

## APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

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Name of Airport, LOC ID, and location:

Ellington Airport (EFD), Houston, TX

Project Title:

Taxiway Lima Construction Project

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The Houston Airport System (HAS or the Sponsor) intends to construct a parallel taxiway to provide access to Runway 4-22 and Runway end 35L at Ellington Airport (EFD or the airport) to address safety and efficiency of the EFD airfield. The proposed project would include construction of a taxiway (Taxiway Lima) with a width of 75 feet, length of 10,295 feet, and 30-foot shoulders. Additionally, there would be five runway connectors each approximately 500 feet in length, and two apron connectors about 150 feet in length. Construction is scheduled to begin in July 2022, and it is anticipated that this proposed project can be completed in approximately a 24-month construction schedule. As targeted, Taxiway Lima is expected to be complete in June 2024.

Runway 4-22 is the second longest runway at EFD with a length of 8,001 feet and width of 150 feet. It is served by a CAT I ILS approach to Runway 22. Currently, aircraft cannot access the Runway 22 approach end of the runway from any of the existing aircraft parking locations without back-taxiing on a runway. The proposed project would remedy this condition by providing standard parallel taxiway geometry. Additionally, the proposed project addresses existing non-standard conditions by eliminating aligned Taxiway E which leads to Runway 4. Taxiway E is an aligned taxiway that provides direct access into Runway 4 from Taxiway H. Its alignment can result in wrong surface departures, and in many cases, operators start their departure roll prior to reaching the Runway 4 threshold. Its geometry does not provide a standard 90-degree perpendicular entrance to the runway. This geometry is prohibited by FAA

and is recommended to be mitigated as soon as practicable. Taxiway E also has the same width as Runway 4-22 which can make signage placement more difficult.

A figure depicting the proposed project is provided in Attachment A.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project would be located parallel to Runway 4-22 with a connection to Runway end 35L, having a runway to taxiway centerline offset of 500 feet. The proposed project would occur in an airside area that has been previously disturbed from grading and other activities for the original development of the airport. The area where the proposed project would occur is maintained by mowing and grounds maintenance activities.

The proposed project area, where ground disturbance would occur, is approximately 160 acres in size. Haul routes and staging areas have not been determined, although it is anticipated that primary construction access to the site will be from Space Center Boulevard with construction staging and storage areas being located in upland areas adjacent to the proposed project site.

Drainages and non-jurisdictional wetlands are present in the proposed project area. The drainages provide stormwater conveyance for the surrounding areas on the airport, with the wetlands having formed within and adjacent to portions of those drainages.

A designated 100-year floodplain is within and adjacent to a portion of the proposed project area near Runway end 35L.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Order 1050.1F, Paragraph 5-6.4 e. "Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or
- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities. (ARP, AST)"

The proposed project does not differ from this language.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**,

cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

### 5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>A cultural resources field survey conducted in 2017 (Attachment B) encompassed the entire proposed project area. The survey found that there are no National Register of Historic Places (NRHP) listed (or potentially eligible) resources located in the proposed project area. The State Historic Preservation Officer (SHPO) was consulted and they issued a letter of concurrence with a finding of No Historic Properties Affected dated November 6, 2017 (see Attachment B). The nearest NRHP listed property is the Space Environment Simulation Laboratory approximately four miles southeast from the airport. The proposed project would not directly or indirectly affect any historic or cultural resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No cultural or historic resources are located within the proposed project area or the vicinity of the proposed project. No effects to NHPA resources would result from construction and operation of Taxiway L. Should any construction activity expose buried archaeological material, work in the area would stop immediately and the FAA and SHPO would be contacted for further coordination.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>As illustrated in Attachment A, the proposed project would occur on airport property in areas that have been previously disturbed by clearing and grading activities for past construction of the airport and/or are actively disturbed through routine airport maintenance activities, including mowing. As the depth of prior disturbances is not known, an intensive pedestrian field survey of the proposed project area was conducted in 2017 (Attachment B), and included both surface and subsurface (shovel test) examination. No evidence of archeological or cultural resources was identified as a result of the shovel testing.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p><b>Because the proposed project would occur entirely on airport property and does not involve cultural or archeological resources, or NRHP-listed resources, it would not affect tribal land or land of interest to tribes.</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>There are no properties protected under Section 4(f) within the proposed project area. The nearest NRHP listed property, the Space Environment Simulation Laboratory, is located approximately four miles southeast of the airport. Sylvan Rodriguez Park is located over 4,000 feet from the proposed project area. The Pasadena Municipal Golf Course is approximately 1.5 miles from the proposed project area. There are no wildlife refuges or waterfowl refuges within or near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>There are no 4(f) properties in the proposed project area. Additionally, the proposed project would not alter runway use or otherwise result in aircraft operational changes that could constitute use of Section 4(f) resources. Therefore, no impacts to DOT Section 4(f) resources would result from the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The proposed project would occur entirely on airport property. No Section 6(f) resources are present and there would be no direct or indirect impacts to any 6(f) resources. The closest 6(f) property is the Trinity River National Wildlife Refuge, 40 miles to the southeast.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(3) Threatened or Endangered Species**

