-culvert. A stream of approximately 167 linear feet (0.013 ac) from the south side of another FM 971 cross-culvert east of E. Morrow Street was also observed. No temporary or permanent wetland impacts are anticipated. The construction of the roadway and associated storm drainage infrastructure is anticipated to impact 219 linear feet (0.015 acre) or less of the streams, warranting a USACE Section 404 NWP 14 without PCN. No USACE coordination or mitigation is required.</p> <p><i>Documentation: 02/04/24 site observations; FEMA Flood Insurance Rate Map Panels 48491C0291F, 48491C0292F, and 48491C0293F (December 20, 2019); NWI Wetland Mapper (accessed 02/07/24); Waters of the U.S. Delineation Report (August 2023)</i></p>

Vegetation, Wildlife	2	The project will not impact area wildlife and will have no effect on federally- or state-listed threatened, endangered, or special status species or their critical habitat. Construction will result in the removal of existing vegetation, including maintained/lightly maintained grasses, trees, and scrub/shrub vegetation, throughout the project area. Re-vegetation, where needed, would occur once construction is complete using hydromulching and/or hydroseeding with native species. Efforts will be made to save trees where there is no conflict with construction. Measures for the regulation of birds, including nest surveys, will be implemented in adherence to the MBTA and the Texas Parks and Wildlife Code Chapter 64. <i>Documentation: 02/04/24 site observations</i>
Other Factors		N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	The proposed project activities are not expected to promote climate change. The FM 971 project area is being improved for the City of Georgetown community. Where possible, construction equipment will utilize electric motor machinery and equipment.
Energy Efficiency	2	The project does not involve any energy-consuming equipment (i.e., generators, etc.). Where possible, construction equipment will utilize energy efficient equipment.

Additional Studies Performed:

- Waters of the U.S. Delineation Report (August 2023)
- TxDOT Hazardous Materials Initial Site Assessment (August 2023)
- HUD Noise Analysis (January 2024)
- TxDOT Traffic Noise Technical Report (April 2024)
- Historical Resources Survey Report (January 2024)
- Archeological Study Report (April 2024)

Field Inspection (Date and completed by):

Field inspection completed on February 4, 2024, by Maria Esther Rodriguez of LJA Environmental Services.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

- Agencies consulted include the following:
 - THC
 - Williamson County Historical Commission

- Tribal nations of the Apache Tribe of Oklahoma, Comanche Nation (Oklahoma), Coushatta Tribe of Louisiana, Delaware Nation (Oklahoma), Tonkawa Tribe of Indians of Oklahoma, and Wichita and Affiliated Tribes (Oklahoma)
- Online web references include the following:
 - NEPAssist
 - National Register of Historic Places database (National Park Service)
 - THC Atlas
 - FEMA Map Service Center
 - USFWS NWI Mapper
 - GLO Coastal Zone Management Map
 - USFWS Coastal Barrier Resources System Mapper
 - USFWS IPaC
 - TPWD Threatened and Endangered Species listing
 - National Wild and Scenic Rivers System
 - Nationwide Rivers Inventory Mapper (National Park Service)
 - EPA EJSCREEN
 - Texas Education Agency
 - U.S. Bureau of Labor Statistics
 - City of Georgetown
 - Google Earth and Maps

List of Permits Obtained:

A USACE Section 404 NWP 14 without PCN is anticipated due to impact to the streams at two FM 971 cross-culvert locations. All required federal, state, and local permits and approvals will be secured by program personnel or contractors.

Public Outreach [24 CFR 50.23 & 58.43]:

The City of Georgetown held a public meeting (open house) in August 2023 with in-person and virtual options to inform residents and any other interested parties of the proposed project and presented exhibits of the proposed project to the attendees. Methods of notification for the meeting included mailings to adjacent property owners, elected officials, and community stakeholders, including Georgetown ISD and community associations; social media and website postings; newsletter announcements; and media releases. The in-person event was held on August 3, 2023, at the Georgetown City Hall (808 Martin Luther King, Jr. Street, Georgetown, Texas) while the virtual option was conducted from August 3, 2023, to August 18, 2023. There were 60 in-person attendees and 53 unique virtual visitors. City representatives were present to answer public questions and receive comments. Twenty-six comments were received from the public meeting regarding issues and concerns such as intersections, commercial amenities, sidewalks/shared use paths, signals, driveways, emergency access, ROW, safety, sound barriers/noise abatement, medians, alternative suggestions, and access. None of the comments were in direct objection to the proposed project.