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report was run on November 18, 2021 for the proposed project area. The West Indian Manatee, Eastern Black Rail, Piping Plover, Red Knot, Monarch Butterfly, and Texas Prairie Dawn-flower were identified as species that could potentially be affected by the activities in the proposed project area. For the 2017 Land Release for On-Airport Commercial Development project, field surveys were conducted within portions of project area on January 23-24, 2017 and February 7-8, 2017 that identified potential habitat for one state-listed threatened species, the alligator snapping turtle, and three state-listed rare species, the Southern crawfish frog, the Plains spotted skunk, and the Southeastern myotis bat; however, none of these species were observed during the field surveys. The proposed project would have a minor effect on upland drainages, but would not result in the loss of critical habitat. The proposed project would occur on and around existing airport facilities, which is an undesirable habitat for these species. Additionally, the unpaved areas where the proposed project would occur is disturbed by regular mowing and maintenance activities. It is unlikely federal or state listed species would be present in the proposed project area. The USFWS IPaC report is attached as Attachment C.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>The USFWS Critical Habitat Mapper (Attachment D) shows that the proposed project area does not contain any critical habitats that fall under the Endangered Species Act. The proposed project would take place on previously disturbed and developed property; given the proximity of existing development, the proposed project is unlikely to directly or indirectly impact wildlife.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish &amp; Wildlife Service).</p> <p>The proposed project would take place on previously disturbed and regularly maintained property. There are no trees or appropriate nesting habitat for the migratory birds that have potential to occur in the proposed project areas, as listed in the IPaC report (Attachment C). Within the proposed project area, clearing activities would remove grasses and similar low ground cover. There are no current bird habitats present that fall under the Migratory Bird Treaty Act. If migratory bird nests are discovered during nesting season (March 1 through September 15), areas with migratory birds with active nests would be avoided until they leave the nest.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (4) Other Resources**

Items to consider include:

<b>a. Fish and Wildlife Coordination Act</b>	<b>YES</b>	<b>NO</b>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>Field surveys conducted on November 2, 2021, November 11, 2021, and December 15, 2021 showed that there are non-jurisdictional (as determined by the USACE) wetlands within the project area (the USACE letter is provided in Attachment E). Wetland habitat is not associated with habitat for the potential protected species in the project area and therefore, no protected resources would be affected. Please see Section 5-2.b(4)(b) for more details regarding wetlands and waters of the U.S.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>Field surveys of the project area were conducted on November 2, 2021, November 11, 2021, and December 15, 2021. These field surveys expanded upon previous surveys completed by another consultant in 2017. Collectively, the field surveys determined several ditch and wetland features are present within the Taxiway Lima Project Area. The jurisdictional status of some of these features had previously been evaluated by the USACE in 2017, however, a new Approved Jurisdictional Determination (AJD) request was submitted January 28, 2022 (see Attachment E). A meeting was held with John Davidson, Chief of Compliance, USACE – Galveston District pursuant to the new request on February 9, 2022 in which Mr. Davidson indicated that all waters within the Taxiway Lima Project Area may be non-jurisdictional. Mr. Davidson requested exhibits depicting LiDAR elevation data encompassing the Project Area as well as the nearest known waters of the U.S. (Horsepen Bayou). These exhibits were prepared and submitted to the USACE on February 14, 2022 (see Attachment E). A final discussion was held with Mr. Davidson on February 24, 2022 in which he indicated that all waterbodies that would be impacted by the construction of the Taxiway Lima Project are determined non-jurisdictional by the USACE. The final AJD letter is attached in Attachment E.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A meeting was held with John Davidson, Chief Compliance, USACE to discuss the project on February 24, 2022. During the meeting, Mr. Davidson indicated that all water features within the proposed project are to be considered non-jurisdictional and are not to be considered waters of the US. The jurisdictional determination letter is provided in Attachment E.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>All waterbodies that would be impacted by the construction of Taxiway Lima were determined to be non-jurisdictional by the USACE. The total acreage of wetlands (all of which are non-jurisdictional) impacted by the construction of Taxiway Lima is estimated to be 0.57 acres. The jurisdictional determination letter is provided in Attachment E.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>A USACE Clean Water Act Section 404 permit is not required because all wetlands within the project area are non-jurisdictional.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>c. Floodplains</b></p>	<b>YES</b>	<b>NO</b>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The proposed project area is comprised primarily of pervious areas with grass ground cover. A portion of the proposed project is within the 100-year floodplain near Runway end 35L. Site drainage is currently accomplished primarily through a network of swales and ditches.</p> <p>A Final Drainage Master Plan and Stormwater Quality Master Plan was completed for Ellington Field Airport in 2017. Included as an Appendix to that report, a Spaceport Phase I Development Drainage Analysis report was prepared to coordinate approval of near-term projects, including the construction of Taxiway L, with the Harris County Flood Control District (HCFCD). The Spaceport Phase I Development Drainage Analysis report is included as Attachment F to this CATEX documentation. Attachment F includes figures depicting the floodplains within the proposed project area as well as</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<p>mitigation measures proposed and since constructed to address changes to stormwater and floodplains.</p> <p>During the review and completion of the Final Drainage Master Plan and Stormwater Quality Master Plan and associated Spaceport Phase I Development Drainage Analysis, HAS coordinated with stakeholders, including the HCFCD, City of Houston Parks and Recreation Department, the City of Houston Public Works Department, and Clear Lake City Water Authority, to identify and evaluate those studies and their recommendations.</p> <p>As documented in the Spaceport Phase I Development Drainage Analysis, a portion of the taxiway would encroach upon approximately 339,768 square feet or 7.8 acres of a regulated floodplain (Horsepen Bayou floodplain) resulting in reduction of approximately 5.0 acre-feet of flood storage. To mitigate the increases in impervious surfaces and loss of flood storage, a detention basin and diversion weir were proposed and have since been constructed as part of the overall spaceport development.</p> <p>The Spaceport Phase I Development Drainage Analysis concluded that the proposed Spaceport Phase 1 – within Ellington Field Airport, which includes the construction of Taxiway L, along with the recommend detention / mitigation basin would not result in any adverse impact to the Horsepen Bayou floodplain for storm events up to and including the 100-year storm event.</p> <p>Since a portion of the proposed Taxiway Lima project would encroach upon a regulated (100-year) floodplain near Runway end 35L, HAS will publish an opportunity to request a public hearing in the Legal Notices section of the Houston Chronicle, in accordance with FAA Order 1050.1F and Executive Order 11988, Floodplain Management.</p> <p>The FEMA map is provided in Attachment F.</p>		
<b>d. Coastal Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The proposed project area is within the boundary of the Texas Coastal Management Program. The proposed project would increase impervious surfaces and result in localized increases of stormwater runoff. The proposed project includes placement of fill within a designated 100-year floodplain.</p> <p>Stormwater and floodplain storage improvements have been completed that accommodate the proposed project and provide the necessary protections for stormwater and floodplain management.</p> <p>Coastal zone consistency statement provided in Attachment G.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The proposed project area is not located within a Coastal Barrier Resource System (CBRS). The closest CBRS is 22 miles from the project area; therefore, there would be no impact to any CBRS.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e. National Marine Sanctuaries</b>	<b>YES</b>	<b>NO</b>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The proposed project area is not located in or near a National Marine Sanctuary (NMS). The Flower Garden Banks NMS is the closest NMS to the airport, located approximately 145 miles southeast of the proposed project area; therefore, the proposed project would not affect any NMS.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f. Wilderness Areas</b>	<b>YES</b>	<b>NO</b>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The Sam Houston National Forest, located about 70 miles north of the airport is the closest Wilderness Area; therefore, the proposed project would not affect any wilderness areas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>g. Farmland</b>	<b>YES</b>	<b>NO</b>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>The proposed project area is located within airport property (urban environment) and would therefore not be classified as prime farmland under the Farmland Protection Policy Act (FPPA). See Attachment H for the farmland classification map of the airport property and the corresponding NRCS Soil Survey Resource Report.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The proposed project does not include the acquisition or conversion of farmland. All construction would take place on existing airport property that has already been committed to urban development and would take place on previously disturbed ground.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>Construction activities for the proposed project would include consumption of water, fuel, and materials for construction; however, consumption would be temporary and short-term and it would not result in resource shortages in the area. Upon completion, the proposed project would require minimal resources for maintenance activities.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>During construction of the proposed project, aircraft ground traffic patterns would be modified moderately to avoid the construction zones. Temporary closure of portions of Runway 4-22 would be required, however the closure would be short-term. Once completed, the proposed project would allow for efficient access to Runway 4-22 and Runway end 35L. While the proposed project would generate vehicular traffic related to construction activities, this increase would not significantly increase fuel usage because vehicles traveling to or from the project area would originate from within the Houston/Galveston/Brazoria area. The proposed project is therefore consistent with regional growth projections and it is reasonable to expect that fuel suppliers would continue to accommodate growth in demand.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>The proposed project area is entirely on Airport property. There are no Wild and Scenic Rivers on or near the Airport listed on the Nationwide Rivers Inventory. Additionally, there are no eligible segments or rivers under state jurisdiction in the project area. The closest Wild and Scenic river is the Saline Bayou, Louisiana, located approximately 200 miles northeast of the project area and there are no eligible segments in Harris County; therefore, proposed project would not affect any Wild and Scenic Rivers or rivers under State jurisdiction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>No Wild and Scenic Rivers are located in or near the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>The proposed project would not generate significant levels of solid waste. Small amounts of solid waste would be generated during construction activities. Once constructed, the operation of the taxiway would not increase solid waste generation at the airport. Best Management Practices would be used during construction to reduce and limit the amount of construction waste being diverted to the landfill. Adequate facilities to handle any construction waste are available. The selected contractor would be responsible for disposing of construction waste in accordance with existing federal, state, and local rules and regulations, in addition to the Airport's SOPs for solid waste management.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(5) Disruption of an Established Community**