The combined Notice of Finding of No Significant Impact (FONSI) and Notice of Intent to Request Release of Funds (NOI-RROF) was posted on 07/29/24 by the City of Georgetown. The required 18 calendar days were allowed for public comment. [\[Insert public comments/responses\]](#).

Cumulative Impact Analysis [24 CFR 58.32]:

The City of Georgetown, experiencing a forty percent growth rate since 2008, has evolved in many aspects, including population, development trends, land use types, and traffic volumes. The city's growth has affected different sectors of the city, such as educational institutions, community resources and facilities, neighborhoods, commercial establishments, and public infrastructure. As such, the City has been working to improve and diversify the local transportation network. Major infrastructure projects undertaken by the City through the 2008 Roads and Parks Bond, 2011 Public Safety Facility Bond, and the road bond in 2014 have been completed, and the FM 971 Expansion Project is one of the City's continued efforts to address the community's transportation needs. The proposed FM 971 improvements will involve the reconstruction and widening of the roadway to upgrade it from an undivided two-lane roadway with open ditches to a divided four-lane roadway with raised medians and curb-and-gutter drainage. No other transportation projects around the project area are currently ongoing or proposed from the City of Georgetown. However, TxDOT's online Project Tracker indicates the construction for a nearby overlay project along Spur 158 (N. Austin Avenue) between FM 971 and Lakeway Drive/NE Inner Loop is scheduled to occur within the next four years. The cumulative impact of the proposed project and any other projects (current or future) would not contribute significantly to growth in the area as the area is mostly developed with further planned development along FM 971 already ongoing. The proposed project would have the positive and cumulative effect of providing a roadway built to improve mobility, reduce congestion, and enhance safety and connectivity for various modes of transportation, particularly with greater traffic demand expected from the city's growth. The proposed project is not anticipated to adversely impact natural resources or environmental justice populations in the area.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Eliminated Alternative:

This alternative would involve reconstructing and widening FM 971 from a two-lane undivided roadway to a four-lane divided curb-and-gutter roadway. The typical section would consist of four 12-foot-wide travel lanes, a 22-foot-wide raised median with designated left-turning/U-turn bays, and a 10-foot-wide shared use path along the south side of FM 971 except for a 6-foot-wide sidewalk on the north side from Parkview Drive to east of Parque Vista Drive. At the west end, Riverhaven Drive between Gann Street and the San Gabriel Park roundabout and E. Morrow Street at the FM 971 intersection would be closed with pavement removed. Reconstruction of the remainder of E. Morrow Street and the roundabout would occur as well as construction of a new roadway extension from the FM 971 and Parkview Drive intersection to the roundabout. Right turn lanes would be included at the intersections with Parkview Drive and NE Inner Loop. Additional ROW from both sides of FM 971 would be required for this alternative. Although this alternative would provide pedestrian/bicycle accommodations and improve traffic flow and safety by providing an additional travel lane in each direction and raised medians, this alternative would not fully meet the project need. Connectivity would be limited as the shared use path would only be available along the south side of FM 971. Multiple side street intersections would not have right turn lanes to offer safe maneuvering off FM 971. Longer trip times would occur with limited left turn locations and required U-turns to reach targeted destinations on the opposite side of the roadway. This alternative would also not accommodate the future planned development at the Haverland Drive intersection. Adding improvements to the typical section to address these deficiencies and meet the

project's need would require more width, increasing the amount of ROW taking. This action would extend the project schedule and increase costs, making this alternative unfeasible. Thus, this alternative was eliminated from further consideration.