	<b>YES</b>	<b>NO</b>
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The construction of the taxiway would be within the existing footprint of the airport boundary. The proposed project would result in minimal, temporary increases in vehicle traffic during construction. The proposed project would not result in increased operations, nor any associated impacts to the community or planned development in the area. No disruptions to the community would result from the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>The construction would take place entirely on airport property. No residences or businesses would be relocated as a result of this proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(6) Environmental Justice**

	<b>YES</b>	<b>NO</b>
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>According to 2014-2018 American Community Survey data, 50% of the population within a two-mile radius of the proposed project area are people of color. Approximately 27% of the population within a two-mile radius has an annual household income base that is \$50,000 or less.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>Because the proposed project would occur entirely on airport property and would have no permanent impact on aircraft operations or vehicle traffic, and there are no short-term or long-term environmental effects outside the project area, there would be no disproportionately high adverse effects to minority or low income populations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(7) Surface Transportation**

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>During construction, temporary increases in roadway traffic would result from the transportation of construction materials to and from the proposed project area. The proposed project does not require moving large amounts of fill material to or from the proposed project site.</p> <p>A traffic analysis for the proposed project site was conducted for the Houston Spaceport Conceptual Development Plan and Feasibility Study. It determined that Space Center Boulevard, the primary access road for the proposed project area, has excess capacity during the period of proposed project construction. As such, the temporary construction activities would not significantly impact surface transportation.</p> <p>Following completion of construction, the proposed project would result in no changes to surface transportation traffic volumes and patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>No roads would be relocated or closed as a result of the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(8) Noise**

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The proposed project would increase airfield efficiency and safety by reducing runway occupancy times. The proposed development and use of Taxiway L would not result in changes to aircraft operations, nighttime operations, or aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>Short-term temporary closures of Runway 4-22 and Runway 17R-35L would be required during construction, however the closures would be short-term and limited to construction activities associated with the portions of the connector taxiways within the runway safety areas.</p> <p>The addition of a parallel taxiway to Runway 4-22 would result in changes to aircraft taxiing, a positive benefit related to increased operational safety and efficiency. The proposed project would not result in changes to flight patterns except for temporary short-term changes during construction.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Yes, the forecast operations exceed 700 annual jet operations. However, the proposed project would not result in any changes to number or type of operations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been conducted for this proposed project. The proposed project would not result in a change to aircraft operations or types of aircraft operating at the airport. During construction, short-term runway closures would occur to accommodate construction activities within the runway safety areas associated with the connector taxiways. Runway 17R-35L would be closed for approximately 45 days during the duration of construction. Runway 4-22 would be closed approximately 75 days during the duration of construction. The short-term closures of the runways, which would not happen concurrently, would result in only short-term changes in noise exposure during those periods.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The proposed project would not change operations and therefore, would not have any impact on noise levels.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(9) Air Quality**

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>EFD is located within the USEPA designated Houston-Galveston-Brazoria (HGB) area. On September 23, 2019, the USEPA re-classified the HGB nonattainment area from moderate to serious nonattainment for the 2008 ozone (O3) NAAQS. Effective August 3, 2018, the HGB area is also in marginal nonattainment for 2015 ozone.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Harris County is in serious nonattainment for the 2008 (serious) and 2015 (moderate) 8-hour Ozone (O3) standards. The County is in attainment for all other criteria pollutants. The <i>de minimis</i> threshold for areas classified as serious for 8-hour ozone (O3) is 50 tons/year. Construction would be completed within one year (2023) and emissions (including construction emissions) from the proposed project would be below <i>de minimis</i> levels for ozone (O3): NOx 7.72 tons and VOC 0.44 tons. Construction emissions analysis and documentation is included in Attachment I.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The proposed project would not increase airport airside or landside capacity. Aircraft operational levels would remain the same with and without the proposed project, and the proposed project would not result in changes in aircraft operating emissions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>No impacts to operational emissions from aircraft would result from the proposed project; however, there would be a short-term, temporary increase in emissions at the airport from construction equipment during construction. Construction emissions would be below de-minimis thresholds and therefore would not exceed air quality standards under the Clean Air Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (10) Water Quality**

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>Horsepen Bayou is a tributary of Armand Bayou. Armand Bayou flows into Clear Lake, an estuary connected to the west side of Galveston Bay. EFD is approximately nine miles west of Galveston Bay.</p> <p>The drainage of the proposed project area at EFD flows west and south through various stormwater and stream drainage features to Horsepen Bayou. According to the 2020 Texas Report Index of Water Quality Impairments, portions of Horespen Bayou are currently listed as an impaired waterbody, with the portions near the airport listed as impaired due to bacteria.</p> <p>The proposed project would not result in a significant degradation of water resources. The proposed project would not substantially increase pollutant loads and stormwater retention features have been constructed at the airport to accommodate the anticipated stormwater resulting from the construction the proposed project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	YES	NO
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>Construction-related stormwater discharges in the project area could affect receiving waters in down-stream areas. During construction periods, disturbance of land would cause short-term influxes of suspended sediments in stormwater runoff. The use of fuels, lubricants, and solvents needed to operate construction equipment and materials could also cause pollutant discharges during rain events.</p> <p>Implementation of Best Management Practices (BMPs) and complying with construction permit conditions would minimize project-related effects on water resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The proposed project would result in an increase in overall impervious surfaces at the airport. However, the increase is not expected to have a significant impact to water quality.</p> <p>Stormwater retention features have been constructed at the airport to accommodate the anticipated stormwater resulting from the construction the proposed project. Stormwater runoff would be included in the site record documents maintained under the Texas Pollutant Discharge Elimination System (TPDES) General Permit for the airport. No runoff in excess of the stormwater capacity is anticipated.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>BMPs would be followed during the construction of the proposed project. The construction runoff TPDES permit would ensure compliance with water quality standards as required by the Clean Water and Safe Drinking Water Acts.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>In accordance with the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit Number TXR150000, documentation is to be prepared and signed by Contractor before conducting construction operations. The airport sponsor would revise the existing TPDES permit to reflect the proposed development before starting ground disturbing activities. Activities associated with the proposed project would comply with the provisions set forth in the TPDES permit.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5-2.b(11) Highly Controversial on Environmental Grounds**

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The construction would occur entirely within airport property on areas adjacent to existing runways. The proposed project would not result in changes to the number or type of aircraft operations at the airport. No known controversy exists and there is low likelihood that the proposed project would be controversial on environmental grounds.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law**

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The proposed project is wholly contained within existing airport property and is consistent with the Airport Layout Plan for the development of the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The site of the proposed project is already a functioning, developed part of the airport facility and would not cause conflict or concern based on previously approved land uses and operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials**

<b>a. Light Emissions and Visual Effects</b>	<b>YES</b>	<b>NO</b>
<p>Will the proposed project produce light emission impacts?</p> <p>Changes in airport lighting from the proposed project would be limited to the addition of taxiway edge lighting along the length of the new pavement. The additional taxiway edge lighting would be consistent with existing pavement edge lighting across the airfield.</p> <p>Construction of the proposed project would occur primarily during daylight hours. If construction occurred in the evening hours, the use of artificial lighting would be required. Light would be directional and focused within the proposed project area. Additionally, any light emissions associated with construction of the proposed project would be temporary in nature, lasting only for the duration of construction. Given the distance of the proposed project from light sensitive land uses, light emissions associated with construction of the proposed project is not likely to cause significant adverse impacts.</p> <p>Because of the relatively low levels of light intensity associated with the proposed project, light emissions impacts would not have a significant adverse effect on human activities of the use or characteristics of the protected properties.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The proposed project would occur entirely on airport property and would not result in view-shed changes that are inconsistent with that of the airport. Short-term, temporary visual impacts during construction may include views of construction equipment and grading activities. The proposed project would not have a long-term effect on the nature or the visual character of the area because the proposed project would develop airfield pavements consistent with the existing airport infrastructure. The proposed project would not result in a contrast to the existing visual character of the area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>b. Hazardous Materials</b>	<b>YES</b>	<b>NO</b>
<p>Does the project involve or affect hazardous materials?</p> <p>A Phase 1 Environmental Site Assessment was conducted in 2017 in conjunction with the proposed NASA ALOF Property Acquisition and Excess. That review did not identify any current or historic hazardous materials within the proposed project area. The proposed project area does not contain any EPA facilities including property listed as a Superfund site on the National Priorities List (NPL), toxic releases, brownfields, or Toxic Substances Control Act (TSCA) areas.</p> <p>Best management practices would be followed during construction to ensure any potential exposure or adverse environmental effects from hazardous materials is minimized.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>The proposed project area has been graded and maintained as part of previous airport projects and no hazardous materials have been found during prior grading/construction projects. There are no known occurrences of hazardous materials in the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>The proposed project area is located within the confines of the existing airport boundary and no land would be acquired.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>The proposed project would not produce a significant amount of solid waste. Any waste produced would be disposed of by the contractor at the appropriate facilities off airport property. Best management practices would be used throughout construction to reduce/minimize any short-term localized environmental impacts relative to construction (noise, air pollution, soil erosion from exposed ground, and dust from construction equipment). Any hazardous materials that are encountered would be handled according to all guidance found in the required permits from the City of Houston and Harris County.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (14) Public Involvement**