Selected Alternative:

The reconstruction and widening of FM 971 to a four-lane divided roadway would fulfill the need for a safe, reliable, and adequate roadway facility capable of accommodating increased traffic volumes due to growth in the Georgetown area. This alternative would typically include 11-foot-wide travel lanes, 10-foot-wide shared use paths along both sides of the roadway, 14-foot-wide raised medians with designated left-turning bays, and 11-foot-wide right turn lanes at side street intersections and other select locations along the 1.67-mile corridor. Pavement would be removed along Riverhaven Drive, E. Morrow Street, and Haverland Drive, which would close Riverhaven Drive entirely and convert E. Morrow Street and Haverland Drive to dead-end streets. A new road segment from the FM 971 and Parkview Drive intersection to the San Gabriel Park roundabout would replace Riverhaven Drive. Drainage would be handled by a curb-and-gutter storm sewer system with RCPs of various sizes, inlets, and manholes; two cross-culverts around E. Morrow Street would be replaced with properly sized RCBs. Approximately 4.1 acres of additional ROW from both sides of FM 971 would be required. Compared to the existing two-lane roadway, a proposed four-lane roadway would improve passing opportunities and traffic operations on FM 971. The raised medians would improve traffic safety by keeping opposing traffic flows separate, controlling access to/from driveways and intersections, restricting left turns and crossing maneuvers to specific locations, and providing a pedestrian refuge area. The shared use paths would ensure pedestrians and bicyclists on both sides of FM 971 have continuous connectivity throughout the corridor. Totalling approximately 0.015 acre, the one wetland feature within the project area would not be impacted. However, a USACE Section 404 NWP 14 without PCN would be anticipated for 219 linear feet (0.015 acre) or less of stream impact around the cross-culvert locations due to the construction of the roadway and associated storm drainage infrastructure. No USACE coordination or mitigation would be required. BMPs, such as temporary vegetation, sodding, silt fences, rock berms, and erosion control logs, would be in place during construction to limit sedimentation and pollutants into waterbodies within the project area. All required federal, state, and local permits prior to commencement of construction would be secured with compliance to all permit conditions.

No Action Alternative [24 CFR 58.40(e)]:

A No Action alternative was considered and rejected because of a significant need to ensure the function of FM 971 to provide a safe, reliable, and adequate roadway that can meet the greater traffic demand from area growth. Without the proposed project, the Georgetown community would continue to experience an insufficient and unsafe roadway, limiting mobility, increasing congestion, and hindering safety and connectivity.

Summary of Findings and Conclusions:

The proposed roadway improvements will occur in the City of Georgetown in Williamson County along FM 971, primarily within state-owned ROW. Improvements will also occur within City-owned ROW at Riverhaven Drive, E. Morrow Street, Haverland Drive, and San Gabriel Park. Approximately 4.1 acres of additional ROW will be required from fifteen adjacent parcels on both sides of FM 971. The widths of the proposed ROW areas will vary with a maximum taking of approximately 35.5 feet on the north side of FM 971 and approximately 62 feet on the south side. A portion of the improvements will be located within an adjacent parcel outside of project ROW at the south side of FM 971 from Gann Street to approximately 400 feet east of Parkview Drive, and the City will coordinate with the landowner to construct or allow

construction of the project on the property. The City will carry out all acquisition of needed real property, easements, and/or rights-of-way in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) and HUD implementing regulations (24 CFR Part 42).

- No compliance issues with comprehensive plans will occur.
- A change in land use will occur due to the acquisition of the new ROW and easements; however, the project is not expected to adversely impact overall land uses to the general area and will complement current and future mixed land uses by providing an improved, safe roadway facility capable of supporting increasing traffic volumes due to anticipated growth in the area.
- No adverse urban impact is anticipated.
- Soil slope is minimal, and suitability will not be impacted due to the project.
- Soil erosion is a negligible hazard. BMPs and a SW3P will be implemented to prevent soil erosion, runoff, and sedimentation into adjacent and downstream water bodies.
- All construction equipment should be properly secured each day, and fencing (or other safety measures) should be in-place around the construction areas during construction.
- No additional energy consumption will occur other than from the temporary construction activities.
- The project is not considered a noise sensitive use but is adjacent to sites of a noise sensitive use – residential neighborhoods, San Gabriel Park, Guadalupe Cemetery, Pat Cooper Elementary School, and Charles A. Forbes Middle School. A HUD noise analysis resulted in a DNL of approximately 60 decibels, below the 65-decibel threshold. In accordance with TxDOT requirements, a FHWA traffic noise model was completed, indicating noise impacts at several residential areas. Eight-foot-tall noise barriers along FM 971 at the Parkview Estates, Katy Cove, Katy Crossing, and The Villas of Katy Crossing neighborhoods were found to be Reasonable and Feasible. Therefore, mitigation/abatement measures will be required.
- The project is located within an attainment area. Any dust and particulate emission should be easily controlled by using standard dust mitigation techniques.
- Trash located within the project area will be disposed of properly during construction. Any debris or waste disposal should be at an appropriately authorized disposal facility.
- The proposed roadway improvements project will have no adverse impacts on the visual aesthetics.
- No adverse socioeconomic impacts are anticipated due to the proposed improvements.
- Community facilities and services are not expected to have any adverse impacts. These facilities include commercial, health care, social services, solid waste, waste water, storm water, water supply, police, fire, and emergency medical services, recreation, cultural, and transportation facilities.
- No impacts to cultural resources are anticipated. If cultural materials are discovered, work should cease in the immediate area and the THC contacted for consultation on further actions that may be necessary to protect the cultural remains.
- Pat Cooper Elementary School and Charles A. Forbes Middle School are located off the intersection of FM 971 and NE Inner Loop towards the east side of the project. Due to their proximity, minor temporary impacts are anticipated to occur to these educational facilities. Temporary impacts include construction noise and potential safety concerns around the construction site. Beneficial

impacts, however, include a safe, reliable, and adequate roadway facility for the vicinity upon project completion.

- Construction will result in the removal of existing on-site vegetation, including maintained/lightly maintained grasses, trees, and scrub/shrub vegetation. Revegetation, where needed, will occur once construction is complete using hydromulching and/or hydroseeding. Efforts will be made to save trees where there is no conflict with construction.
- Although potential suitable habitat exists within the project area, the project will not impact area wildlife and will have no effect on federally- or state-listed threatened, endangered or special status species or their critical habitat. Measures for the regulation of birds, including nest surveys, will be implemented in adherence to the Migratory Bird Treaty Act and the Texas Parks and Wildlife Code Chapter 64.
- Per FEMA flood map panel numbers 48491C0291F, 48491C0292F, and 48491C0293F (dated December 20, 2019), the project site is located in Zone X outside the 100-year floodplain.
- A July 2023 WOTUS delineation revealed one wetland area, partially within the project limits at approximately 0.015 acre, south of FM 971 by Guadalupe Cemetery; a stream of approximately 52 linear feet (0.002 ac) connecting the observed wetland to an existing FM 971 cross-culvert; and another stream of approximately 167 linear feet (0.013 ac) at another FM 971 cross-culvert east of E. Morrow Street. No wetland impacts are anticipated, and a USACE Section 404 NWP 14 without PCN is anticipated for the 219 linear feet (0.015 acre) or less of impact from the proposed stream activities due to roadway and storm drainage construction. No USACE coordination or mitigation is required.
- No impacts to coastal barrier areas will occur.
- No impacts from airport zones are expected.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Project Construction	Best management practices (BMPs) will be implemented during the construction of the project and include temporary vegetation, sodding, silt fences, rock berms, and erosion control logs.
Stormwater Pollution Prevention Plan (SW3P)	Construction-industry standards and methods, including a stormwater pollution prevention plan (SW3P), will be applied to prevent sedimentation and soil runoff onto adjacent sites and downstream water bodies.
Hazardous Materials	If any hydrocarbon odor is encountered during construction or water sheens are observed, work will cease until they are investigated and the appropriate TCEQ Regional office and

	HUD are contacted for consultation on further actions that may be necessary. If soil needs to be removed from the site and the accepting landfill requires any soil testing to be conducted prior to waste disposal, the analytical results of the testing will be submitted to the HUD.
Air Quality	Any dust and particulate emission will be controlled using standard dust suppression methods.
Trash/Debris	Trash located within the project area will be disposed of properly during construction; any debris or waste disposal will be at an appropriately authorized disposal facility.
Vegetation	Revegetation, where needed, will occur once construction is complete using hydromulching and/or hydroseeding. Efforts will be made to save trees where there is no conflict with construction.
Birds	Vegetation management work will be limited during the peak migratory bird nesting period of March 15 through September 15, as much as possible, to avoid destruction of individuals, nests, or eggs. If vegetation clearing activities must occur during the nesting season, then measures will be implemented, such as conducting nest surveys no more than five days prior to construction, to ensure active nests are not present prior to vegetative clearing. No vegetation containing active nests, eggs, or young will be removed if they are present on the project site. If nests are observed during the surveys, then a vegetation buffer area of no less than 150 feet in diameter will remain around the nest until all young have fledged. Compliance with the Texas Parks and Wildlife Code Chapter 64, Sections 64.002 and 64.003, will also be administered.
Historic Preservation	If cultural materials are discovered, work should cease in the immediate area and the THC contacted for consultation on further actions that may be necessary to protect the cultural remains.
Permits, Reviews, and Approvals	A USACE Section 404 nationwide permit (NWP) 14 without preconstruction notification (PCN) is anticipated. All required federal, state, and local permits and approvals will be secured by program personnel or contractors.

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: _____

Name/Title/Organization: Maria Esther Rodriguez/Assistant Project Manager/LJAES

Certifying Officer Signature: _____ Date: _____

Name/Title: David Morgan/City Manager

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Request for Release of Funds and Certification

U.S. Department of Housing and Urban Development
Office of Community Planning and Development

OMB No. 2506-0087
(exp. 04/30/2027)

This form is to be used by Responsible Entities and Recipients (as defined in 24 CFR 58.2) when requesting the release of funds, and requesting the authority to use such funds, for HUD programs identified by statutes that provide for the assumption of the environmental review responsibility by units of general local government and States. Public reporting burden for this collection of information is estimated to average 36 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless that collection displays a valid OMB control number.

Part 1. Program Description and Request for Release of Funds (to be completed by Responsible Entity)

1. Program Title(s) <input type="text" value="Economic Development Initiative-Community Project Funding"/>	2. HUD/State Identification Number <input type="text" value="HUD B-23-CP-TX-1389"/>	3. Recipient Identification Number (optional) <input type="text"/>
4. OMB Catalog Number(s) <input type="text" value="14.251"/>	5. Name and address of responsible entity <input type="text" value="David Morgan, City Manager
808 Martin Luther King Jr. Street
Georgetown, Texas 78628"/>	
6. For information about this request, contact (name & phone number) <input type="text" value="David Morgan, City Manager, (512) 930-3741"/>		7. Name and address of recipient (if different than responsible entity) <input type="text"/>
8. HUD or State Agency and office unit to receive request <input type="text" value="U.S. Department of Housing and Urban Development
Community Planning and Development San Antonio Field Office
Hipolito Garcia Federal Building
615 East Houston Street, Suite 347
San Antonio, TX 78205-2001"/>		

The recipient(s) of assistance under the program(s) listed above requests the release of funds and removal of environmental grant conditions governing the use of the assistance for the following

9. Program Activity(ies)/Project Name(s) <input type="text" value="FM 971 Expansion Project"/>	10. Location (Street address, city, county, State) <input type="text" value="FM 971 from Gann Street to SH 130,
Georgetown, Williamson County, Texas"/>
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11. Program Activity/Project Description

Grantee shall reconstruct and widen the existing FM 971 roadway from two undivided lanes to a four-lane divided roadway with a raised median, intersection and access improvements to San Gabriel Park, and a shared use path along both sides of the facility for pedestrians and bicycles. Proposed improvements will also include pavement removal (Riverhaven Drive and E. Morrow Street); illumination along FM 971; traffic signalization at designated intersections; reconstruction of driveways; replacement of the open roadside ditches to curb-and-gutter drainage with storm sewer and cross culverts; signing and pavement markings; utility adjustments; and any site work associated with construction. The proposed project will provide an improved FM 971, ensuring its function to provide an adequate, safe, and reliable roadway facility capable of supporting increasing traffic volumes due to growth in the area. The City of Georgetown shall acquire right-of-way and/or easements as needed to accommodate the proposed roadway improvements. The City shall carry out all acquisition of needed real property, easements, and/or rights-of-way in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) and HUD implementing regulations (24 CFR Part 42). Mitigation measures are listed on the attached page.

Grant Amount: \$4,000,000.00

Part 2. Environmental Certification (to be completed by responsible entity)

With reference to the above Program Activity(ies)/Project(s), I, the undersigned officer of the responsible entity, certify that:

1. The responsible entity has fully carried out its responsibilities for environmental review, decision-making and action pertaining to the project(s) named above.
2. The responsible entity has assumed responsibility for and complied with and will continue to comply with, the National Environmental Policy Act of 1969, as amended, and the environmental procedures, permit requirements and statutory obligations of the laws cited in 24 CFR 58.5; and also agrees to comply with the authorities in 24 CFR 58.6 and applicable State and local laws.
3. The responsible entity has assumed responsibility for and complied with and will continue to comply with Section 106 of the National Historic Preservation Act, and its implementing regulations 36 CFR 800, including consultation with the State Historic Preservation Officer, Indian tribes and Native Hawaiian organizations, and the public.
4. After considering the type and degree of environmental effects identified by the environmental review completed for the proposed project described in Part 1 of this request, I have found that the proposal did did not require the preparation and dissemination of an environmental impact statement.
5. The responsible entity has disseminated and/or published in the manner prescribed by 24 CFR 58.43 and 58.55 a notice to the public in accordance with 24 CFR 58.70 and as evidenced by the attached copy (copies) or evidence of posting and mailing procedure.
6. The dates for all statutory and regulatory time periods for review, comment or other action are in compliance with procedures and requirements of 24 CFR Part 58.
7. In accordance with 24 CFR 58.71(b), the responsible entity will advise the recipient (if different from the responsible entity) of any special environmental conditions that must be adhered to in carrying out the project.

As the duly designated certifying official of the responsible entity, I also certify that:

8. I am authorized to and do consent to assume the status of Federal official under the National Environmental Policy Act of 1969 and each provision of law designated in the 24 CFR 58.5 list of NEPA-related authorities insofar as the provisions of these laws apply to the HUD responsibilities for environmental review, decision-making and action that have been assumed by the responsible entity.
9. I am authorized to and do accept, on behalf of the recipient personally, the jurisdiction of the Federal courts for the enforcement of all these responsibilities, in my capacity as certifying officer of the responsible entity.

Signature of Certifying Officer of the Responsible Entity

X

Title of Certifying Officer

City Manager

Date signed

Address of Certifying Officer

808 Martin Luther King Jr. Street, Georgetown, Texas 78628

Part 3. To be completed when the Recipient is not the Responsible Entity

The recipient requests the release of funds for the programs and activities identified in Part 1 and agrees to abide by the special conditions, procedures and requirements of the environmental review and to advise the responsible entity of any proposed change in the scope of the project or any change in environmental conditions in accordance with 24 CFR 58.71(b).

Signature of Authorized Officer of the Recipient

X

Title of Authorized Officer

Date signed

We, the undersigned, certify under penalty of perjury that the information provided above is true and correct. WARNING: Anyone who knowingly submits a false claim or makes a false statement is subject to criminal and/or civil penalties, including confinement for up to 5 years, fines, and civil and administrative penalties. (18 U.S.C. §§ 287, 1001, 1010, 1012, 1014; 31 U.S.C. §3729, 3802)

**FM 971 Expansion Project
 HUD Grant B-23-CP-TX-1389
 Request for Release of Funds and Certification (Mitigation Measures)**

Law, Authority, or Factor	Mitigation Measure
Project Construction	Best management practices (BMPs) will be implemented during the construction of the project and include temporary vegetation, sodding, silt fences, rock berms, and erosion control logs.
Stormwater Pollution Prevention Plan (SW3P)	Construction-industry standards and methods, including a stormwater pollution prevention plan (SW3P), will be applied to prevent sedimentation and soil runoff onto adjacent sites and downstream water bodies.
Hazardous Materials	If any hydrocarbon odor is encountered during construction or water sheens are observed, work will cease until they are investigated and the appropriate TCEQ Regional office and HUD are contacted for consultation on further actions that may be necessary. If soil needs to be removed from the site and the accepting landfill requires any soil testing to be conducted prior to waste disposal, the analytical results of the testing will be submitted to the HUD.
Air Quality	Any dust and particulate emission will be controlled using standard dust suppression methods.
Trash/Debris	Trash located within the project area will be disposed of properly during construction; any debris or waste disposal will be at an appropriately authorized disposal facility.
Vegetation	Revegetation, where needed, will occur once construction is complete using hydromulching and/or hydroseeding. Efforts will be made to save trees where there is no conflict with construction.
Birds	Vegetation management work will be limited during the peak migratory bird nesting period of March 15 through September 15, as much as possible, to avoid destruction of individuals, nests, or eggs. If vegetation clearing activities must occur during the nesting season, then measures will be implemented, such as conducting nest surveys no more than five days prior to construction, to ensure active nests are not present prior to vegetative clearing. No vegetation containing active nests, eggs, or young will be removed if they are present on the project site. If nests are observed during the surveys, then a vegetation buffer area of no less than 150 feet in diameter will remain around the nest until all young have fledged. Compliance with the Texas Parks and Wildlife Code Chapter 64, Sections 64.002 and 64.003, will also be administered.
Historic Preservation	If cultural materials are discovered, work should cease in the immediate area and the THC contacted for consultation on further actions that may be necessary to protect the cultural remains.
Permits, Reviews, and Approvals	A USACE Section 404 nationwide permit (NWP) 14 without preconstruction notification (PCN) is anticipated. All required federal, state, and local permits and approvals will be secured by program personnel or contractors.

NOTICE OF FINDING OF NO SIGNIFICANT IMPACT AND NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS

July 29, 2024

City of Georgetown
P.O. Box 409
Georgetown, TX 78627
(512) 930-3741

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of Georgetown.

REQUEST FOR RELEASE OF FUNDS

On or about August 19, 2024, the City of Georgetown will submit a request to HUD for the release of Economic Development Initiative-Community Project Funding (EDI-CPF) funds under the Consolidated Appropriations Act, 2023 (P.L. 117-328), as amended, to undertake a project known as **FM 971 Expansion Project**. The proposed project extends from Gann Street to SH 130 for approximately 1.67 miles in Georgetown, Williamson County, Texas. The purpose of the project is to address increasing traffic volumes due to growth in this area of the city. The project will improve mobility, enhance safety, and reduce congestion by reconstructing and widening the existing FM 971 roadway from two undivided lanes to a four-lane divided roadway with a raised median, intersection and access improvements to San Gabriel Park, and shared use paths along both sides of the facility for pedestrians and bicycles. Proposed improvements also include noise abatement barriers, illumination along FM 971, traffic signalization at designated intersections, reconstruction of driveways, and curb-and-gutter drainage with storm sewer and cross-culverts. The City will acquire right-of-way and easements as needed to accommodate the proposed roadway facility. The estimated total project cost is \$34,000,000. Approximately \$4,000,000 of County funds and approximately \$26,000,000 of City funds will be applied towards preliminary design engineering, construction, and right-of-way acquisition. Approximately \$4,000,000 of EDI-CPF funds under HUD grant B-23-CP-TX-1389 will be utilized for final design engineering and real estate services, including right-of-way acquisition. The City shall carry out all acquisition of needed real property, easements, and/or rights-of-way in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) and HUD implementing regulations (24 CFR Part 42).

FINDING OF NO SIGNIFICANT IMPACT

The City of Georgetown has determined that the project will have no significant impact on the human environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) is not required. Additional project information is contained in the Environmental Review Record (ERR) on file at the City of Georgetown Inner Loop Annex, 295 SE Inner Loop, Georgetown, TX 78626 and may be examined or copied weekdays 8 A.M to 5 P.M. The ERR can be accessed online at <https://transportation.georgetown.org/transportation-projects/fm-971/> and <https://georgetown.org/>.

PUBLIC COMMENTS

Any individual, group, or agency may submit written comments on the ERR to the City of Georgetown. Comments may also be submitted via email at gloveless@cdandp.com. All comments received by August 16, 2024 will be considered by the City of Georgetown prior to authorizing submission of a request for release of funds. Comments should specify which Notice they are addressing.

ENVIRONMENTAL CERTIFICATION

The City of Georgetown certifies to HUD that David Morgan in his capacity as City Manager consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows the City of Georgetown to use Program funds.

OBJECTIONS TO RELEASE OF FUNDS

HUD will accept objections to its release of fund and the City of Georgetown's certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of the City of Georgetown; (b) the City of Georgetown has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR part 58; (c) the grant recipient or other participants in the development process have committed funds, incurred costs or undertaken activities not authorized by 24 CFR Part 58 before approval of a release of funds by HUD; or (d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58, Sec. 58.76) and shall be addressed to the U.S. Department of Housing and Urban Development, Community Planning and Development San Antonio Field Office at Hipolito Garcia Federal Building, 615 East Houston Street, Suite 347, San Antonio, TX 78205-2001. Potential objectors should contact HUD to verify the actual last day of the objection period.

David Morgan, City Manager