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>The proposed project would occur entirely on airport property and would not result in significant direct or indirect adverse impacts within the project area and beyond.</p> <p>Since a portion of the proposed Taxiway Lima project would encroach upon a regulated (100-year) floodplain near Runway end 35L, HAS will publish an opportunity for the public to review and comment on this CATEX in the Legal Notices section of the Houston Chronicle, in accordance with FAA Order 1050.1F and Executive Order 11988, Floodplain Management. Any public comments and information related to a public hearing if requested will be incorporated into a new Attachment for inclusion in the Final CATEX.</p> <p>No other public notification or involvement was undertaken because the proposed project would occur entirely on airport property, would not involve any special purpose law requiring public involvement, and would not have any significant environmental impacts in the proposed project area or surrounding community.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5-2 .b (15) Indirect/Secondary/Induced Impacts**

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>No significant indirect, secondary, or induced impacts are expected from this proposed project. The proposed project would result in the short-term, construction-related employment of local contractors and can be considered a minor, temporary, positive impact. There would be no change to the population of the area, land use patterns, or disruption to the community from the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>There are no components of the proposed project that would lead to significant cumulative impacts. Existing and future planning for the area includes primarily aviation, industrial, and commercial uses. There are no reasonably foreseeable impacts as the proposed project is consistent with the ALP and planned airport improvements.</p> <p>The proposed project would result in temporary, minor construction-related impacts to the airport area. The resulting environmental effects would not be significant when added to similar effects due to past, present, and reasonably foreseeable actions due to the temporary nature of these less than significant impacts, implementation of BMPs, and compliance with FAA Advisory Circular 150/5370-10G, Standards for Specifying Construction of Airports.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Permits**

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

The airport maintains and updates their TPDES permit onsite, which it would update to include the proposed project prior to starting construction. HAS would also submit relevant state and local environmental applications for licenses, permits, and certificates associated with the proposed project. Prior to construction, the FAA 7460 form would be submitted and other necessary local permits would be obtained.

**Environmental Commitments**

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

The contract documents would require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) for submittal to the Texas Commission of Environmental Quality (TCEQ).

**Preparer Information**

<b>Point of Contact:</b> Lauren Rasmussen		
<b>Address:</b> 1743 Wazee St. Suite 400		
<b>City:</b> Denver	<b>State:</b> CO	<b>Zip Code:</b> 80202
<b>Phone:</b> 303-729-3768	<b>Email Address:</b> lauren.rasmussen@meadhunt.com	

Signature: \_\_\_\_\_

Date:

**Airport Sponsor Information and Certification** (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

<b>Point of Contact:</b> Jarret Simmons, HAS Chief Development Officer		
<b>Address:</b> 111 Standifer Street		
<b>City:</b> Humble	<b>State:</b> TX	<b>Zip Code:</b> 77338
<b>Phone Number:</b> (281) 233-1675		<b>Email Address:</b> Jarrett.Simmons@houtstontx.gov
<b>Additional Name(s):</b> Karen Korir, HAS Director Planning and Capital Development; Kim Tourloukis, HAS Environmental PM		<b>Additional Email Address(es):</b> Karen.Korir@houstontx.gov; Kim.Tourloukis@houstontx.gov

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: \_\_\_\_\_

Date:



**FAA Decision**

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Ellington Airport (EFD), Houston, TX

Project Title:

Taxiway Lima Construction Project

- ☐ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: )
- ☐..An Environmental Assessment (EA) is required.
- ☐..An Environmental Impact Statement (EIS) is required.
- ☐..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name:

Title:

Responsible FAA Official

Signature: \_\_\_\_\_ Date: