SUNPORT BOULEVARD EXTENSION

Broadway to I-25

Input Synopsis

NMDOT Control No. A300160

Bernalillo County Project No. TS 09-06

Prepared For:

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NMDOT

U.S. Department of Transportation
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February 2016

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AECOM

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1.0 Introduction

This Input Synopsis was undertaken for submittal to the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) to disclose and provide responses to public input received for the Sunport Boulevard Extension Project. This document provides a project summary and documentation of the public involvement for the 70-day extended public comment period following the release of the June 2015 EA in July of 2015. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, the NMDOT Location Study Procedures (NMDOT, 2000), and the FHWA Technical Advisory T 6640.8A, 23 Code of Federal Regulation (CFR) Parts 771 and 772 to evaluate potential environmental impacts. Comments received during the 70-day extended comment period are provided in this document along with responses.

2.0 Project Summary

The Sunport Boulevard Extension project is located within Bernalillo County and portions of the City of Albuquerque, New Mexico. The Preferred Alternative and Proposed Action for the Sunport Boulevard extension project from Broadway Boulevard to I-25 consists of constructing a four-lane median-divided urban arterial roadway from the intersection of Broadway Boulevard and Woodward Road east to the existing interchange of Sunport Boulevard and I-25. The project is approximately 0.5 mile in length from Broadway Boulevard to the Sunport Boulevard/I-25 interchange. The roadway would contain twin bridges over the existing Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) South Diversion Channel, twin bridges over Edmunds Street, and a combination of retaining walls and fill sloping to grade. The project is approximately 0.5 miles in length beginning at Broadway Boulevard (NM 47) and ending at the Sunport Boulevard/I-25 interchange.

The purpose and need for this project is to:

- Implement long range transportation planning system connectivity goals;
- Complete a link and close a gap in the area's transportation network;
- Better balance traffic volume throughput on the roadway network by providing a connection between the existing arterial (Broadway Boulevard) and the freeway (I-25) transportation network in the South Valley;
- Improve access to economic centers through a more direct roadway link between Broadway Boulevard and the Sunport and related commercial and industrial development in the vicinity;
- Improve pedestrian and bicycle facilities and connectivity; and
- Improve emergency vehicle access and evacuation routes in the South Valley.

3.0 Public Involvement Summary

Public involvement was implemented as a major component to the evaluation process for this project and was accomplished through individual contact, correspondence, and various public meetings. Public involvement meetings prior to the release of the June 2015 EA included the following:

- A public involvement meeting on June 3, 2010 was held at Bernalillo County Public Works and was attended by 28 members of the public.
- A public hearing on October 18, 2011 during the 30-day public comment period for the EA. This public hearing was held at the East San Jose Elementary School and was attended by 39 members of the public.
- A small group meeting with members of the San Jose and Mountain View Neighborhood Associations on January 26, 2012. This group meeting was held at Bernalillo County Public Works.
- A public meeting on February 9, 2012 was held in response to comments received at the October 2011 Public Hearing. This public meeting was held at the Herman Sanchez Community Center and was attended by 51 members of the public.
- A public involvement meeting on September 18, 2013 was held to provide project related information and a status update on the revised EA document. This public meeting was held at the East San Jose Elementary School and was attended by 85 members of the public.

Detailed summaries of the previous public meetings listed above are included in Appendix H to the June 30, 2015 EA. After the release of the revised EA in July 2015, a public hearing was held for the project on August 5, 2015 during the public comment period for the EA. Based on public comments received at the public hearing, the public comment period was extended to September 28, 2015 and an additional public meeting was held on August 27, 2015. Detailed summaries of the Public Hearing and Public Meeting, including all comments received, are included in this Input Synopsis, in Appendices A and B respectively.

The EA comment period started on July 19, 2015 and ended on September 28, 2015, a total of 72 days. A court reporter recorded an official transcript of the August 5, 2015 public hearing at which 22 members of the public provided verbal comments, both in favor of and opposed to the project. Written comments received at the hearing and after during the comment period included 66 comment sheets, e-mails and letters (with one letter from a governmental agency). Two reports were submitted, one prepared by Human Impact Partners—a Health Impact Assessment of the proposed project, and one by a University of New Mexico student class, a Civil Engineering course in the School of Engineering—*Developing Sustainable Transportation Strategies for Albuquerque's San Jose Neighborhood.* A petition opposing the project was also submitted and signed by 96 people. The majority of the written and verbal comments received from the public during the extended public comment period focused on traffic impacts, air quality, public health, environmental justice, NEPA adequacy/compliance, noise, and community involvement throughout the NEPA process. Public comments received during the EA comment period and responses are presented below.

4.0 Responses to Comments Received in Writing

Comment 1 – Don Schrader, 1806 Walter S. E, Albuquerque, NM 87102
I oppose the Sunport Boulevard Extension Project. Whoever pays the fiddler usually calls the tune...I ask all those paid to evaluate the health and environmental consequences of this project, "If you lived in this community, which for decades has suffered from industrial poisons, etc – more than most of Albuquerque and if you were NOT being paid to evaluate this project by superiors who largely support this extension would you support or oppose the project?" I am a longtime health and environmental activist. I first moved to Albuquerque 45 years ago. I have owned no car for 36 years. I have ridden in no car for 14 years. Sometimes I ride the city bus, but I WALK mostly! Cars cause wars for oil; poisoned air; catastrophic climate/chaos; highways, streets, parking lots and garages smothering fertile soil; lazy, sick, fat bodies. I am GLAD I am able to WALK! I pledge NEVER to own a car the rest of my life!

Response 1—Thank you and comment noted.

Comment 2 – James Smith, 3451 Candelaria Road NE, Albuquerque, NM 87107, james.smith@soudermiller.com

The "No Build Alternative" will not benefit business and residents of Albuquerque with improved mobility and will not improve quality of life for the residents of the immediate area. Only through investment in better transportation system will the immediate area and the South Valley improve conditions. Investment in this project will encourage private investment in the area which will provide jobs for the residents. The Sunport Boulevard Alignment has been well planned and should be constructed. The project when constructed will provide congestion relief and improve emergency vehicle access to the area. I support building the Project.

Response 2—Thank you and comment noted.

Comment 3 – Ric Watson, 225 Sunnyslope, cwatsonxyz@comcast.net

1) 7% Grade; heavy use by semi trucks; where is the truck run away emergency exit? BIG GAS STATION AT BOTTOM OF HILL!
2) I know that this project will go through regardless of the opposition. But since it is recognized that it is an Environmental Justice Community, zoning needs to be changed to prevent more polluting industry. Close to the TOD development, zone it more commercial with some light industry like U.S. Foods and Admiral Beverage. It is unfair to use the idea that it is additional access to Valle de Oro. Rio Bravo will see all the traffic until a Bobby Foster exit is built.

Response 3 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project. The planned 7% grade for a portion of the new roadway complies with the American Association of State Highway and Transportation Officials (AASHTO) national roadway design guidance for an urban arterial roadway. This grade is only slightly steeper than the present 6% grades that have

been used for portions of Sunport Boulevard east of I-25 leading to the airport. The 7% grade can be negotiated by trucks, although they may have to use lower gears and slower speeds.

Total truck traffic data on Sunport Boulevard is not available since Sunport Boulevard does not exist west of I-25, however, truck traffic has been assumed (at 11%) to be somewhat less than that on the intersecting urban arterial, Broadway (18%), due to the industrial nature of the Broadway corridor and to the proposed roadway geometrics of Sunport Boulevard. Broadway Boulevard serves as a principal arterial and the north-south 'spine' through the industrial portion of the South Valley, and it exhibits better geometry (flat grades) than does Sunport. The Sunport Boulevard Extension will only be 0.46 miles long between the I-25 west ramps and Broadway. The maximum grade of this roadway will be 7%. With the short travel distance between I-25 and Broadway at this grade, heavy trucks will be operating in fairly low gear, possibly not getting up to efficient highway travel speeds. Heavy truck traffic is also expected to continue on Gibson Boulevard to the north and Rio Bravo Boulevard to the south to access I-25, as well as Broadway Boulevard in the north-south direction.

Regarding the safety of traffic operations, all elements of the new Sunport Boulevard Extension, including all roads approaching the intersection of Sunport Boulevard and Broadway Boulevard, will be designed to safely accommodate the largest anticipated "design vehicle" which is the semi-trailer truck, as well as passenger cars. These safety features would include the channelizing of traffic at intersections (separating turning traffic by direction and directing traffic into appropriate turn lanes), traffic signals would be used to control the flow of traffic volumes between opposing movements of traffic, and signals would be constructed to include pedestrian and bicyclist push buttons for activation. A traffic signal is warranted at the intersection of Woodward Road and 2nd Street, and would be addressed as part of the Woodward Road improvements project. These elements are meant to control the operation of traffic in a safe manner, and increase the safety of the traveling public.

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over the area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is discussed in further detail under Communities and Land Use in Section 4.13 of the EA. At this time, there are no known planned or new developments/specific businesses that are planning to locate in the project area.

Comment 4 – Lawrence Serna, 1516 Buck Ct

_____(not legible) time for increase of traffic.

Response 4 – Thank you and comment noted.

Comment 5 – Eugene Burditt, 1325 Lopez S.W.

Sunport Exit off I-25 is elevated. If there was a 12-way clover-leaf intersection, it may bring the 7% Grade possibly to 4 or 5%. Because of the Sunport Bridge over I-25, this would be difficult. Although Sunport would be convenient, I personally feel there should be another location for the Exit to Broadway. Currently if the Sunport extension would open, it connects to Arenal on the West Side thus, a

NEW ROUTE OVER THE RIVER!!! I feel truck traffic should go another route. I have been in the towing industry since 1921. Trucks are a nightmare to recover, especially on a 7% grade! Also most neighborhoods restrict Jake Brakes (engine brake) use, which would be a requirement on a 7% grade. With Jake Brakes in mind, this road SHOULD BE CAR and up to 2 ton truck only! Please look into alternatives, BEFORE allowing semi-trucks AT ALL! 7% grade is not good in inclement weather for any vehicle – let alone 80,000 pounds of missile going down it. Good luck all!

Response 5 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project. The discussion of Alternatives in Chapter 3 of the EA has been revised and expanded for comprehensiveness and clarity.

The planned 7% grade for a portion of the new roadway complies with the American Association of State Highway and Transportation Officials (AASHTO) national roadway design guidance for an urban arterial roadway. This grade is only slightly steeper than the present 6% grades that have been used for portions of Sunport Boulevard east of I-25 leading to the airport. The 7% grade can be negotiated by trucks, although they may have to use lower gears and slower speeds.

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Comment 6 –Ester Abeyta, sjna1@live.com

Once again, I want to thank you for the kind assistance you have provided to us. I think you should know that BernCo and URS are not getting the information that you provided to us--the public meeting notice-- to the communities here. The notice has not been around here--and, I talked to the President of the Mountain View Community Association. He hasn't received it even though the meeting is in Mountain View--which is not going to get the impacts on it that San Jose will. Also, if you go to the BernCo website for the Sunport Project you will have a lot of trouble finding the public notice of a meeting.

In fact, to find a notice on the upcoming public hearing you have to go to the website's search button and type in Sunport Extension. Search a few pages -- under Events. You will find the upcoming Sunport Extension Public Hearing announcement.

To me, once again, BernCo and URS are deliberately hiding this meeting. No notice to the Mountain View Community Association, no notice to San Jose Neighborhood Association, no notice sent by them-not you--to me, my husband, Juan and SWOP? After the letters we wrote to them, they don't even put

us on a list to get their notice? They also told us they do not intend to hold a meeting in San Jose--just the one meeting in Mountain View. How is that fair? We still hope and pray that the FHWA will not let BernCo and URS get away with breaking up the necessary work for their Sunport project into two parts without any NEPA process on Woodward. That's going to increase traffic to 30,000 cars and truck a day—but they get an exemption? And no meetings with the communities that get the heavy impacts to tell people what they are doing. This just is not right. So, we do thank you for the help you and your people have given to us, but we think more is needed here to get BernCo and URS to meet with the communities that will be changed forever by this project--and to do a EIS on the entire project--not just break it in pieces and not give a hard look at what the whole thing will do to us. We are the ones living here that are going to have to live with what BernCo and URS do. They need to come here and talk to the people who live here--not just Mountain View.

Response 6 – Public notification efforts included advertisements in various newspapers as well as notification through the mail. Ads were placed in the Albuquerque Journal on July 19, 2015, 17 days prior to the public hearing held on August 5, 2015. The public hearing ad was also placed in Spanish in El Semanario on July 23, 2015 and in the internet based South Valley Ink . The County website placed a news rotator on the front page announcing the meeting. The County did experience a down period where access to the County website notices was not available due to IT issues; this was corrected by the County soon after the problem was discovered. The County also issued a press release to local news media. Approximately 2000 postcards, containing both basic meeting information in English and further contact information in Spanish, were mailed out to residents in the project area. This mailing went out via a USPS mass mailing to all residents in the postal zones in the area surrounding the project, including the San Jose community. In addition, an e-mail notification was sent to the project mailing list.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process is ongoing, and no action has been taken by the FHWA.

Comment 7 –Ester Abeyta, sjna1@live.com

However, there has been no U.S. Postal service or email to us or the others mentioned in my earlier message, even though all of us should be on their "interested persons" list and getting direct contacts about any further meetings on the Sunport and/or Woodward. Also, since it is July 23, this means that people have only 12 days notice of the public meeting --and only on the website, which many people in communities like ours do not have. Steven and I do, but many neighbors do not. I am sure that is similar for many people in Mountain View as well. Again, is this how it is supposed to be done under the NEPA?

Response 7 –See above response

Comment 8 –Ester Abeyta, sjna1@live.com

I was getting ready to send Mr. Eichwald an email asking for the transcript of the public hearing and the draft design overlay discussed there and in the revised EA. I decided before sending the email to review BernCo website, to see if the public hearing power point was added to the website. I do not know if BernCo is updating their website, the website to the Sunport Extension information is gone. In the past we were able to view the website under Public Works Current & Past Projects. This is the link Mr. Heitmann emailed me –now has nothing there:

http://www.bernco.gov/public-works/current-pastprojects.aspx?1fc7eb62479a4a568e871b92638de153blogPostId=52e84a84b12f4e9c92a967416e68556f#/BlogContent

Today, to find an/or view information on the Sunport Extension, I went to BernCo home page, clicked on the search button and entered "Sunport Extension". The BernCo website took me to a page with many links referencing Sunport Extension. If you look at the links, the information (example – notice of public meeting, revised EA is on page 2) that is used to be under current and past projects is now broken down into many links. Below is the link that shows you the break down.

http://www.bernco.gov/search-results.aspx?q=sunport%20extension

This does not seem very transparent or helpful, as there are only a few public copies of the revised EA available around town and to have the website that people have relied upon disappear during the comment period makes it even more difficult for anyone who wants to participate in the process. I felt your offices should be aware of this situation.

Response 8 – The Sunport Extension website page experienced a glitch during the time you were trying access project information. The project website page was fully restored shortly after we received notification of the issue. Thank you for bring this to our attention and we apologize for the inconvenience.

Hard copies of the EA were provided to the presidents of the San Jose and Mountain View neighborhood associations and made available to the general public at the following locations as stated in the various newspaper ads and mailer notices:

- *Mountain View Community Center*
- *Herman Sanchez Community Center*
- *Jack Candelaria Community Center*
- *Bernalillo County Public Works Lobby*
- *Bernalillo County/Art de La Cruz/Delores*
- *South Broadway Library*
- *NMDOT D-3 Lobby*

Comment 9 –Ester Abeyta, sjna1@live.com

We are writing to request that the County extend the comment period provided on the revised Sunport Extension Project documents released to the public on July 21st. Given the large number of pages of the revisions, we feel strongly that people in the affected local communities have not been given sufficient time to read and review the revised documents prior to the sole public meeting you have scheduled for August 5th in Mountain View.

Our request is that you use the meeting scheduled in Mountain View as a public information meeting on the revised documents. Provide the public with a full thirty days from the public meeting to read and review the documents. Then conduct the "on the record" public meetings after that so you have provided a full sixty days to all members of the affected and interested public to read and review and comment on these extensively revised documents. We think that this is necessary as many of the people in the affected communities have extremely limited resources. Many have limited communication skills. Far fewer among them than in the population at large here in Albuquerque have ready access to computers. If the County wants to conduct this National Environmental Policy Act process in a manner that provides meaningful public participation for the persons most affected by the proposed Sunport Extension Project, there must be sufficient time from the date of issue of the revised documents to the public meetings and at least thirty days after the public meetings for comments. Meetings need to be held in each of the affected communities. We ask you to make these changes so that local people will have a voice in this matter.

Response 9 –(this response provided by Bernalillo County at time of comment)Thank you for the input provided on the Sunport EA Comment Period. With the input and support from the approving agencies (NMDOT and FHWA), we agree to your request for an extension of the public comment period and to providing 30 days after the Public Hearing for additional public comments to be submitted. As such, all comments are due on September 7, 2015. [later revised to September 28, 2015] This adds 15 days to the comment period, revising the total comment time from over 30 days to 50 days from the date of the Albuquerque Journal advertisement on July 19. In an effort to reach out to all the affected communities, Bernalillo County has conducted nine public meetings since 2010 at our office here on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center. We have offered Spanish translation because we are committed to reaching the community.

Regarding the location for the Public Hearing, the project is located within both the Mountain View and San Jose Neighborhood Association boundaries. Since at least three of our past public meetings and the last public hearing have been held in the San Jose Neighborhood and in the interest of fairness to the Mountain View Neighborhood Association, the Hearing location has been set for the Mountain View Neighborhood area which is only a few miles from San Jose Neighborhood. In addition, as a convenience to the communities, we have made the EA available at numerous locations throughout the San Jose Neighborhood area, including: the County office on Broadway, Mountain View Community Center, Herman Sanchez Community Center, Jack Candelaria Community Center and the South Broadway Library.

Comment 10 – Ester Abeyta, sjna1@live.com [sent to FHWA]

The first public notice to this community of the meeting Bernalillo County/URS will hold on the revised EA – meeting where there will be no record made and it will not be a public hearing – arrived in my mail on Friday, August 21. For most people in this community, it will be the only notice they receive. I have attached a copy to this email. As you are aware the meeting will be held on August 27th. This means they are receiving less than a week notice of a meeting held at the end of the summer when people are often on vacation. This is just one more in a continuing stream of insults to this community under the NEPA process that is supposed to be conducted in a way that encourages meaningful public participation. Further, the notice is only in English and being sent to a community that predominantly speaks Spanish as a first language. Need I tell you again, this is an environmental justice community. Our people are disadvantaged - not just be living on the fence-line of all the heavy industries here with noise and pollution – but economically, educationally, and socially.

I hope that the Federal Highway Administration, given all that it says on your website about environmental justice and NEPA is not going to let the County and URS get away with this. There needs to be a proper process here that involves my community from the beginning of the planning stage. That comes here and listens before the decisions are made. I am not even sure any more than an Environmental Impact Study will be enough. Someone from your agency needs to tell the County and URS that they do not have the right to treat the people of my community the way they are treating us. Thank you for your consideration.

Response 10 – (this response provided by FHWA at time of comment) The Division has received your correspondence. All comments are part of the NEPA analysis as the project development process continues. No decision or action has been taken by the Division Office. This public meeting scheduled for August 27th is a continuation of information gathering.

Comment 11 – Camilla Feibelman, Sierra Club, camilla.feibelman@sierraclub.org

We also would have alerted our 4,000 person membership of this meeting but received no notice. Please add the Sierra Club and my email to your mailing list.

Response 11 – Thank you for this notification. Sierra Club has been added to the mailing list under your name and email address.

Comment 12 – Paul J. Gessing, 5500 Benson Ct. NW, Albuquerque, NM 87120, gessing@yahoo.com

I write in support of the effort to extend Sunport Boulevard. This is a simple decision to increase accessibility to the Sunport for residents of the South Valley and the West Side of Albuquerque. There is no reason to oppose it unless the money is simply unavailable which appears not to be the case.

Response 12 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 13 – J. Cipriano and Stella Lucero, 325 Bethel SE, Albuquerque, NM 87102, ciprie1001@yahoo.com

Attached you will find a letter with my comments regarding the Sunport Boulevard Extension Project. Even though, I spoke a little at the meeting I would like my entire argument of why my mother, myself, my sister, nieces, and great-niece are opposed to the project entered onto the record showing our opposition. I believe that as lifelong homeowners we have a right as an individual to have a say in what is put in and what is not into our neighborhood. You also received a previous email with no content and that was sent in error before I attached the document. Please disregard the first email.

I am sending a copy of what I prepared to say at last night's meeting. I want to make sure that every aspect of what I want to say is on record because I believe that it is important and that I have good points that need to be made and taken into consideration before a decision is made.

This evening, I speak for myself, my mother, my sister, nieces and great nieces who are life-long residents of the San Jose community. We are here to let everyone on the dais know that we are very much opposed to this project.

First – We don't believe that everyone in the community has been allowed to be part of the investigative process. This was evident by the fact that I found out about the August 5th meeting from a neighbor who received notification in the mail while I did not. On Saturday, I saw a notice in front of the Bernalillo County building on Broadway. That was the notification we received which is not sufficient time to allow people to make arrangements at work if need be, to attend the meetings. We don't believe that we have been given the opportunity to say yes or no to the project. It is as though we are being told that it is happening no matter what we think or want. This is evident by an email that was circulated at the county offices basically stating that the project is a done deal and it's going to happen no matter what. We feel that once again San Jose community is being forced to accept something that it does not want.

Second, whatever studies and guidelines are being used to try to convince people that there is no harm, have not taken into consideration the cumulative effects of the added pollution that will increase in this already polluted community. Every business or other contributing factor in the area may individually be under the guidelines that are used, but collectively and cumulatively they are not. Underground water is polluted and unusable. Those of us who are life-long residents know what it was like to have water wells in the back yard. These have not been usable for years because the waters are polluted. Noise pollution caused by the increased air traffic. We sit on our porch and watch up to 30 airplanes take off and land within 2-3 hours. Auto traffic and foot traffic has already increased on our street, Bethel, because the bus was re-routed from Woodard to San Jose. Train traffic increased with the rail runner and we see more train engines idling waiting for room to move to either drop or pick up a load. The noise levels that we currently have affect our children's sleep and ability to concentrate. This is especially noticeable with their school studies. Adults, including me and my mother have restless sleep because of the already high noise levels and can imagine what it will be like if there is added traffic. I've heard that it may add a potential 30,000 cars per day, what will the noise pollution be in one year? What will the increase in auto emission pollution be in a year? We already have children with respiratory

illnesses and cancers that are higher in this area than other parts of the city which leads one to question if it could be the result of the high pollutions in water and air.

A community where local government allows individual companies whose interests is not in the best interest of our community to move in. We have recently seen local government try to put in a recycling plant. Recently a gasoline company was allowed to increase its storage and refueling capacity increasing traffic, noise and emission pollutants into our community. A community where our church, San Jose, has been encircled by these negative outside factors that affects our religious services. Our little community sees no benefits from what has been put in or to adding any of the proposed projects. I speak to our small community neighbors and no one is employed by any of the surrounding companies. All of the employees come to our area to work and take those benefits to other parts of the city of outside of the county to places where they live. It does not benefit our community. Instead of adding more pollutants to the community clean up what needs to be cleaned and look at business that will truly help the community. It's time to stop adding more scrap metal places, more garage and auto body repair shops. All we see is more pollutants going into the ground from the scrap metal and potential fires polluting the air from the fires as we have already seen nearby. More air pollutants from spray paints at the auto body repair shops. San Jose community is seen and used as a way to get to somewhere else. I believe it is unfair to the San Jose community to continually be used as the gate way for every other part of our City. This is not something that we want put in our community.

Response 13 – Public input continues to be a key component of Bernalillo County's decision making process, along with other factors such as the potential environmental impacts, engineering feasibility, costs, and constructability of various alternatives. Bernalillo County conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Previous opportunities for public comments were provided at the September 18, 2013 public meeting for the revised EA, August 8, 2013, San Jose Neighborhood Association meeting, at the February 9, 2012 public meeting, and at the October 18, 2011 public hearing, and at the June 3, 2010 public meeting. These meetings all provided the opportunity for collective and open discussion of project issues.

Transportation projects are considered for compatibility with local land use plans, which is addressed in Section 4.13 of the revised EA. The Sunport Boulevard Extension is considered to be compatible with existing local land use plans, including the draft Mountain View Sector Plan. Specific zoning issues are outside the scope of this particular project, the purpose of which is to improve connectivity of the roadway network in accordance with prior plans and mitigate future traffic congestion. Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over the area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is expected to have a positive effect in reducing the likelihood of polluting industries locating within this District. Bernalillo County understands that the San Jose Community has experienced health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is critical to improving the vitality of the area and communities. At this time, there are no known planned new developments/specific businesses

that are planning to locate in the project area. Sunport Boulevard could be a catalyst to establish higher quality of land use in the industrial properties in the area. Please review Sections 4.10 and 4.11 regarding air quality and noise. Existing traffic conditions and estimated traffic impacts under both the No Build and Preferred Alternative are addressed in several sections of the EA. Please review Section 2.2 and Section 2.4.

Comment 14 – Charles J. Noya, 3500 Sequoia Ct. NW, Albuquerque, NM 87120, cnoyalaw@gmail.com

I am attaching my approval comments regarding the project. As I said on the phone I really don't understand the objections. Again my question regarding the project was to see if Arno was going to be completed through Woodard, since, it is my belief it is a dedicated right of way. Thanks for discussing with me the project.

Regarding the Sunport Boulevard Extension, as a landowner on Broadway, I favor the extension project. I own 3.7 acres at 3000 and 3016 Broadway southwest as well as on Wesmeco next to the PNM sub substation. Since the east end of my property is at the corner of Wesmeco and Arno, my interest is in seeing if Arno will be completed through to Woodard. I think it would benefit my property by providing a access off of Arno as well as the already available access from Wesmeco. I look forward to discussions concerning the right of way.

Response 14 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project. There is no planned connection between the Sunport Boulevard Extension or the relocated access to Woodward Road to Arno Street in the Wesmeco neighborhood. This connection was removed in response to public comment.

Comment 15 – Douglas Priestap, Rio Rancho, dspproduc@gmail.com

Ever try exiting Rio Bravo on a concert night like, say, Luke Bryan? Takes an hour. Whoever is the genius who designed a 1 lane exit for thousands of cars needs to be transferred to the janitor department! Solution? Extend Sunport ½ mile West to Broadway to provide further traffic solutions to an already congested area. Locals worried about traffic? ½ mile from the airport? Really? For the thousands of us that have to navigate an already congested area, having Sunport going to Broadway will provide another avenue for better traffic. Please extend it. While you are at it, if there's any leftover money from that 19 million, please expand the Rio Bravo exit to 4 lanes. Or 5. Or 6. You try exiting on it on a concert night, where traffic backs up until Sunport. And, oh- congratulate the genius who designed 1 lane out on University from the Amphitheater after a show for 10,000 cars.

Response 15 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project. For your information, the NMDOT is conducting a study and design project for the complete reconstruction of the I-25 / Rio Bravo Boulevard Interchange.

Comment 16 – Dr. Kristine Suozzi, New Mexico Health Equity Working Group

My name is Dr. Kristine Suozzi and I am here on behalf of the New Mexico Health Equity Working Group (NMHEWG). The NMHEWG is a non-profit with the goal of increasing equity for all by educating people about the social determinants of health, connecting like-minded individuals, organizations and agencies, and advocating for policies and programs that mitigate inequalities and improve health equity. I am here tonight because the proposed Sunport Extension is neither healthy nor equitable for the community of East San Jose. This proposed project would adversely impact this low-income community of color, which already has its share of environmental burdens, including two superfund sites. This project would increase vehicle volumes in the area, resulting in more air pollution and increases in upper respiratory diseases including asthma. Increased vehicle volumes are associated with increased chronic disease, motor vehicle-related accidents, and lower life expectancy. The proposed expansion would also increase noise in the area. Noise is associated with a host of negative health outcomes, including sleep disturbance, hearing impairment, learning difficulties, decreases in work performance, heart disease, and increased stress hormones. These two health issues of increased traffic and noise substantiate that this project represents an environmental injustice to this community. Exacerbating these issues is the fact that the community of East San Jose has not been sufficiently involved in the decision-making process. Adequate community participation is required of a project such as this. I request that Bernalillo County and URS meet with the community of San Jose and that the County and URS conducted an Environmental Impact Study on the entire project. Thank you for consideration of this information and my request.

Response 16 –We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. These comments refer to a variety of considerations that are addressed in the revised EA, including: Air Quality (Section 4.10), Noise (Section 4.11), and Socioeconomics and Environmental Justice (Section 4.14). Traffic volumes on area roadways are forecast to increase considerably with or without the project, as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities.

The determination of whether an EA or Environmental Impact Statement (EIS) is developed is a decision made by the Federal Highway Administration (FHWA). At the conclusion of the EA process – after the EA is finalized the FHWA may determine to issue a Finding of No Significant Impact or recommend the development of an EIS and Record of Decision (ROD). We understand and appreciate your concern for doing the right thing for your community. We believe that by working cooperatively, we will continue to improve the project and mitigate its impacts.

Comment 17 – James M. Aranda, Bernalillo County PLACE MATTERS, 625 Silver Avenue NW, Suite 195, Albuquerque, NM, 87102

Greetings! My name is James Aranda. I work with the local chapter of PLACE MATTERS. We are a community-based non-profit organization that advocates for sound land-use, environmental, and social policies that provide equal opportunities for safe, clean, and healthy neighborhoods and resolve the disproportionate environmental burdens on people of color, working poor, low-income, and vulnerable communities of Bernalillo County. Over time we have built partnerships and friendships with numerous community members throughout the County. Tonight PLACE MATTERS stands in solidarity with our friends and neighbors in San Jose and Mountain View who have grave concerns with the potential impacts of the proposed Sunport extension project. In their view, this project will likely only add on to the unreasonably high amount of traffic and polluting industries already in the area. These two longstanding communities have long been overburdened by noise and air pollution, groundwater contamination, and health problems from decades of heavy industry that is literally located in their backyards. Not only are these economically disadvantaged communities dealing with a glaring lack of adequate access to fresh healthy food, walking and biking trails, open space and other amenities that could make their neighborhood healthier, they are also dealing with the ongoing clean-up of numerous Superfund sites. It is well known that the design of our neighborhoods impacts community health. Community members can and should be engaged in the decisions that impact their neighborhoods. Despite the many potential impacts of the proposed Sunport extension, what is of graver concern to our friends and neighbors is the way in which the County has failed to meaningfully involve those who will be the most impacted by this project. Rather, the County's actions throughout the process have given community members the impression that Bernalillo County is trying to impose this road project on their neighborhoods without the community's consent or input. Let us know forget that the reason we are here tonight is because the community was forced to file a Title VI Civil Rights Compliant with the Environmental Protection Agency (EPA) for the County's failure to involve the public in the planning process. To be fair, the County has held a number of meetings in conjunction with this project in which the public was invited to hear about the proposal, but according to community members, never have they been given an opportunity to weigh in on the merits, necessity, or any other aspects of this project. Let me be clear, public meetings that limit opportunity for public comment and disallow meaningful input is not community engagement, nor is it good government. Because the County technically is an applicant in this case, the community feels it is only right that you address our concerns and answer our questions in an honest, transparent, and timely manner. Tonight we join our friends and neighbors in San Jose and Mountain View to demand not only a seat in the room but a seat at the table. Only through open dialogue and a sincere willingness to work together can a partnership based on mutual trust and

respect be built. Bernalillo County PLACE MATTERS is willing to assist in any way we can to make this partnership a reality.

Response 17 –We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties of the area. It is the opinion of Bernalillo County that the Sunport Boulevard Extension project will be a positive factor in contributing to positive change in the area, or will otherwise have no detrimental effect to the community. We understand and appreciate your concern for doing the right thing for your community. We believe that by working cooperatively, we will continue to improve the project and mitigate its impacts.

Comment 18 – Joel D. Lusk, USFWS, 2105 Osuna Road NE, Albuquerque, NM 87113, joel_lusk@fws.gov

Regarding the subject proposed project. The seven percent grade (of Sunport/Woodward Road) of the proposed project (as well as any additional impervious surfaces in the area between the grade and Broadway Boulevard), has the potential to generate a large volume with fast velocity stormwater perhaps making its treatment challenging. Please consider using best management practices, additional or alternative stormwater treatment methods (either on site, nearby, or associated with any impervious surfaces), as well as appropriate pollution prevention practices to reduce the potential for impacts from any oxygen-demanding substances, associated pollutants, and/or solid waste attributable to the project, (or indirectly, from subsequent development or interrelated to the project), from entering, running off, or indirectly entering (that is, through transport by wind, aerial redeposition, and/or storm runoff) the South Diversion Channel or other jurisdictional water bodies. Pollutants, if discharged or deposited, if left untreated or in excess, could potentially affect nearby or downstream water bodies and perhaps, wildlife. Please consider using percent oxygen demanding substances and their removal as an indicator of stormwater quality impacts in your evaluations, as well as in any of your identified best management practices or treatments, to determine their performance on the amount, frequency, or timing of oxygen demanding substances from project-associated stormwater from demonstrably reducing oxygen

content in nearby or downstream water bodies. Additionally, the creation of structures over water bodies can attract wildlife, such as bats, swallows, and rock doves that may nest, reside, or otherwise increase their association with such structures. While these animals may contribute to reducing local insect populations, unfortunately, increases in the location of magnitude of their fecal matter above water bodies may also affect stormwater quality and therefore their occupancy and residence on such structures should be considered and best-managed during your project evaluation and development to reduce those impacts too, if any. This comment is technical assistance. Thank you for your consideration.

Response 18 –Potential impacts on water resources and water quality are addressed in the EA; please refer to Section 4.3. Any liquid pollutants that collect on the roadway surface, such as oil or gas from leaking vehicle engines, would be carried with general stormwater runoff and intercepted in water quality features that would be constructed as part of the project. Two detention ponds are planned along the Sunport Boulevard Extension, including a large 0.6 acre pond near the southeast corner of Sunport Boulevard and Broadway Boulevard. This pond and its related storm drainage system would intercept stormwater flows before they enter the downstream drainageways, specifically the San Jose Drain. These ponds serve as the primary treatment for water quality and would serve to fulfill water quality requirements of the regional MS4 Permit for the area. BMPs shall be installed and maintained both during and after construction of each phase to prevent, to the extent practicable, pollutants in stormwater runoff from entering waters of the U.S and is a required environmental commitment for the project. These actions reflect best practices and typical treatment of stormwater on transportation projects.

Potential impacts on Wildlife are addressed in the EA; please refer to Section 4.3 and 4.7. The project would incorporate a bridge that will span over the South Diversion Channel and would not disturb the channel structure. Specific design of that bridge, and any measures to control its use by wildlife, will be addressed during Preliminary Design of the project in cooperation with the USFWS.

Comment 19 [sent via e-mail to Alfred Volden and Enrico Gradi] – Marla Painter, Mountain View Community Action, 506 Valley High St SW, Albuquerque, NM, 87105, marladesk@gmail.com

First- and above all- I want to tell you, Alfred, that you are a prince. To have waited all these years to develop your family's very valuable land until acceptable proposals presented themselves to your family is the most honorable and extraordinary act I have ever witnessed in the world of land development. I don't know where you all get your grit but it is amazing. I hope you and the Trust and your family know that people in Mountain View know what courage and fortitude and resolve you have maintained all of these years. I know we fought you on the recycling facility; however, I do not believe that Friedman and the NMRT was being forthright with you on their intentions for that development and we are grateful that we were able to ward it off. I know you must be angry with us for making a huge fuss over that proposal. However, we are all extremely relieved that we aren't living with that facility right now. I am in a quandary because I do not understand the Sunport extension. I testified against it the other night because I don't feel we are getting the real story behind it. The justification we are getting just doesn't make sense. Given the huge need to improve Second Street and the Second Street and Rio Bravo

intersection, why does a new road take precedence over the poor quality of those roads/intersections? There is no plan to work on Second Street and the Second St./RB intersection. Why would we build anything that dumps more traffic onto Second Street, which is now backed up in both directions multiple times a day? Somehow I am not convinced that the Sunport Extension is intended to filter traffic from the freeway to Second Street. The people who use Second St. north of Rio Bravo are going to and from downtown and their destinations are not on Second Street north of Rio Bravo. People coming off the I-25 would not take the Sunport exit to Second Street to go home further south (and vice versa) as the EA states. Nor would they use the Sunport Extension to go to the Wildlife Refuge, as stated in the EA. No, it is clear to everyone that the purpose of the Extension is related to access the vacant industrially zoned land. I understand that it would facilitate development on the Schwartzman properties on Broadway. I understand that you have covenants on the property you sell. I understand that the land on Broadway (and also the big parcel east of the Railrunner station) lies within an overlay zone but I also have been told that there is no guarantee that the conditions of the overlay Transportation Oriented Development zone can be legally applied to applications for development within that M1, M2 zone. Is this correct? There was reference to the Sector Plan at the Sunport Extension hearing, made by Commissioner De La Cruz. This was interesting because Commissioner De La Cruz pulled the draft Sector Plan many years ago and no other plan has ever been put before the County Commissioners to approve. We have no plan for our community. If one were to draw a line down the middle of Broadway from where the new Sunport extension ends on Broadway and Rio Bravo Blvd. I think one could assume that the vehicles associated with a business on Broadway to the south of that imaginary line would use the Rio Bravo Interchange and the vehicles to the north of that imaginary line would use the Sunport Extension. So, any new developments on Broadway would impact Rio Bravo as well as the new Sunport extension. If there were businesses that require heavy trucks, this would be a large impact on Rio Bravo and until the new interchange is put in, an almost impossible added burden. No so much if it were commercial operations that did not generate more truck traffic. But how to guarantee lighter use rather than more heavy industry, such as the Friedman NMRT would have generated. What I do not understand and would like clarification about is the following: Is it your vision to make easier access to your ditch/ riverfront property in order to facilitate development there? Are you still committed to residential development or neighborhood commercial development on the ditch/riverfront property? What happens with the covenants if you were to be gone tomorrow? Are the covenants in the Trust? Is the Trust revocable? What is the relationship, legally, between the conditions set forth in the Trust and county zoning law? Which takes precedence? Could a developer sue the County if they permitted something outside of the covenants because of the primary M1/M2 zoning? And most painfully, I have to ask why you both think that the properties have not sold thus far? Is it because of the Covenants? How would a Sunport extension change that situation? How can we work together to improve the image of the San Jose/Mountain View area to attract the kinds of development that you envision? We fear that you might revoke the covenants in order to make your properties more attractive to heavy industry, salvage yards. tank farms and transloader facilities. That is very scary. Again, we are aware that you could have sold off this primo industrially zoned land a long time ago and be living luxuriously, far away. Instead, you have stuck firm and with the community. That is honorable beyond compare. I hope you two can elucidate on these questions.

Response 19 – The purpose and need for the Sunport Boulevard Extension is to 1) implement long range transportation planning system connectivity goals by completing a link and closing a gap in the area's transportation network, 2) improve access to economic centers through a more direct roadway link between Broadway and Sunport, and related commercial and industrial development in the vicinity, 3) relieve congestion anticipated from traffic growth that is forecast to exceed the current capacity of arterial roadways and interchanges of these roadways with I-25, 4) improve multi-modal transportation facilities (pedestrian and bicycle) and connectivity, and 5) improve emergency vehicle access and evacuation routes in the South Valley.

Traffic volumes have been forecast for the future design year of 2035 by the Mid Region Council of Governments (MRCOG). MRCOG has forecast the future traffic based on population and employment growth that is considered as the most likely future scenario for the Albuquerque metropolitan area. Traffic volumes are expected to increase considerably by 2035, even without the project being implemented. Traffic is forecast to increase on 2nd Street by the design years of 2015 and 2035, however, as stated above, much of this growth is expected even without the project. 2nd Street is included on MRCOG's 2035 Metropolitan Transportation Plan (MTP) as requiring widening between 2008 and 2035, with a 2-3 lane increase between Desert Road and Woodward Road. This work is not included as part of the Sunport Boulevard Extension project. Improvements to 2nd Street and the intersections along 2nd Street are recognized as needed by the public agencies that comprise MRCOG, including Bernalillo County. The addition of the Sunport Boulevard Extension would have some impact on the travel patterns, in that it would attract traffic from other routes (Rio Bravo, Broadway and Gibson) directed toward I-25, and increase the volumes on 2nd street and on Woodward Road. Regarding the comment about Wildlife Refuge access, the EA states that the Sunport Boulevard Extension would provide another point of access and connection from I-25 to the Valle de Oro National Wildlife Refuge which is currently access by 2nd Street. The only existing access to 2nd Street from I-25 in the project study area is via the I-25/Rio Bravo Interchange. The Sunport Boulevard Extension would provide a second link directly to I-25.

The San Jose/Mountain View Design Overlay plan will allow the County to impose more effective development controls than are in place based on just zoning compliance. Coincident with this Sunport Boulevard project, the Design Overlay is expected to benefit the Mountain View and San Jose communities with regards to land use and will have mitigating effect regarding future development. The design overlay standards will work in tandem with existing zoning designations for the Mountain View Business Park area. In the overlay, the Sunport Boulevard Extension is considered an important component to providing convenient access to sites within the area and making the land more attractive to clean industries that require space for office, warehouse, and distribution type uses. The overlay provides more detailed performance requirements than are in current zoning regulations for site, building, parking, and landscape standards. Although adherence to adopted design overlay requirements would not be a voluntary process, the presence of the design overlay does not erode property rights of landowners within existing zoning controls.

Comment 20– Petition of support [submitted on form previously circulated by the public at and after an April 2, 2015 meeting regarding various South Valley transportation projects] signed by:

- Republic, 3410 Broadway SE, Albuquerque, NM
- Doyle Roof Masters Inc, 2905 Broadway SE, Albuquerque, NM
- Riteway Pallet, 3524 Broadway SE, Albuquerque, NM
- Sunny Fence, 2709 Broadway SE, Albuquerque, NM

As a business owner/neighbor I support the above mentioned planned extension.

Response 20 – Thank you for your comments.

Comment 21 – (sent directly to FHWA) Juan Reynosa, SouthWest Organizing Project (SWOP), juan@swop.net

I hope you all are doing well. I haven't spoken to many of you since we had a meeting at Esther's home over a year ago, but I'm glad to be back in touch. The Abeytas and I were hoping to be able to schedule a meeting with you all at your Albuquerque office to discuss the recent release of the Sunport Extension Environmental Assessment. We appreciate Greg letting us know about this release and have been looking at the EA ever since. Just from a surface glance, we still see issues with the County's assessment. There are other issues of inequity that we have in how the County has handled this situation and their lack of involving the community that we would like to be able to articulate to you all in a face to face meeting. Again we appreciate how communicative you all have been throughout this time dealing with the Sunport Extension EA and would appreciate an opportunity to have another face to face meeting with you all. If you all are able to do this, we would appreciate setting up the meeting after 3:30pm in order to accommodate folks' work schedules. We look forward to hearing back from you.

Response 21–(response from FHWA). It is critical that you also provide written comments regarding the project. This is in addition to any discussions we have. Written comments from the public are an important part of the project record. Please provide some dates and I will begin reviewing availability.

Comment 22– Claudine Martinez, General Council, We The People, LLC, and Sunset Solutions, LLC, 7451 Pan American Freeway, Albuquerque, NM 87109

I am a property owner of two parcels of land directly impacted by the Sunport extension project. One parcel is owned by We The People, LLC, a real estate investment company created by my family to reward 62 of our hard working coworkers who have teamed with us for 43 years on other businesses such as manufacturing vehicles and ground support equipment for the Departments of Defense and Energy. The goal of We The People is to develop investment properties into sources of economic development that sustain our community. The other parcel I own alongside my family is Sunset Solutions, LLC which shares the same economic development mission as We The People. I serve as General Counsel of both companies.

I write on behalf the companies We The People and Sunset Solutions, as well as an individual, to convey our steadfast support of the Sunport extension project. Time and cost efficient completion of this project will further our economic development mission by creating a visually appealing, productive, engaging gateway into the Land of Enchantment for our Sunport international and domestic visitors. Fortunately, each year the number of visitors to New Mexico, exports generated in New Mexico, and diversity of economic development opportunities grow year over year. Thus, it is incumbent upon us to work together as a community to foster job creation, revitalization of an environmentally blighted area, and augment New Mexico's economic development draw as a state. Respectfully, our community asks that you accept the thorough, substantively responsive Environmental Assessment (EA), NMDOT Control No. A300160, Bernalillo County Project No. TA 09-06, as sufficient support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration.

Personally I have served as General Counsel for 16 years with an attorney practice that includes local, state, and federal regulatory compliance. I also serve as Vice Chair of the Department of Commerce Manufacturing Council, the principal private sector advisory committee to Secretary of Commerce Penny Pritzker on the United States Manufacturing Sector. The Council is charged with ensuring regular communication between the federal government and the manufacturing sector, advising the Secretary of Commerce on government policies and programs that affect United States manufacturing, and providing a forum for discussing and proposing solutions to industry-related problems and to ensure that the United States remains the preeminent destination for investment in manufacturing throughout the world. Finally, I also serve on the Congressional Business Advisory Councils of Congresswoman Michelle Lujan Grisham, and Congressman Ben Ray Lujan. Thus, I take my responsibility for assisting in stewarding economic development both in New Mexico and the United States very seriously.

Responsible stewardship of the US and State tax payer investment in an environmentally protective manner is the primary reason I support the expansion of the Sunport roadway. Specifically the exhaustive EA addresses my primary concerns which include compliance with stringent requirements, a thorough vetting of community concerns surrounding the project (particularly because the history of this community has seen significant environmental challenges), and providing various forum to facilitate communication between the Federal, State, Local, and Community interested parties.

First, I address EA's strict compliance with the complex requirements. The extensive report clearly delineates the project's sound cost-benefit analysis for connectivity, access, and congestion relief. The "no build alternative" thoroughly addressed in Section 3 of the EA is clearly not an option given population increase, antiquated designs of Gibson (1960s) and Rio Bravo interchanges, and urgent need for revitalization of this area. Section 4 adequately addresses the affected environment, effects, and mitigation of the project setting. More specifically, the build alternative takes into consideration water resources, cultural resources, air quality, noise, traffic, and land use. Dating back to 1988 in the Southwest Area Plan, the need for the access that will be provided by the Sunport extension has been well documented (including in Plan updates in 2001, 2005, and 2007). In addition to the many other plans cited in conformance with this project, also of note is its inclusion in the MRCOG FY 2014 to FY 2019 and the regional transportation plan MRCOG 2035 MTP.

Second I address my concern for community protection. Because this is a Superfund site, development has not occurred, leaving community members with a blighted area with no good paying jobs. Marring the gateway to Albuquerque, the first impression visitors have of Albuquerque is this blighted area. As stated in the EA, Environmental Justice concerns were addressed, and the extension creates no disproportionate impact on any populations of minority or low income groups. In contrast, not developing this area would be a disservice to all community members. We must engage in long-term planning of our community with a focus on sustainability.

My final concern has to do with communication amongst all the interested parties, after personally attending the public meeting on 8/15/15, our team was encouraged by all participants' willingness to express their issues with the project both positive and negative. Community members that spoke with concerns listed the following: health issues including asthma and lower life expectancy, traffic, noise, eradication of polluting industries, groundwater contamination, economic disadvantages, and open space. After hearing these concerns our team and I studied the EA to ensure these concerns were addressed, and in our opinion they are.

It was also brought up that a public meeting was not held in the San Jose neighborhood, so a follow up meeting was held on 8/27/15, and two of my coworkers attended, further convincing us of the EA's compliance. Finally, the community asked for an extended comment period, and one was granted to our relief as well. Thus, all in all we applaud the efforts at community participation and encourage this brainstorming to continue.

In sum, We The People, Sunset Solutions, and I thank each and every interested community member for their dedication to our community. Respectfully, we ask that you accept the thorough, substantively responsive Environmental Assessment as sufficient support for a Finding of No Significant Impact (FONSI) by the Federal Highway Administration. Please let us know how we may be of further assistance.

Response 22 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 23 – Robert Archuleta, 304 Plaza Muchomas, Bernalillo, NM 87004

My name is Robert Archuleta and I own a parcel of land that is impacted by the Sunport extension project. I write this letter in support of the Sunport extension. I really feel like the Sunport extension project is something that is needed in this area to allow economic development. The Sunport is the South gateway to the City of Albuquerque and the South side of town which includes Rio Bravo, Sunport and Gibson needs much improvement in terms of beautification. When tourists arrive at the Airport and drive down Sunport their first impression of the city is an area that has old buildings with no landscaping and the looks of a not so promising future. With this extension project I believe that developers will come in and develop the area around Sunport Boulevard with hotels, restaurants, and other places that tourists can enjoy when staying in Albuquerque. We the People, LLC is an employee owned company that purchased some property off Woodward and Edmunds with the hopes that this area would be developed much like North Albuquerque and the Balloon Fiesta area. There is much potential for this

area and with the restrictions that the Schwartzman's have put on the property they are selling, the companies that would move in would be much improved from the types of businesses that began in this area.

Response 23 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 24 – John Drake, 2490 Nantucket Court NE, Rio Rancho, NM 87124

After reviewing a handout provided at one of the previous community meetings, and the Environmental Assessment posted on the Bernalillo County website, I concur that the build alternative is the most viable option. Most apparent to furthering the build alternative, is the traffic historical pattern reflecting an upward trend of the local roadway system that if left unchecked, would create an undesirable result of future grid lock especially when the age and projected reconstruction of the Gibson & Rio Bravo interchanges are taken into full consideration. In the event that build alternative is realized, the Environmental Assessment referencing of environmental impacts and possible procedures to follow is sufficient. As a professional engineer, concerned citizen and as part owner of land in the area close to the Sunport extension I would like to reiterate my approval of the project and find that the process of identifying the project as moving forward for submittal for a Finding of No Significant Impact (FONSI) is acceptable.

Response 24 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 25 – Richard Samberson, 526 Sandler Drive NE, Albuquerque, NM 87123

I am in support of the Sunport Boulevard Extension build alternative. The Sunport Boulevard Extension plan has described various conditions and mitigation measures with comparison to build or no build impacts in regards to affected environment, effects, and mitigation for 25 areas of concern in detail in sections 4.1-4.25 of the Environmental Assessment. I have reviewed the proposed plan and have the following comments as follows:

The build alternative implies environmental impacts are improved or not changed with the engineered improvements proposed and has potential positive indirect impacts such as:

- Provide an additional transportation link to the area
- Woodward Road built as a separate project prior to opening the Sunport Extension
- Multimodal transportation features to be included
- Create an economic development opportunity for existing and future land use

The no build alternative has negative potential impacts such as:

- No changes to the area
- Further degradation of air quality in the project area due to Heavy Industrial use

- Would not create any economic development opportunity
- Continuance of localized erosion in the area
- No improvements to traffic congestion
- No required commitments from Bernalillo County Public Works Division, NMDOT, and FHWA

Please consider my professional view as a Mechanical Engineer and lifetime resident of Albuquerque, New Mexico.

Response 25 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 26 – Rafael Valdepena, 2316 Dietz Farm Road, NW, Albuquerque, NM 87107

As a concerned citizen with a background dealing with miscellaneous regulatory compliance issues for the past 29 years, I attended the public meetings on August 27th and September 8th, 2015 regarding the Sunport Boulevard proposed extension (SBE). I have reviewed the Environmental Assessment (EA) with the build or no build alternatives, the long-term transportation plan 1989 study and the 2014-2019 Mid Region Council of Governments (MRCOG) Transportation Improvement Program (TIP) with Bernalillo County and New Mexico Department of Transportation (NMDOT). MRCOG Traffic flow maps referred to in the EA, reflect an increase of traffic surrounding the adjacent area of the SBE project. The current Sunport interchange built in 1997 was a welcomed eastbound relief route for the traffic that had previously needed to rely on either the Gibson/I-25 or Rio Bravo/I-25 interchanges. With construction of a westbound off ramp, and accessing I-25 north & south, the traffic impact of the immediate area would realize a third freeway alternative for the area assisting in congestion relief. The Ea points out that the current Gibson Interchange built in the 60's is functionally obsolete and the Rio Bravo interchange, also built in the 60's, reconstructed thru 2012, is at best a parking lot during rush hours. Discussion of the area in the last two public meetings was the possibility that heavy truck traffic would not be able to travel the portion of the SBE with a proposed 7% grade. As pointed out by County Staff, Rio Bravo has a portion of the roadway similar to the 7% grade proposed and has not been an issue for any type of traffic. The SBE also recognizes traffic capacity increasing on Woodward Road within 10-15 years. It is important to recognize that an interdependent project for Woodward improvements is included and required before opening the SBE. It includes multimodal transportation improvements with bicycle lanes and sidewalks, which will be helpful in the long range planning and development for the area. The EA is a technically acceptable document that is responsive to requirements and concerns of the process of the SBE signifying the build option as the most appropriate action. With that, the EA is ready to be finalized, and advanced for submittal for a Finding of No Significant Impact (FONSI) decision.

Response 26–Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project. After the release of the revised EA in June 2015 a public hearing was held for the project on August 5, 2015 during the initial 30-day public comment period for the EA. Based on public comments received at the public hearing, the public comment period was extended another 30 days to September 28, 2015 and an additional public meeting was held on August 27, 2015. There was no public meeting held for this project on September 8, 2015.

Comment 27 – Matt Clarke, 6800 Vista Del Norte #418, Albuquerque, NM 87113

I am writing this letter to voice my support of the extension of the Sunport exit. I feel that by adding this exit it would greatly increase the access to local businesses and also be a benefit to the community. The Sunport exit, I feel, is a major hub for people coming into and out of our great city. Why restrict access of such an important exit? I say with good design and layout, the proposed extension would be a valuable addition to our community.

Response 27 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 28 – Leroy Gutierrez, 6809 La Lucerna NE, Albuquerque, NM 87113

I am part owner of some property that will benefit from this extension. I don't write this just because of this reason but also because I feel that this is the right thing to do. For years this area has been neglected and forgotten about. By extending Sunport Road with the plan that the County has in place it is going to bring new life to this area. When I come home from a trip and land at our airport I see this beautiful landscaped road that the City provided but then it stops at I-25. What do the hundreds of visitors think when they arrive here? They don't have a great view of what a beautiful city we have. This extension will beautify the existing landscape and help encourage tourism and growth to our city. This will also help with traffic in the area as well as make it attractive for companies to come and build and settle in our great city which will help to boost our economy and bring much needed employment to our city. These are just a few reasons I support this project.

Response 28 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 29 – Elias Castro, 937 Aztec NW, Albuquerque, NM

As part owner of land in the area close to the Sunport Extension I would like to extend my approval of the project. I feel that the County has addressed my concerns regarding Air Quality and Traffic Impact by the materials they provided. I can see how this project will have such a high economic impact to the area as well as the city therefore I submit this letter of support.

Response 29 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 30 – Anthony Pena, 2244 Angel Road, Corrales, NM 87048

As a property owner in the area I am in full support of this project. I feel that this will be good for the city. It will help with traffic congestion and help make that part of the city look better. I feel that the County did a great job in providing the Environmental Assessment Study that addresses my items of concern such as Hazardous Waste, Air Quality as well as the Traffic Impact Study.

That area of town is an older neighborhood with this project it will bring newness and help clean it up some. With the extension it will help new businesses come to the area and bring jobs to the area. I see this as a good thing for Albuquerque.

Response 30 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 31 – Nghia Nguyen, 901 Wellesley Drive SE, Albuquerque, NM 87114

Hello, I am part owner of land in the area of the Sunport Extension and would like to extend my approval of the project as it would be a great benefit to the City of Albuquerque. It will give relief to the crowded traffic on Gibson and Rio Bravo interchanges. It will provide relief to the traffic on I-25 and will add a link from the airport to the SW residents. I feel that the traffic study was very precise as to how this will transpire. I also had concern with Air Quality and Noise as I live not far from the area. I feel they addressed these issues well in the EA. It would also be a lot better for out of town guest arriving at the airport to see a more appealing road way than a dead end with no development at the present Sunport West end. When developed, I believe that new jobs will be created and the community would benefit not only with a new interchange but with economic growth.

Response 31 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 32 – Sang Giang, 10509 Bitter Creek NW, Albuquerque, NM 87114

Hello my name is Sang Giang, I am part owner of land in the area of the Sunport Extension and would like to extend my approval of the project that would be a great benefit to many and give relief to the crowded traffic on Gibson and Rio Bravo interchanges. When developed, I believe that new jobs will be created and the community would benefit not only with a new interchange but future land development. It would also be a lot better for out of town guest arriving at the airport to see a more appealing road way than a dead end with no development at the present Sunport West end. Thank you for taking time to read my letter.

Response 32 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 33 – Andrew Blea, 2551 Clear Sky Street SW, Los Lunas, NM 87031

The Bernalillo County website provides some interesting facts about the Sunport interchange. I feel that the project is long overdue and will be a relief for traffic in the area. The addition of bike lanes is a good idea too. As part owner of property in the area, I would like to see the project go forward and be built.

Response 33 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 34 – Adrian Diaz, 9250 Eagle Ranch Road Apt. 116, Albuquerque, NM 87114

I believe that the Sunport Extension is a good plan. I feel that the County has provided a well thought out plan and has done a great job of providing data to support the issues such as Air Quality, Traffic, Environmental Justice and Land Use. These projects are so crucial for the benefit of economic growth and I feel that this project opens up many directions in growth to the surrounding areas as well as the city itself. This project has been put on hold in the past and I hope that with all the information received from the County will be enough for it to move forward.

Response 34 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 35 – Arturo Garcia, 213 Vallejos Lane, Bernalillo, NM 87102

The Sunport Extension is a good plan. It would help traffic and create development and jobs. As part owner of land in the area, I would like to see this project get approved and built as soon as possible. Traffic on Broadway would certainly be spread out between three freeway interchanges vs. the two that already are congested and needing repairs or rebuilding.

Response 35 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 36 – Sam Desai, 209 Cerro De Ortega Drive SE, Rio Rancho, NM 87124

My name is Sam Desai and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I'm writing this memo to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the Albuquerque area as well as bring a more attractive landscape to the area. Albuquerque and the surrounding cities welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 36 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 37 – Frank A. Duran

My name is Frank A. Duran and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a member of a company called We the People, LLC, a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because the vacant industrial land in the area will become more attractive to employers who need to find locations for new manufacturing, distribution or service locations. Completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque

welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 37 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 38 – Kerwin Willie, PO Box 237, Acoma, NM, 87034

I am a member of an LLC called We the People and we own a parcel of land that would be impacted by this project. I am in support of this project because I feel that these types of projects add to the growth of our city. Over the years I have watched road improvement projects and as inconvenient that the project may be during the process the outcome has always been of great benefit. This is why I am in support of this project.

Response 38 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 39 – Kristy Tadgell, 12709 Calle Amado NE, Albuquerque, NM 87111

My name is Kristy Tadgell and I am writing this letter in support of the proposed Sunport Boulevard Extension Project. I am a property owner because I am a partner in the We the People LLC, a real estate investment company created by my employer as a benefit for his employees. A piece of land owned by this company and the surrounding property owners will be positively impacted should this proposal be approved. I support this project because I feel improvement to any area that a visitor to Albuquerque will see first is a good thing. It would make access easier to the revitalized downtown area, the rail yards, the zoo and other businesses in the vicinity. More industrial opportunity may be afforded if the area of the proposed Sunport Extension Project is made to be fit for the modern business scene. Please support this extension for the benefit of Albuquerque residents and visitors.

Response 39 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 40 – Santiago Hernandez-Velasquez, 6210 Indian School Drive #D212, Albuquerque, NM 87110

As a property owner in the area I am in full support of this project. I feel that this will be good for the city. It will help with traffic congestion and help make that part of the city look better. That area of town is an older neighborhood with this project it will bring newness and help clean it up some. With the extension it will help new business come to the area and bring jobs to the area. I see this as a good thing for Albuquerque.

Response 40 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 41 – Diego Montes, 1005 Del Monte SW, Albuquerque, NM 87121

I am a property owner because I am a member of an LLC called We the People. We purchased land in this area and I fully support this project. The City needs to have projects like this to keep ahead of the constant growth. I see the benefits of this project in how it will make the area attractive for business to come to the area. This will also bring jobs to the area. This area of town needs to have newness to it. I am glad to see that there is a chance for that to happen.

Response 41 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 42 – Ruben Garcia, 10401 Central NW #126, Albuquerque, NM 87121

As a property owner in the area I think this will be a really good improvement for the City of Albuquerque. It will bring businesses and then it will bring new jobs to the area. I drive thru that area often and it will be good to have another access as the others are always backed up. I really hope that this project is not delayed again this is long overdue and it is needed.

Response 42 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 43 – Paul Dawes Jr. 7923 Greythorn Road SW, Albuquerque, NM 87121

My name is Paul Dawes and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to give my support of the Sunport extension project, upon completion of this project we will enhance economic development to the area as well as bring a more attractive landscape to the area. Our City of Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. I feel it is a huge step in improving the area visually and economically, and by this I do support this extension.

Response 43 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 44 – Robert Delgado, 1321 Wilkes Way, Rio Rancho, NM 87124

My name is Robert Delgado and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. It is my intention to convey my overwhelming support of the Sunport extension project. I support the extension for several reasons. First, I speak to the positive economic impact for the area which would result from the enhancement. Second, the city's commuters would surely benefit as this would reduce the traffic and congestion that city airport generates. Third, the extension would be a needed improvement to the existing infrastructure, creating more options as the citizens of

Albuquerque navigate the city. I believe that not only the surrounding community but the entire city would benefit from this endeavor. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunprot. By supporting the extension I feel it is a huge step in improving the area visually and economically. I have been a citizen of the city Albuquerque for over twenty years. It makes me proud to be a part of this initiative. I gladly welcome all of the benefits that would result from the extension of the Sunport Blvd. Supporting this would be economically beneficial and an improvement to the area, resulting in a more attractive city.

Response 44 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 45 – Ray Garcia, 6217 Sunset Gardens Road SW, Albuquerque, NM 87121

My name is Ray Garcia and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 45 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 46 – Brandy Patton, 713 Broadway Blvd SE, Albuquerque, NM, 87102

My name is Brady Patton and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Currently in that area we have a huge metal recycling company, several junk yards, a waste and portable restroom pumping company, and another waste removal company which are all harmful to the environment 10 fold of what a road will be and an eyesore on people arriving to the Albuquerque area because there is currently no economic growth and development to aid in hiding these companies. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 46 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 47 – Marie Barreras, 2790 Clear Sky SW, Los Lunas, NM 87031

I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I also feel that this extension project is good for the economy to bring forth more employment and make the area more captivating to attract more businesses to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually as we all know the area is not appealing from birds eye view. This will make our County and City more attractive to visitors, in hopes that we can bring forth more direct flights to Albuquerque to help stimulate growth as we know that companies have bypassed our state due to the lack of direct flights. This would be a win-win situation for all.

Response 47 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 48 – Tina Romero, 10221 La Paz Drive NW, Albuquerque, NM, 87114

My name is Tina Romero and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically. Along with this expansion, would be a new addition to our City that would help the commute of New Mexicans every day. With that in mind, the extension would allow easier access to the freeway and by passers as well. I am a firm believer that improvements such as the Sunport extension would only value our City, businesses and surrounding neighborhoods.

Response 48 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 49 – Greta Wanek, 5041 Sanbusco Drive NE, Rio Rancho, NM

My name is Greta Wanek and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 49 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 50 – Fermin Maes, 1224 Western Meadows Road NW, Albuquerque, NM 87144

My name is Fermin Maes and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 50 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 51 – Mary Canady, 601 El Torero Drive SE, Rio Rancho, NM 87124

I am in support of the expansion of Sunport Blvd from I-25 to Broadway. Living on the westside this expansion would relieve a lot of traffic congestion, and also create economic opportunities as well as needed beautification in the area.

Response 51 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 52 – Mary Want, 10608 Rigoletto Drive NW, Albuquerque, NM 87114

I Mary Wang a resident of Albuquerque New Mexico strongly support the expansion of Sunport Blvd over I-25 and down to Broadway thru a parcel of land owned by members of We the People. I strongly feel the completion of this project would enhance the beauty of our Airport and make it easier for traffic to flow. It would also give residents and visitors from the NW, SW, NE, SE an alternate route. Please note that I-25 has some serious traffic flow issues, and if it's not traffic its construction. I would like to stress that while the president of the United States was visiting our land of Enchantment he was stuck in traffic on I-25 & Sunport Blvd due to repairs on our seriously eroded off ramp. Yes, I believe this area is focal point of our city and I strongly believe this improvement would enhance the area.

Response 52 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 53 – Jenny Valesquez, 13216 Oriente NE, Albuquerque, NM, 87123

I recently attended one of the meetings at Mountain View Community Center concerning the Sunport Boulevard Extension. It was very interesting about all the people who attended and all the comments that were made. I am a supporter of this extension even more after the meeting. I learned so much and was so excited about all the good it will do for that area. There will be so many economic opportunities

for that area and jobs which every state needs. There will be less traffic, 5 bike lanes, 6 foot wide sidewalk and 2 bridges. This extension will help the San Jose neighborhood area also. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I also believe the Airport area will benefit from the extension to give tourists and anyone living here to get through that area without any problems some which I have experienced as I am a resident for 60 plus years. By supporting the extension I feel it is a huge step for the future for development for our state and community.

Response 53 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 54 – Fernando Griego, 180 La Media SW, Albuquerque, NM 87105

I write this letter of support for this project as a valued property owner. I have read the information that the County provided regarding this project and I feel that they have done their homework regarding this project and I am glad to support it. I drive a truck and utilize I-25 and Gibson and Rio Bravo exits. I am constantly having to back track as neither of these exits are where I need to be. I will now be able to save money on fuel as I will not have to drive so far out of the way. This extension will relieve some congestion of the traffic and will help to keep the roads running smoother. With this project I see huge potential for economic growth. Which will also bring jobs to the area. I am in support of this.

Response 54 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 55 – Juan Carlos Vargas, 2207 Leonard Street, Rio Rancho, NM 87124

I am a property owner because as a member of an LLC called We the People. I am in support of this project because I believe that our city needs these types of projects to help keep our city growing and thriving. I feel that this project will bring opportunity to the area. New industry will consider coming to that area which in turns means more jobs for the people. We need this if we don't want to become a city full of poverty. Opportunities like this helps sustain growth to an area that needs it desperately. I hope that this project is not delayed anymore. This is a positive improvement.

Response 55 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 56 – Jesus Munoz, 2504 Evita Way SW, Albuquerque, NM 87121

I want to take the time to let you know that I support this project. I am a property owner because as a member of an LLC called We the People. I have been to a meeting and have heard everything the County proposes to do on this project and I am impressed with all the background information they supplied. I feel that this project will bring opportunity to the area. This gives opportunity for new industry to come to the area which in turns means more jobs for the people. I am happy to support this

as I feel these are the types of projects that keep improving our current state. Our highways and roads are paths to growth we must encourage.

Response 56 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 57 – Ruby Grzelachowski, 1540 33rd Circle SE, Rio Rancho, NM 87124

My name is Ruby Grzelachowski, I am a member of a company called We the People LLC. It is a company that my employer formed for his employees and as a member I own a parcel of land that would be impacted by this project. I write this letter because as an interested party I felt it my obligation to do my due diligence regarding this project. I was pleased to see the extent that the County had gone to with the Traffic Impact Study, Environmental Assessment as well as the fact that they put together several meetings with the community to discuss the concerns. I attended one of the Community meetings and I listened to both parties and feel that the County addressed the concerns that were brought up and were able to respond with supporting data. The County shared a power point with the attendees that gave detailed information about the project they were able to show studies regarding how this improvement would affect the community. They had studied alternate routes and provided results which showed why those alternate routes would not be feasible. I was especially impressed with the Environmental Justice section of their presentation. I see the benefits to these neighborhoods and how this project will bring opportunity to those that live in the neighborhood. This project is much needed relief to the very congested roads that are nearby and this project is far overdue. We live in a beautiful City and State, and we continue to attract new residents to move here. In the past we have been able to compete with many states to bring in new businesses to our state. If we are going to continue to compete with some of the larger cities in Arizona, Colorado, and Texas economically, we will need to continue to grow as a city, as a community and as New Mexicans. We must continue to develop projects such as these to be able to sustain the demands for growth if we want to stay competitive. That is why I have decided to submit this letter of support for the Sunport Extension Project and I hope that the Federal Highway Administration supports a FONSI so that we can move ahead.

Response 57 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 58 – Juan Hernandez, 3151 La Junta Road SW, Albuquerque, NM 87121

I have been following the Sunport Extension project and would like to offer my letter of support for it to go thru. When I see how traffic backs up at Gibson and I-25 or really backs up at Rio Bravo and I-25, I feel like this project is long overdue. Not to mention airport car traffic travelling to the far South Valley. I live in the South Valley and I hope that this opens up the door to continue Sunport Blvd. across the Rio Grande River. The County has done a good job in addressing many concerns such as Traffic, Air Quality and Land Use in the Environmental Assessment therefore I strongly support this Project.

Response 58 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 59 – Ray Saiz, 051 Westend Street, Zia Pueblo, NM 87053

I am an owner of land near the Sunport Extension planned. I support of the proposed extension and see this as a positive land use. With the extension east, it will allow traffic a new way to get on I-25. I think that if built, it would bring new construction of buildings in the area creating jobs for contractors and new employees. We have needed this for a long time and I am glad to see it move forward.

Response 59 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 60 – Ramon Garcia, 438 Salazar Court SE, Albuquerque, NM 87102

I feel that the project is a benefit to the area and all of Albuquerque. I am a property owner and I am very happy to support it.

Response 60 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 61 – Jaime Valadez, 2025 Los Luceros NW, Albuquerque, NM, 87104

As a property owner in the area I am in full support of this project. I feel that this will be good for the city for several reasons.

1. It would better serve everyone as a quicker route when going to the business in that area.
2. It will allow traffic a new way to get to I-25
3. It would bring in New Development
4. And new development means more jobs
5. Building the extension is good for the contractors and employees who build it
6. It would improve the appearance of the area

There are more reasons for allowing the Sunport Blvd to be built, but as a concerned landowner, I am in support of the project.

Response 61 – Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 62 – Sam Desai, 209 Cerro De Ortega Drive SE, Rio Rancho, NM 87124

My name is Sam Desai and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I'm writing this memo to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the Albuquerque area as well as bring a more attractive landscape to the area. Albuquerque and the surrounding cities welcomes nearly 5 million

people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Response 62 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 63 – Roberto Roibal, President, Pajarito Village Neighborhood Association, 2233 Don Felipe Road SW, Albuquerque, NM 87105

My name is Roberto Roibal, and I am the President of the Pajarito Village Neighborhood Association. I am writing on behalf of our Association to express our view that the proposed Sunport Extension is a very bad idea. The Association has been active for at least 35 years and it works hard to protect the safety and health of South Valley communities. We have many friends and allies who reside within the San Jose and Mountain View communities of Albuquerque. Through them we have learned about the very biased Sunport Extension Environmental Assessment process. We say biased, because it is obvious that Bernalillo County staff has prioritized industry input and desires over the repeated requests from actual community members to not build the road in their already impacted community.

In fact, it has also become obvious that community members from San Jose and Mountain View have never had an actual voice in this process as the County has not allowed them to speak at past public meetings, and aren't giving the community options in the process. It seems like the County is seeking to impose this road on the community, despite it having no actual community support. As representatives of South Valley community members, we would see it as a very wrong and unjust act if the County came into our community trying to force a road upon our community members. It's also disgraceful that this process had got to the point where the community had to file a Civil Rights complaint against the County just to be able to be acknowledged in the EA process. As a result of these non-community friendly actions of the county, we want to state that we stand with the communities of San Jose and Mountain View in their resistance to this extension being built.

There are many proposed roads, developments, and projects being pushed by Bernalillo County at the moment. The Pajarito Village Association has also sent in a letter against the Santolina development. Santolina seems like a very similar situation to the Sunport Extension process in that government officials are working closely with businesses and developers, while ignoring the pleas of the community to stop building things that don't make sense and aren't promoting sustainable development. Despite what Bernalillo County has claimed, the Sunport Extension is just one piece of a big plan the County is pushing to build out the roadways and industry in the area. Thus, this road project needs at least and Environmental Impact Statement done on it in order to see the broader impacts projects like these will have on the community.

If we truly want a vibrant and healthy South Valley community, then it must be the actual community who lead this process. Instead, this process has been led by politicians, their consultants, and the polluting industry. Not only is this morally wrong, but it also goes against many of the main tenants of the Federal NEPA process. As an association that looks to upload community voices and their health, the

Pajarito Village Association stands with the communities of San Jose and Mountain View to voice our opposition to this unneeded road. WE hope you all do the right thing by, at the very least, forcing an Environmental Impact Statement on this proposed project, but ultimately we would like to see it denied.

At our September 1, 2015 monthly meeting, our Association unanimously voted to oppose the Sunport Extension and to support our sister communities in San Jose and Mountain View.

Response 63 –Public input continues to be a key component of a public agency's decision making process, along with other factors such as the potential environmental impacts, engineering feasibility, costs, and constructability of various alternatives. Bernalillo County conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Previous opportunities for public comments were provided at the September 18, 2013 public meeting for the revised EA, August 8, 2013, San Jose Neighborhood Association meeting, at the February 9, 2012 public meeting, and at the October 18, 2011 public hearing, and at the June 3, 2010 public meeting. These meetings all provided the opportunity for collective and open discussion of project issues.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process is ongoing, and no action has been taken by the FHWA.

Comment 64 – Jacque Garcia, Director, Bernalillo County Place Matters, 625 Silver Avenue SW, Suite 195, Albuquerque, NM 87102

My name is Jacque Garcia, and I am the Director for Bernalillo County PLACE MATTERS (BCPM). This letter is to inform you that some UNM Planning students conducted a study and prepared the attached *Sustainable Transportation Strategies* document for the San Jose Neighborhood referencing the Sunport Extension, land uses and conditions of the San Jose community. To help inform the study, I participated on a discussion panel at the University of New Mexico with Steven and Ester Abeyta and Juan Reynosa in the spring of 2014. I would like to submit the corresponding *Sustainable Transportation Strategies* document to the record on the Sunport Extension. Please do not hesitate to contact me if you have any questions. Thank you so much for your time!

Response 64 –Based on review of this report entitled Albuquerque San Jose, Developing Sustainable Transportation Strategies for Albuquerque's San Jose Neighborhood *(Spring 2014, University of New Mexico), the report provides the results of students' research into existing conditions in the San Jose Community and offers a compilation of various transportation strategies ("A primer in various modes of transportation and policies that relate to the San Jose Neighborhood") that might be employed to the*

benefit of the San Jose Neighborhood. These strategies include multi-modal transportation (walking, biking and transit), and numerous policies (congestion pricing, regulation of vehicle operating times, vehicle weight and size restrictions, anti-idling measures, a complete streets policy, traffic calming, use of alternative fuels, freight and truck route operations, land use conflicts, pollution and air quality etc.) that relate to transportation planning. These concepts generally appear worthy of consideration and many of them have been considered through area-wide transportation planning performed by the Mid Region Council of Governments in developing the Metropolitan Transportation Plan (MTP) for the Albuquerque metropolitan area, within which the Sunport Boulevard Extension project has been programmed. Through this planning process and others, the Sunport project has been addressed, and as stated in Section 2.1 Project History and Section 4.13 Communities and Land Use of the EA, it is consistent with the adopted plans. The implementation of many of these measures is addressed in the Sustainable Transportation Strategies *document as "Recommended Strategies for improving the quality of life in the San Jose Neighborhood". Those recommended include creation of a community planning and action group, establish truck routes and weight restrictions, engage in comprehensive land use planning and zoning efforts, insist on high quality transit services, adopt "Complete Streets" designs, and address clean air initiatives. These strategies may all be viable to some degree and beneficial to the San Jose Neighborhood, however, their implementation would not address the primary element of project purpose and need (transportation system connectivity—close the gap in the present transportation system that limits access to the west side of I-25) nor would they preclude the implementation of the Sunport Boulevard Extension project. [Following receipt of this report and discussion with one of the student authors (Kristal Metro), it appears that the report "does not represent a formal complaint [against the project] by UNM students who authored this report" and "its use as a complaint against your project" is not supported by at least this student.]*

Comment 65 – Rosa Garcia, 305 Wheeler SE, Albuquerque, NM 87102

My name is Rosa Garcia, I would like to submit for the record the following petitions from the residents of San Jose and concerned citizens of Albuquerque, NM in opposing of proposed Sunport Blvd Extension.

Petition Opposing The Proposed Project Route of the Sunport Extension

We the undersigned residents of the San Jose community oppose the Sunport Boulevard Extension Project No. A300160, Bernalillo County Project NO TS06-06, NMDOT Project No. CN A300160, Fed ID 09NM02006. We are concerned about the significant impacts the Sunport Extension will have on our community and families in terms of our health, safety, general welfare, social, economic, and environment well-being. We are requesting that the New Mexico Department of Transportation and the Federal Highway Administration either approve the "no build alternative' for this project or require that Bernalillo County conduct a full-scale Environmental Impact Study. We are making this request because our community has not been given open and transparent opportunities for public participation in the decision as to whether this project is necessary, whether there are, in fact, alternatives that avoid the impacts the current project proposal on the San Jose community, and what the full ramifications of this project are upon the San Jose Community in terms of integrity of the community, health of the

community, safety of the community, and the well-being of the environment over the long-term. We specifically request the following actions:

- Inclusion of low-income and minority participation in discussions on how to avoid or reduce of the disproportionately high and adverse effect(s) the Sunport Extension will have on the residents of San Jose.
- That NMDOT and FHWA not give Bernalillo County Public Works a third time to revise the Environmental Assessment report.
- That NMDOT and the FHWA either require that Bernalillo County Public Works conduct a full-scale Environmental Impact Study or the "No Build Alternative" for the Sunport Boulevard Extension road project.

Reyes C. Salas	David Shannon	Jose Chavez	Paola Gramboa
Tony Saavedra	Karie Ryder	Mariah Lucero	Catalinea Moreno
Josie Chavez	Pam Sanchez	Guadalupe Sanchez	Pauline Cisneros
Guadalupe Campe	Jerry Ortiz	Hisrael Enriquez	Sergio Cisneros
Eva Baca	Elroy Murphy	Victoria Chavez	Merlin Norman III
Jonathan Salas	Matthew Sandoval	Zamantha Villa M	Merlin Norman
Michael Salas	Constance Talamante	Luis Miranda	Andres Aruzo
Jaime Torres	Luis Gonzalez	Mary Amador	Maria Aruzo
Agustin Torres	Juan Torres	Esther Abeyta	Raul Sifuentes
Frank Quintana	Marti Gurule	Steven Abeyta	Irma Sifuentes
Ted Baltz	Jose Macias	Bernadette Garcia	Mary Ann Garcia
Brenda Talamante	Benito Torres	Kay Giles	George Ortiz III
Brandon Talamante	Lucille Rodrigquez	Reynaldo (not legible)	Bernice Torrez
Gabriel Talamante	Christine Roce	Loretta Lopez	Ray Solas
Nathan Talamante	Veronica Aragon	Anthony Torrez	Jessica Stephens
Jesus Trujillo	Patricia Gallegos	Rosa Garcia	Victor Moya
Nancy March	Barb Varkel	Connie Martine	Ed Wina
Rhia Johns	Adrian Borrego	Irene Anzuyes	Edwyn Moya
Mary Steele	Diana Torres	Mary (not legible)	Nick Olguin
Roberto Roibal	Jo Torres	Maria Chavez	Rose (not legible)
Javier Benquider	Laura Torres	Mary Vigil	Maria Guzman
Olivia Price	Pola (not legible)	(signature not legible)	Clifford Evans
Donnie Gredthoure	Joe Chavez	(signature not legible)	Maria Vozquez
Stephanie Arryo	(signature not legible)	(signature not legible)	Maria Salas

Response 65 – The following response is provided to the requested actions in the bulleted list above:

- *Inclusion in discussions on avoidance or reduction of project effects on San Jose residents—There has been significant opportunity for input from residents. Bernalillo County conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Prior to the recent public hearing on August 5, 2015, opportunities for public comments were also provided at the September 18, 2013 public meeting for the revised EA, at the August 8, 2013, San Jose Neighborhood Association meeting, at the*

February 9, 2012 public meeting, at the October 18, 2011 public hearing, and at the June 3, 2010 public meeting. These meetings all provided the opportunity for collective and open discussion of project issues. It should be noted that during previous public meetings, the position of the community has been avoidance of effects (by completely opposing the project) rather than reduction of effects.

- *A third revision to the EA or a full scale environmental impact study—The June 30, 2015 EA represents a completely updated and expanded document from the previous September 15, 2011 EA. There is no plan or expectation of development a third version of the EA. The FHWA will ultimately determine if adequate information and mitigation of impacts has been demonstrated in the EA to approve a Finding of No Significant Impact (FONSI), or if recommendation of further investigation a nd documentation via an EIS is necessary.*

Comment 66 – Jon Block, Staff Attorney, New Mexico Environmental Law Center, 1405 Luisa Street, Ste. 5, Santa Fe, NM 87505

Attached in PDF, please find the above referenced set of comments filed on behalf of SouthWest Organizing Project and two representative members of the organization, Esther and Steven Abeyta, who live in the San Jose neighborhood.

These comments have an incorporated, attached exhibit with additional comments therein. That attachment is the Health Impact Partners Health Impact Assessment (Sept. 21, 2015) [HIA] of the project. It was prepared by Health Impact Partners in cooperation with Bernalillo County Place Matters, New Mexico Department of Health, New Mexico Health Equity Partnership, members of the San Jose Neighborhood, and the SouthWest Organizing Project. We have, for your convenience, also sent you on this day USPS Priority Mail, Certified, a printed copy of the attached PDF. Kindly confirm receipt of this email and that you are able to open the attached PDF (which has been tested to open using Acrobat Reader 8.0 or higher). Thank you for your cooperation.

Response 66 – Your comments are addressed in Section 5.0 following. Responses to Human Impact Partners' Health Impact Assessment Summary Table: Significant Issues with the Revised Environmental Assessment (REA) are included below.

Traffic Congestion

Purpose and Need is described in Section 2.2 of the EA. The primary element of Purpose and Need is Transportation System Connectivity. Congestion Relief is also shown as a secondary element of Purpose and Need. Traffic growth and the need for congestion relief (in future planning years of 2035 and 2040) by providing another alternative connection from Broadway to I-25 is documented in numerous reports developed for the Sunport Boulevard Extension project and numerous others addressing transportation in the south I-25 corridor. These include the following reports and documents: Sunport Boulevard Extension, Alignment Study, NMDOT Combined Phase A/B Report (URS, November 2010); Sunport Boulevard Extension, Traffic Operational Analysis Woodward Road (URS, February 2014); Alignment Study Report—I-25 / Rio Bravo Boulevard Interchange Phase 1-A – Initial Evaluation of Alternatives

(Gannett Fleming West, January 2013); I-25 South Corridor Study Phase IA Initial Evaluation of Alternatives (Parsons Brinckerhoff, January 2014); I-25 and Rio Bravo Interchange Phase 1-B Detailed Evaluation of Alternatives (AECOM, February 2016). It is well documented that the implementation of the Sunport Boulevard Extension project will contribute to congestion relief for the area's east-west arterial roadways.

Air Quality

Extensive analyses and modeling of air quality relative to transportation sources of emissions have been performed for this project. These analyses are documented in the following reports: Project Level Carbon Monoxide Analysis, Sunport Boulevard Extension (Ecosphere, July 2015), Air Quality Review for the Sunport Boulevard Extension (Cienega Environmental and URS Corporation, September 2013), and Air Quality Impact Analysis for the Sunport Boulevard Extension (Cienega Environmental and URS Corporation, December 2011). Existing industrial emissions are addressed through the permitting process with the City of Albuquerque Environmental Health Department. The modeling of future industrial emissions would be speculative and is outside the scope of this transportation project.

Cumulative Impacts

Cumulative impacts are addressed in Section 4.23 of the EA. The primary points made in the EA address "the continued expansion and improvement of the transportation network of the South Valley and Mountain View areas". A number of future bicycle, roadway and land development projects are identified and described. The impacts of these other projects, if involving Federal funds or lands, will be addressed in the applicable NEPA documents. General advancement to the area's development is likely to occur regardless of the implementation of the Sunport Boulevard Extension. From the transportation perspective, there are considerable negative cumulative effects that will result related to other roadways if the Sunport Boulevard Extension is not implemented.

Multi-Modal Access

Multi-modal access is described in Section 4.18 of the EA. This project will include bike lanes for the entire project length and sidewalks between the project's western terminus at Broadway and the local access road east of Broadway. The positive effects of providing multi-modal access in general are not outweighed by the negative impact of having those facilities adjacent to an arterial roadway with high traffic. Width is planned as part of the roadway cross section for emergency walkways between the local access road and the I-25 ramps. Future consideration of full length sidewalks can be addressed during the preliminary design phase of the project if there is pedestrian demand. There have been no requests from local residents or the general public for this additional segment of sidewalk.

Transparency of Data

Background data related to traffic forecasts and analysis, alternatives analysis, air quality modeling and analysis, etc. are included in the EA, appendices to the EA, and on Bernalillo County's web site with Sunport Boulevard project reports. Application of these and other analysis tools relative to further

evaluation of alternatives is a moot and unnecessary exercise since the alternatives analysis and determination of the Preferred Alternative has been performed based on engineering feasibility. The alternatives evaluation process is further described under the final Summary topic below. The other build alternatives considered are infeasible from an engineering perspective as previously documented.

Alternative Routes Considered

Alternative analysis, evaluation and selection has been described in the report entitled Sunport Boulevard Extension, Alignment Study, NMDOT Combined Phase A/B Report (URS, November 2010); this process was also described to the public in detail at the September 18, 2013 public meeting, and further documented in the EA in Section 3.1. Adequate documentation supporting the determination of the Preferred Alternative has been made. The TSM / TDM alternative does not satisfy the project purpose and need.

5.0 Response to New Mexico Environmental Law Center Comments

The following section provides responses to the letter and written comments submitted by the New Mexico Environmental Law Center dated September 21, 2015. The letter has been scanned and copied here to provide a means to repeat the section by section comments and to provide responses to those comments. Bernalillo County's responses to comments are shown in italics. The letter is repeated below.

"Critical Comments of SouthWest Organizing Project [SWOP] and Esther and Steven Abeyta on the Bernalillo County----URS/AECOM ["BernCo/URS"] Sunport Extension Project Revised Environmental Assessment ["REA"]"

Dear Mr. Hinckley:

New Mexico Environmental Law Center (Jon Block, Staff Attorney) hereby submits the following critical comments on the Sunport Extension project REA on behalf of the SouthWest Organizing Project ["SWOP"] and two representative members of the organization, Esther and Steven Abeyta, who are residents of the San Jose community - a community adjacent to the project that would receive potential project impacts.

SWOP was founded in 1980 by young activists of color to empower communities in the Southwest to achieve racial and gender equality and social and economic justice. SWOP is a multi----racial, membership organization with a Board of Directors elected

directly from its membership. SWOP seeks to redefine power relationships by bringing together the collective action, talents, and resources of people within the communities with which it works. These are, primarily, low----income communities of color. SWOP helps these communities take control of their land and resources based upon the notion that all families have the right to healthy, sustainable environments in which to live, work, and play.

Esther Abeyta is former President of the San Jose Neighborhood Association. She and her husband Steven, who are members of SWOP, have been concerned with environmental issues in their community for a number of years. Most recently, they have been working to address issues surrounding the impacts of the Sunport Project on the San Jose community, and cumulative impacts on San Jose from industrial and transportation air pollution.

I. SUMMARY OF OBJECTIONS TO THE REA.

The Bernalillo County/URS ["BernCo/URS]" (Revised) Environmental Assessment dated June 2015 ["REA"] fails to adequately assess and address mitigation of the impacts of the proposed extension of Sunport Boulevard (the "proposed project") on the residents of the San Jose neighborhood and residents of adjacent areas of the Albuquerque's south valley between I----25 and the Rio Grande River (the "project study area" or "project area") in the following significant ways (which are supplemented by additional critical comments after this preliminary section and in the Health Impact Assessment ["HIA"] attached hereto as Exhibit 1):

1. The REA fails to adequately demonstrate the need for the proposed project and fails to justify having only Alternative 'A' or "No build." The REA does not support the need for transportation system connectivity, access, congestion relief, improved access to yet to be defined economic centers, or create (within the proposed project) improved pedestrian and bicycle connectivity. There was no true group of alternatives presented to the public in the Environmental Assessment [EA] Process. Alternative 'A' was pre----selected as the sole possible alternative. This choice was made without providing any meaningful cost----benefit analysis to support it. Moreover, the 2015 Revised EA eliminates all of the alternatives presented in the 2010 EA except 'A'-------- leaving the sole alternatives as "build" (using alternative A) or "no build." See generally and compare the 2010 EA and the 2015 Revised EA.

Response:

Following an extensive analysis of alternatives to meet the need for the project, three possible alternatives were further developed for the future location of the Sunport Boulevard Extension, as described in Chapter3 of the EA. These alternatives (A, D and H) were presented at the public meeting held during the planning process in June 2010 and at the October 2011 public hearing. They were also documented in the Sunport Boulevard Extension Alignment Study—NMDOT Combined Phase A/B Report prepared by URS, dated November 2010. Alternative D and Alternative H, located south of Woodward Road, both have critical engineering viability concerns. Alternative D cannot be designed and constructed to meet the physical requirements for roadway grades and clearances that govern the project. Alternative H cannot be constructed without the closure of a spur railroad that is currently being used as part of the groundwater remediation system for clean-up of the Superfund Site. Alternatives D and H were thus eliminated from further consideration. Alternative A was determined to be the Preferred Alternative for a number of reasons and the selection was documented in the Alignment Study, NMDOT Combined Phase A/B Report (November 2010, URS). This report is available on the County's website, www.bernco.gov. This document also supports the purpose and need for the project. Further analysis with cost-benefit data would not facilitate decision making since 'system continuity' and 'network connectivity' are not quantifiable.

2. **The REA fails to assess, evaluate and mitigate the cumulative impacts of the project.** The "codependent" project to improve Woodward Road ("Woodward") is not included or evaluated by the REA. In addition, numerous other related projects are mentioned in relation to the Sunport Extension project, yet there is no cumulative impact analysis of these projects. Furthermore, the assessment of the impacts of the proposed project on the project study area is also flawed and incomplete. An Environmental Impact Statement ("EIS") assessing the cumulative impact of all of these projects—including, but not limited to, enhanced noise, traffic, air quality studies-------are necessary to determine whether these projects will significantly affect the human and natural environment, and, if so, what mitigation measures are necessary.

Response:

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can

be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process is ongoing, and no action has been taken by the FHWA. The following resources are addressed in the revised EA, including: Climate, Geology, and Soils (Section 4.2), Water Resources (Section 4.3), Wetlands (Section 4.4), Floodplains, Section 4.5), Vegetation (Section 4.6) Wildlife (Section 4.7), Threatened and Endangered Species (Section 4.8), Cultural Resources (Section 4.9), Air Quality (Section 4.10), Noise (Section 4.11), Visual Resources (Section 4.12), Communities and Land Use (Section 4.13), Socioeconomics and Environmental Justice (Section 4.14), Section 4(f) Properties (Section 4.15), Farmland (Section 4.16), Relocations, Right-of-way, and Easements (Section 4.17), Multimodal Transportation (Section 4.18), Utility Adjustments (Section 4.19), Hazardous Materials (Section 4.20), and Construction Activities (Section 4.21).

Section 4.23 of the EA identifies improvements to Woodward Road as a project planned within the region which is included as a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. The environmental level of effort associated with the Woodward Road project is expected to be a Categorical Exclusion (CE) subject to NMDOT and FHWA guidance and approval.

3. **The REA fails to assess the impact of the proposed project on the foreseeable redevelopment of the project study area for industrial use.** No State or local regulations are in place to guide such foreseeable development. The REA does not address the consequences of the unplanned and unregulated industrial development of the project study area. The mitigation of the proposed project's impact on the project study area cannot be evaluated until substantive land use plans and regulations are developed and adopted. An EIS is needed to evaluate the impacts of the yet----to----be---- developed plans and regulations. The air quality analysis in the REA only covers Carbon Monoxide ["CO"] despite complaints from the San Jose community concerning increased diesel emissions from semi-trucks, large semi----trailer rigs, tank trucks and heavy equipment trucks. The community has voiced concern about additional chemicals in the already polluted air that will also follow the increase in heavy

industrial facilities in the now vacant brownfield areas near San Jose. This is overlooked by the County in its pollution projections. There is no cumulative impact analysis of this likely scenario--------and segmenting out Woodward only allows these real impacts to be disregarded in the REA.

Response:

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over the area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is discussed in further detail under Communities and Land Use in Section 4.13 of the EA. At this time, there are no known planned new developments/specific businesses that are planning to locate in the project area that would result in additional air emissions. Air quality is discussed in detail under Section 4.10 of the EA. Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections. Specific review of air emissions for any future business or use would also be subject to regulatory review by the City of Albuquerque Environmental Health Department, Air Quality Division and NMED in accordance with applicable laws. Cumulative effects are discussed in Section 4.23.

4. **The REA fails to address the feasibility, costs and consequences of the proposed project, which has impacts upon two active Superfund remediation sites and at least one historic closed landfill.** Without a defined plan for the required relocation of remediation facilities, and an incursion into an inactive, pre----Resource Conservation and Recovery Act ["RCRA""], i.e., unregulated landfill, it is impossible to gauge the extent of potential impacts the alignment of the proposed project may have on the project study area and, significantly, upon the ongoing required remediation and landfill control efforts. Of particular concern is a potential methane explosion during construction. This poses a substantial occupational and public health and safety risk

Response:

Impacts related to hazardous materials and specific consideration of the South Valley Superfund site are discussed in Section 4.20 of the EA. The Superfund Site is in the process of remediation and clean-up by the parties responsible for the contamination. The Sunport Boulevard project will not affect the level or pace of clean-up since all wells, pipelines and other related components will be either left as is or relocated by the owners/operators of those systems to accomplish the same result. Bernalillo County is monitoring the progress of the Superfund Site clean-up and has committed project funds to the coordination and continued operation of the clean-up and remediation activities, including relocations or adjustments of existing deep groundwater remediation facilities that could be affected by the project. Close coordination with the EPA and NMED has been conducted throughout development of the project. These regulatory agencies with responsibility for overseeing superfund site clean-up are in agreement with the project and mitigation measures planned for the project. The landfill will be investigated and its limits defined more thoroughly during the next phase of project development. Any further mitigation deemed necessary will be conducted prior to project construction.

5. **The REA fails to adequately address the impacts upon the environmental justice communities adjacent to the project area.** The REA fails to consider the potential adverse project impacts on the public health and safety of persons residing in the San Jose community. These potential adverse health impacts on an already pollution----burdened environmental justice community are extensively addressed in the attached HIA, the comments, criticisms and recommended findings of which are incorporated by reference (along with the entire study) in these critical comments. See generally, HIA, Exhibit 1, attached hereto.

Response:

The following factors are those related to public health on which comments have been received from the public: groundwater contamination posed by the industries that created the South Valley Superfund Site; air quality as affected by both local industry and vehicular traffic on area roads; and pollutants from vehicle operation (i.e., leaks of possible pollutants – oil, gas, anti-freeze, transmission fluid, etc. onto the pavement). These comments regarding public health and safety refer to a variety of considerations that are addressed in the revised EA, including: Water Resources (Section 4.3), Air Quality (Section 4.10), Communities and Land Use (Section

4.13), Socioeconomics and Environmental Justice (Section 4.14), Multimodal Transportation (Section 4.18), and Hazardous Materials (Section 4.20) .

6. **In the course of the REA process, BernCo/URS failed to consider and adapt to the special needs of the residents and families comprising the environmental justice communities around the project study area, denying these communities meaningful public participation in the National Environmental Policy Act ["NEPA"] process for this project.** When dealing with environmental justice communities, particularly communities in which there are English language communication difficulties for many of the residents, additional steps need to be taken to assure that the greatest number of interested persons is able to participate in the NEPA process. BernCo/URS failed to provide adequate notice and an opportunity for public hearing, in part by failing to adequately address the language communication issues, failing to provide Spanish language translations of the REA and relevant documents for the predominantly Spanish----speaking communities, and failing to hold public meetings and hearings at times and locations suited to the needs to working families. This failure existed throughout the process and should be the basis for the Federal Highway Administration ["FHWA"] directing BernCo/URS to conduct a full---- scale EIS on the projects at issue that is designed to be inclusive, given the special needs of the potentially more affected communities.

<u>*Response:*</u>

Public input is a key component of a public agency's decision making process, and was a key part of the Sunport Boulevard Extension project development process, along with other factors such as the potential environmental impacts, engineering feasibility, costs, and constructability of various alternatives. Bernalillo County conducted numerous public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. These are documented in the EA's Section 6 and the appendices. Previous opportunities for public comments were provided at the September 18, 2013 public meeting for the revised EA, August 8, 2013, San Jose Neighborhood Association meeting, at the February 9, 2012 public meeting, at the October 18, 2011 public hearing, and at the June 3, 2010 public meeting. These meetings all provided the opportunity for collective and open discussion of project issues.

Public notification efforts included advertisements in various newspapers as well as notification through the mail. Ads were placed in the Albuquerque Journal 17 days prior to the public hearing held on August 5, 2015. The public hearing ad was also placed in Spanish in El Semanario. The County website also placed a news rotator on the front page, announcing the meeting. Approximately 3000 postcards, in both Spanish and English, were mailed out to residents in the project area. The August 27, 2015 public meeting was added to the public involvement approach and was conducted directly in response to requests from residents and community representatives. Times and places for the public meetings were coordinated with the community centers within both the San Jose and Mountain View communities and with their neighborhood associations' representatives.

II. DEFFICIENCIES IN THE REA.

A. Project Purpose and Need Are Lacking In The REA.

1. REA provides no evidence of the need to "fill a gap" — a regional transportation plan is needed.

The REA claims that the project is needed to connect the Sunport to north/south access on Broadway and 2nd and that a "gap" now exists. REA at 7. Yet, such a connector now exists just one mile North of the proposed project. *Id.* at 8. But the proposed "gap" that is allegedly being filled stops before the yet-to-be-approved-and-evaluated improvements to Woodard Road. It then proposes that this new traffic route proceed on minor state highways-Broadway and 2nd-with no plan for improvements on Broadway and 2nd that would bring traffic from I-40 West, thereby creating a real connector which avoids the I-40/I-25 interchange.

Rather than "filling a gap", the proposed project is, plainly, one small piece of a yet-to-be-developed regional transportation plan. Hence, it is premature and not needed now. Moreover, in the context of a "piece" along with the others described in the REA cumulative impacts section, there is a clear indication that the Sunport Extension project is but a segment of a much larger group of projects with unevaluated individual and cumulative impacts. See generally section G below. Without planning and the assessment of the impacts of an enhanced connection, there is no basis to

contend that the proposed project is needed at this time, and it does not fulfill its stated purpose.

Response:

The purpose and need for the Sunport Boulevard Extension is to 1) implement long range transportation planning system connectivity goals by completing a link and closing a gap in the area's transportation network, 2) improve access to economic centers through a more direct roadway link between Broadway and Sunport, and related commercial and industrial development in the vicinity, 3) relieve congestion anticipated from traffic growth that is forecast to exceed the current capacity of arterial roadways and interchanges of these roadways with I-25, 4) improve multi-modal transportation facilities (pedestrian and bicycle) and connectivity, and 5) improve emergency vehicle access and evacuation routes in the South Valley. Rather than a "yet-to-be-developed regional transportation plan", the Sunport Boulevard Extension has been included in regional transportation plans for over 20 years, including the Mid Region Council of Government's long range transportation plans, i.e. the metropolitan transportation plans (MTP), 2030 MTP, 2035 MTP and the present 2040 MTP ("Futures 2040 Plan").

2. REA provides no evidence of the need for "improved access".

The stated purpose of the improved access has not been documented. REA at 8. No traffic studies were done to show how congestion might be relieved. No studies were done on whether the proposed project improves access when it proceeds along minor highways and neighborhood streets. The REA claims the traffic study "illustrates certain failing conditions "(LOF- F). REA at 10. In fact, the table shows LOF-F on only three (3) of sixteen (16) routes studied. The need to relieve congestion as a purpose of the project has not been established.

There is no evidence provided in the REA to support the purpose of the project delineated therein for "long range connectivity," "completing a link" or to "balance traffic" within the South Valley—or that such purposes will ever be achieved. REA at 10. No study has established that access to "economic centers" will be improved. In fact, no such "economic centers" have even been identified, nor is the impact on the project study area of "enhanced access" been addressed. *See generally* sections **E** and **F** below.

Response:

The improvement to access is a direct corollary to the Transportation System Connectivity need addressed in the EA. By constructing the Sunport Boulevard Extension, direct access is provided between Broadway Boulevard and I-25, thus creating economic development opportunities related to access that did not previously exist. Access to I-25 is expected to be of significant benefit to open up this area to responsible development and to change the character of the immediate project area from a tainted superfund site and dumping ground to one of higher quality land use. Sunport Boulevard will be classified as a Regional Principal Arterial (as Sunport Boulevard is designated now east of I-25), connecting with Woodward Road, classified as a Major Collector; there are no neighborhood streets involved. The Sunport Boulevard Extension is very important to long range connectivity as demonstrated by its inclusion in the Mid Region Council of Government's long range transportation plans, i.e. the metropolitan transportation plans (MTP), 2030 MTP, 2035 MTP and the present 2040 MTP ("Futures 2040 Plan").

3. The REA provides no evidence to support "secondary needs".

The REA provides no data to support the alleged "secondary" needs for "improved bicycle and pedestrian facilities" and "connectivity" and "emergency access.". REA at 11-12. The REA contains no evaluation of how such alleged improvements will connect to anything outside the proposed project area. The claimed connectivity can only be realized, if at all, with the construction of the Woodward improvements. Ironically, there are not within the scope of the REA. As no firm assurances exist that the "improvements" will be made, these secondary purposes are not needed at this time, nor will the project meet those stated purposes.

Response:

Providing multi-modal transportation facilities is part of the purpose and need for the Sunport Boulevard Extension Project. Bike lanes will be included on the Sunport Boulevard Extension and when implemented in another project, on Woodward Road, along with sidewalks on Sunport Boulevard between Broadway Boulevard and the local access road (Arno Street) connecting to the existing segment of Woodward Road that will remain in place. Sidewalks are also planned to be included with the Woodward Road improvements when implemented. The dedication of these facilities to bicyclists and pedestrians, and the separation of them from general traffic, will contribute to roadway user safety, and benefit the community health by providing a place for the public to walk and bike. This need is clear in that there are no existing

pedestrian and bicycle facilities in the area, however, there are existing facilities both east (at University Boulevard) and west (at the Rio Grade Bosque trail) of the project area.

B. "No Build" Alternative Inadequately Addressed ------ REA §3.2 – at 24.

Since the REA has not established that the needs and purposes of the proposed project will be met, the "No Build" alternative should be adopted. Significantly, the "No Build" alternative, which BernCo/URS offer to the public, contains no analysis of potential positive impacts of not undertaking the project. It comes across to REA readers – as was stated in the Public Hearing in Mountain View on August – as a veiled threat to the affected community: if you do not accept this project your roads will never be upgraded, you will get no curbs or sidewalks, your flooding and drainage issues will not be addressed, you will get no bike lanes, etc. Given the fact that this project, as noted below and in the attached HIA, will result in an increase of noise, traffic and pollution, it is a major defect that the REA lacks any analysis of positive impacts of "No Build" and poses that alternative in solely negative terms. In short, the REA provides no meaningful analysis or even fair representation of the impacts of "No Build".

Response:

The No Build alternative is always included in alternatives analyses and the environmental process mandated by the National Environmental Policy Act (NEPA) to set a baseline comparison between "build" alternatives and doing nothing. Section 3.2 also includes information pertaining to how the No Build Alternative would not meet the purpose and need for connectivity, improving the transportation system continuity, access, easing area traffic congestion or providing pedestrian and bicycle facilities. Since traffic volumes are forecast to grow considerably in the area even with the No Build scenario, and perceived "dirty" industrial development and land uses are also likely to continue with their associated impacts, the positive impacts of the No Build are dubious. The discussion referring to the "veiled threat" mentioned above is simply stating the situation: without the currently programmed and planned Sunport Boulevard Extension and Woodward Road Improvements projects, there are no other programmed or planned projects that would make any improvements in this immediate area.

C. No Evidence In The REA Supports The "Preferred Alternative— It Is Just A *Very Expensive* Road To Nowhere – REA §3.3 – at 24-25.

After eliminating the other alternatives, the preferred alternative (Alternative A) is a costly one, requiring a grade of 7% (the "maximum" allowable) with twin bridges over the existing AMAFCA South Diversion Channel, twin bridges over Edmunds Street, and a storm drainage system. REA at 25. It also requires land acquisition from two active Superfund remediation sites and an historic landfill, the relocation of remediation wells and the construction of a "codependent" improvement project on Woodward that is not analyzed in the REA.

The REA states that the Woodward improvements "are **likely** to consist of four travel lanes, along with pedestrian and bicycle facilities." REA at 29 (emphasis added). No firm plans are in place, nor has the Woodward project been officially agreed to to funded by BernCo. Moreover, the original 1991 EA, an extremely detailed engineering analysis of the alternatives, chose Alternatives D or H – a choice to which the BernCo raised no objection at the time. The engineered projections for the roads, grades and costs of those choices are compared with other alternatives in the 1991 EA – yet BernCo/URS chose not use this comprehensive study as a starting point for the REA. Instead, it raises issues with these alternative as if they were never viable – despite the direct evidence to the contrary contained in the 1991 EA. *Compare* Molzen-Corbin & Associates, *Sunport Transporation Corridor Study – Broadway Boulevard To Albuquerque International Airport – Environmental Assessment* ["1991 EA"] (July 1991) at 3-4 to 3-8; engineering plats Exhibits 1.3, 1.4, 3.14 through 3.27 *with* REA at 5; §3.1 at 21-23.

It is highly unlikely that the analysis and bases for the engineered choice of D or H in 1991 have changed substantially. In fact, given the changed status of what is now the BNSF yard, there could be fewer issues with these previously preferred alternatives than existed at the time they were selected as the best alternatives. At the same time, no consideration is given in the REA for the potential impacts of traffic waiting for train crossings due to the "improvements" to Woodward Road. The "improvements" will use traffic channelization. This is essentially a barrier. Residents utilizing William Street to access Woodward Road will have only one directional

option: turn west. When freight trains use the Inter-Modal to move railcars in and out of that facility—a process takes as long as 20 minutes but could be even longer—traffic will be forced to turn on William Street. Traffic seeking an alternative route will be funneled into the San Jose neighborhood. One reason for this is that road channelization will not allow U-turns. Thus, the use of the Woodward Road ""improvements"" —a necessary segment of the entire Sunport Extension project – will create additional traffic in the San Jose neighborhood, traffic snarls at the railroad crossing, and dangerous driving by frustrated drivers attempting to find a way to turn East.

With no evidence in the REA as to how or when this costly one-half mile road will serve area-wide transportation needs, the proposed project remains premature, lacking the necessary connection to area-wide transportation needs to justify the cost and expense of the project.

Response:

Following an extensive analysis of alternatives to meet the need for the project, three possible alternatives were further developed for the future location of the Sunport Boulevard Extension, as described in Chapter3 of the EA. These alternatives (A, D and H) were presented at the public meeting held during the planning process in June 2010 and at the October 2011 public hearing. Alternative D and Alternative H, located south of Woodward Road, both have critical engineering concerns. Alternative D cannot be designed and constructed to meet the physical requirements for roadway grades and clearances that govern the project. Alternative H cannot be constructed without the closure of a spur railroad that is currently being used as part of the groundwater remediation system for clean-up of the Superfund Site. Alternatives D and H were thus eliminated from further consideration. Alternative A was determined to be the Preferred Alternative for a number of reasons and the selection was documented in the Alignment Study, NMDOT Combined Phase A/B Report (November 2010, URS). This report is available on the County's website, www.bernco.gov. Alternative A was also the most straightforward, least complex and least costly alternative.

Although the cost estimate for the 0.5 mile project is high on a cost per mile basis that is due to the cost of bridges and retaining walls needed to span over Edmunds Street and the South Diversion Channel. The cost estimate also includes items for electric transmission line relocation and relocation of superfund remediation facilities. These are added costs that would

not be needed with a similar project at a different location, however, with the existing Sunport Boulevard to the east, and with the existing I-25 / Sunport Interchange, the location is set and the location associated costs must be addressed. The Sunport Boulevard Extension is a primary arterial roadway connecting Broadway Boulevard with I-25; this is not a road to nowhere.

The Woodward Road improvements will not include channelization or forced U-turns; a three lane roadway cross-section is planned that will include a 12 ft. driving lane in each direction and a 16 ft. continuous left turn lane for both directions of travel. No raised medians are planned except for short segments of Woodward where traffic will be channelized approaching the Broadway and 2nd Street intersections. No restrictions to use of William Street are planned.

D. REA Inadequately Addresses Environment, Effects and Mitigations.

1. Air Quality is inadequately addressed – §4.10.

Air Quality data for CO was only obtained south of the project area and not within it. REA at 44-45. Air Quality baseline data for the project study area should be established and modeling done to measure the impact of the proposed project. The REA states that the modeling done demonstrates that the project development "would not cause or contribute to air quality exceedances." *Id.* at 46. This in no way measures the air quality impacts upon the residents of the project study area due to increased traffic the REA concedes will occur. *Id.* at 28. No assessment is made of the impact of increased truck traffic to and from foreseeable industrial development in the study area. An EIS is needed to make this assessment and to pose and evaluate possible mitigation measures— such as the regulation of truck routes and truck weight limitations. *See also* HIA at iv, 24. The REA relies solely on area-wide regulation of transportation related pollutants. REA at 46. This in no way addresses the site-specific impacts of increased traffic on the project area. As no assessment has been made, no mitigation alternatives have been posed and analyzed. This needs to be done in an EIS for the proposed project, the projected Woodward improvements, and all of the related and reasonably foreseeable projects. *See* section **G** below (addressing cumulative impacts).

Similarly, the REA does not address the impacts of toxic pollutants on the project study area. Instead, it relies solely on area-wide modeling. The REA states, in pertinent part, that, "under the build and no build scenarios there may be localized

areas where VMT [Vehicle Miles Traveled] would increase...and therefore it is possible increases and decreases in MSAT [Mobile Source Air Toxics] may occur." *Id.* at 48. Without supporting these assertions with data, the REA merely conjectures where increases and decreases might occur in the study area, then asserts "even where increases do occur, they will be substantially reduced in the future due to the implementation of EPA's vehicle and fuel regulation." If this were in fact true, the conclusion only pertains to the metropolitan area. There is no data to supporting this conclusion—and no modeling to indicate that such a forecast can be said to apply—in relation to a particular neighborhood facing increased traffic and new development by heavy, polluting industries. An EIS must be conducted to evaluate the impacts of this situation upon the communities that are near the project area. It should include a site-specific analysis assessing the potential for increased toxic air pollutants that would affect a population that already receives a disproportionate share of the impacts of "discharged pollutants." HIP at iv-v, 6.

Response:

As stated in Section 4.10 of the EA, air quality monitoring data was obtained from the closest existing monitoring site in Bernalillo County and the Air Quality Impact Analysis was included as Appendix D. The modeling and assumptions in the AQIA were prepared in accordance with the guidance issued by the US Environmental Protection Agency (EPA), and the City of Albuquerque, Environmental Health Department, Air Quality Division (AQD). CO is considered to be the primary transportation related pollutant because it is typically generated by motor vehicles and could change as the direct result of the implementation of the proposed project. Modeling has indicated that health protective NAAQS levels would not be exceeded as result of the implementation of the proposed project. Modeling of other non-transportation related pollutants such as industrial pollutants (for future development) is considered speculative and outside the scope and applicable level of investigation for this project.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can

also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

2. Noise inadequately addressed –REA §4.11 at 49

The REA noise impact analysis and related traffic projections were performed on within an extremely limited site-specific portion of the project area. No area-wide analysis was performed. There is no evaluation of the noise impacts related to the Woodward project—or the many other projects connected to the Sunport Extension Project. *See* **G** below (cumulative impacts). The modeling that was done addresses the intersections affecting only nine (9) residences. Even that highly restricted study reveals noise levels exceeding 67dBA in two (2) out of six (6) samples. In all cases, undertaking the proposed project results in noise levels that are higher than those under the "no build" alternative. Yet, the REA neither provides nor evaluates any mitigation measures. In some cases, the REA concedes that there are no viable mitigation measures. REA at 51. In an utterly bizarre twist, the described traffic analysis reaches the conclusion that these nine (9) residences will suffer increased noise from increased traffic on Broadway rather than from the proposed project. REA at 50. This is no way addresses the impacts of the proposed project and the conceded increased traffic it will generate in the project study area as a whole. Nor does it evaluate the noise impacts of the Woodward improvements, other scheduled and reasonably foreseeable road projects, and the foreseeable industrial redevelopment that have been "segmented" out of the scope of the project. *See* **G** below (discussing segmentation). An EIS with a noise analysis that includes the noise impacts of all of this development needs to be conducted and it needs to include, as Category B receptors, the San Jose residences along Bethel Avenue, that is, west of Broadway and north of the proposed project. REA at 62.

The REA points out that BernCo code does not specify noise limits for transportation source. Absent such limits, coupled with effective truck restrictions and related controls, noise mitigation cannot be achieved. BernCo needs to implement effective land use and transportation codes through comprehensive planning for the industrial redevelopment likely to result from the proposed project. These should be required to be in place prior to the FHWA and NMDOT approving any federally funded road project in this area.

Response:

Section 4.14 of the EA addresses impacts related to noise and a Traffic Noise Analysis was included as Appendix E. The model evaluated residences within the project study area—which is the only area of relevance regarding noise impacts, of which there were only 9 identified, and all other land uses are industrial which are not subject to the NAC or noise analysis. The analysis evaluated noise conditions at three receptor locations which represent the 9 residences located near Sunport Boulevard. Because Broadway is much closer than Sunport to the receptors on Wesmeco, the traffic on Broadway can be assumed to have a greater influence on noise at the receptors. Appendix E includes a discussion on abatement measures (i.e., mitigation measures) and how typical measures are not feasible or reasonable for this project.

Section 4.23 of the EA identifies improvements to Woodward Road which is a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project, including a noise analysis. The environmental documents and noise analysis for Woodward Road are available from Bernalillo County.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

E. Communities and Use Inadequately Addressed – REA §4.13 at 54-56.

The REA states that the preferred alternative is consistent with existing and proposed land use plans. REA at 54. However, none of the approved land use plans directly address the project study area. The REA concedes that the plan referred to—Bernalillo County/International Sunport Area Plan—is south of the project study area. The REA relies on a yet-to-be approved and adopted Design Overlay Plan. No such proposed overlay plan was available to the public prior to or during the Public Hearing and is not part of the REA. The REA offers this yet-to-be approved and

adopted plan as evidence of both compliance with existing plans and as a mitigating factor in the implementation of the proposed project.

Despite frequent summaries of its content, no copy of the proposed plan is included in the REA and, significantly, was not part of the public process on the REA. The REA claims that the Design Overlay Plan provides standards and guidelines for "architectural character, building design, parking and access, and landscaping, fencing and walls; lighting and signage...." REA at 56. These are merely aesthetic and design regulations. They do not and cannot address the issues of increased noise, air pollution and disparate land uses that will accompany the industrial redevelopment of the project area absent a zoning classification change. The zoning in the area has not been updated in many years and favors highly industrial, polluting uses. Although the REA admits that, "while the zoning will articulate the allowable uses" it "cannot be predicted with certainty whether or what businesses might move to the area...." REA at 62.

As noted in comments to the earlier draft REA, Gregory Heitmann, FHWA, in his letter dated May 23, 2014 to Blake Roxlau, New Mexico Department of Transportation ["NMDOT"], stated, in pertinent part, "The Design Overlay may have a positive impact but they are not enacted. Also, what if they don't work? Isn't the Design Overlay a voluntary program with incentives? The REA acknowledges that the design overlay is strictly voluntary. REA at 55.

No protections are in place or being implemented to prevent the project study area from repeating its history of "unsightly vacant land and legacy industrial uses." REA at 62. Without changing zoning, "overlays" are no more effective in eliminating heavy industrial eyesores than is lipstick used to "beautify" a pig.

Bernalillo County has the authority and resources to adopt substantive controls such as a revised land use plan specifying coherent requirements for locating new industrial uses, traffic flow restrictions including weight limits, and noise controls including operating hour restriction for truck traffic and loading dock operations.

To effectively deal with these issues, BernCo must prepare an EIS for the proposed project, the Woodward improvements, the numerous other related projects listed in the REA cumulative impacts section, and the reasonably foreseeable project that will follow all of these. BernCo also needs make an advance and firm funding commitment that include money for the development of a comprehensive land use plan and the re-zoning of the project study area. These should be implemented prior to FHWA and NMDOT approval for the undertaking any of these projects.

Response:

Section 4.13 of the EA discusses Communities and Land Use where it is noted that as part of area comprehensive planning by the County, and in response to community feedback related to land use and zoning issues, small area plans are being developed to address and control development within these areas. The first plan developed was the Bernalillo County/International Sunport Station Area Plan which was adopted in 2009. The plan focused on the area south of the Sunport Project area. As a continuation of the small area planning process, the County then developed the San Jose/Mountain View Design Overlay plan (i.e., Design Overlay District). The 2015 advanced Draft Report for the Design Overlay District for the San Jose/Mountain View Area was recently completed by Bernalillo County and will be released to the public for review and comment. A separate public involvement process accompanies the development of this District Plan. This design overlay district would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

F. Indirect and Cumulative Impacts Inadequately Addressed --- REA § § 4.22 & 4.23 – at 70-79.

The REA is flawed in failing to address indirect and cumulative impacts because it fails to assess the impacts of the Woodward improvements and all of the other known and reasonably foreseeable regional highway improvements that will have a significant environmental impact on the project study area, and which flow from the Sunport Extension project. The REA cites federal regulations that define indirect impacts as "project effects that occur later in time or away from the immediate project area" (REA at 74). It makes no mention here of the "codependent" Woodward improvements which would abut the proposed project. Furthermore, the impacts of the Woodward project on the Sunport project have not been assessed. REA at 74-76.

Failure to include the Woodward improvements, the other already approved and scheduled projects, and other reasonably foreseeable future regional highway improvements within a cumulative impact evaluation, violates the intent, if not the substance, of Federal Highway Administration (FHWA) directives and guidelines. In his letter of January 28, 2015, Blake Roxlau, NMDOT, "in consultation with the FHWA" insisted upon certain "conditions" BernCo/URS had to meet to "ensure that the Sunport Blvd. [R]EA is completed adequately." He further stated, in pertinent part, "An analysis of traffic impacts to Woodward and specific mitigation plans shall be included in the [R]EA". This has not been done. Instead, the REA references the Environmental Commitment in Section 5 of the REA. REA at 76-77. That section simply asserts that a "stand alone" NEPA document will be prepared for the Woodward improvements the effort associated with it will be a Categorical Exclusion ["CE"]. This entirely schematic and superficial treatment of the requirements set out by the FHWA (and passed on to BernCo/URS by the NMDOT) is a major deficiency in the REA and shows that this project is "not ready for prime time".

Mr. Roxlau also required, in pertinent part, that, "The project termini shall be described in the [R]EA and include all Woodward Ave. improvements." This is consistent with FHWA guidance in *Development and Evaluation of Alternatives*[1]

requiring that an EIS or FONSI "connect logical termini and be of sufficient length to address environmental matters on a broad scope" and "have independent utility or independent significance". *See generally,* FHWA Environmental Review Toolkit ---NEPA and Transportation Decisionmaking.[2] This has not been done here and violates the intent of FHWA guidance on "segmentation" whereby smaller projects are evaluated separately without considering the cumulative impacts of the related foreseeable or, in this case, "codependent" projects.

Mr. Roxlau also stated that a "signed agreement between the County and City of Albuquerque shall be completed that outlines jurisdiction and maintenance responsibilities for Woodward Ave. This agreement shall include a commitment to fund the Woodward improvements and outline sources of funding". This agreement is not in place. Existing correspondence does not evidence a legal agreement by the respective authorities of the two governing bodies to fund and maintain the Woodward improvements. Agreements to agree by lesser public officials do not constitute the City-County Memorandum of Understanding ["MOU"] that Mr. Roxlau (and Mr. Heitmann of the FHWA) stated as one of the necessary requirements prior to approvals and construction on Woodward Road—which they also state must be completed prior to the Sunport Extension project.

The REA fails to meet both explicit requirements and the directives of the FHWA. Thus, it cannot be the basis for a FONSI. An EIS must be prepared which demonstrates that all these requirements have been met, else the project would not be approved. Moreover, the REA fails to assess "the incremental impact of an action when added to other past, present or reasonably foreseeable actions regardless of what agency or person undertakes such action. REA at 76 (citing 40 CFR 1508.8(b)). As it stands now, the REA does not meet the Council on Environmental Quality ("CEQ") requirements under the NEPA for addressing cumulative impacts. BernCo/URS need to conduct a full-scale EIS to correct that deficiency.

Response:

Section 4.23 of the EA identifies improvements to Woodward Road as a project planned and included in programming documents as a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. Separate environmental and engineering studies have been performed regarding Woodward Road to address traffic impacts related to future growth and the implementation of the Sunport Boulevard Extension, to define the necessary roadway improvements, and to address related environmental studies and impacts, if any. It is expected that NMDOT and FHWA's reviews of the Sunport Boulevard Extension and the Woodward Road Improvements projects will be done concurrently since both documents are effectively complete and available at the same time. Thus although not addressed in the same reports, the appropriate studies and analyses have been conducted for each project and inter-related effects can be readily understood.

A resolution has been passed by Albuquerque City Council supporting the Woodward project, and the City has committed to addressing future maintenance of the completed project. Although funding for the Woodward Road project is currently shown in programming documents as at the end of the current FY 2016 to FY 2020 planning period, funding shifts will be made as needed to address earlier construction of Woodward in coordination with construction of Sunport Boulevard; it is also feasible that a portion of the funding currently planned for Sunport Boulevard is not needed and can be reallocated to Woodward.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

G. Project Segmentation And Inadequate Cumulative Impact Analysis.

The fact that the REA forecasts that the Woodward analysis will be conducted as a CE further illustrates that a non-cumulative segmentation of two interdependent

projects is underway. According to FHWA guidance a CE is not appropriate where there are "significant environmental impacts "and/or "substantial controversy on environmental grounds." 23 CFR 771.117(b)(1) and (2); *see also*, FHWA - NEPA Toolkit.[3]

The White House CEQ guidance dated November 23, 2010 calls for a CE to be supported by documentation showing that similar actions in the past have not produced significant impacts. It encourages agencies to review their CE issuances. The United States Department of Transportation has done that as part of a study completed November 27, 2012 (FHWA Publication No. FWHA-HEP 13-003). That study surveys the recent history of CE issuances under 23 CFR 77.117 (c) and (d). An examination of the survey reveals that CE issuances constitute 90% to 99% of the NEPA decisions in transportation programs of the majority of State DOTs and transit activities. However, none of the activities approved through the use of CE's by State agencies would cover the magnitude of the improvements contemplated by the Woodward project. When coupled with the proposed project, the use of a CE is clearly inappropriate. Moreover, it is also questionable as to whether a CE is appropriate in a project area—such as Woodward Road—where there is a documented history of improper hazardous waste disposal and a closed, unregulated landfill.

Significantly, whether by design or not, a separate EA for the proposed project and a CE on the adjacent necessary interdependent Woodward improvements assures that, through segmentation, the cumulative impact of these two projects will not the examined.

Within the REA cumulative impacts section, there are a host of related projects without any analysis of the cumulative impacts of these projects, individually and collectively, upon the communities adjacent to the project area. Among these are the following funded and near-term projects, which are, clearly, directly related to the Sunport Extension project and the Woodward Road project, yet cumulative impacts have not been analyzed—and this is only list of the approved projects:

- 2nd Street, County Line to Woodward Bike/Ped facilities (Late term)

- 2nd Street, Sandia Salida to Woodward Multi-use Trail (Near term Phase 1 funded)
- San Jose Drain, Rio Bravo to Woodward Bike/Ped facilities (Near term)
- S. Diversion Channel, Rio Bravo to Gibson Bike/Ped facilities (Late term)
- University Blvd, Rio Bravo to Gibson Bike/Ped facilities (Funded)
- 2nd Street, Sandia Salida to Woodward Roadway improvements (Near term)
- I-25/Gibson Interchange reconstruction (Near term)
- 2nd Street/Rio Bravo Intersection improvements (Near term)
- Rio Bravo, Coors to University Adaptive traffic signals (Near term)
- I-25, Sunport to Gibson Auxiliary Lanes(Funded)
- NMRX Railroad, Crossing Broadway Safety improvements (Funded)

The proposed project and the Woodward improvements should be part of an EIS which includes both projects and assesses the cumulative impacts of both projects as well as all of the other transportation projects described in the REA § 4.23 and those reasonably foreseeable as a consequence of going forward on all these projects.

Response:

Please refer to previous comment response.

H. Inadequate Consideration Of Superfund Sites, Landfills, Hazardous Materials – §4.20 at 68-73.

1. The REA does not assess potential hazardous waste impacts.

The REA fails to assess the impact the proposed project will have on ongoing remediation at the GE site, the Chevron site, and the Schwartzman landfill. There is neither evidence the project area is "ready for reuse" under the Superfund Redevelopment Initiative, nor is there a plans to fund projects to support the reuse or development of a Master Plan for redevelopment. REA at 73.

The original City of Albuquerque Environmental Assessment for the Sunport Transportation Corridor (1991) recognized that there were a variety of environmental hazards associated with the landfills, superfund sites, and the properties that would be in within the right-of-ways of the various proposed roads across I-25 and into the

South Valley. The study includes detailed plats of these issues as well as a chart showing each type of problem with a reference number to the plat. *See* 1991 EA at Exhibits 4.9 and 4.11. There was also an additional study conducted to assay the "impaired" properties traversed by the chosen route. Marron, Taschek & Knight, Inc., *Supplemental Report on the Identification of Potentially Impaired Properties Along The D, H, and B Alternatives of the Sunport Project Area* (June 1991).[4]

No assessment has been made regarding the feasibility, cost or potential consequences of intruding on these sites. In fact, the Initial Site Assessment takes note (without analyzing or referencing any research or actual data) of the existence of hazardous waste issues throughout the project area. *See* Sunport Boulevard Extension, Phase 1 Initial Assessment (June 9, 2010) at 4-4 through 4-10. This listing of items in the EDR and RCRA CORRACTS databases—when taken in light of the earlier studies of the site for the 1991 EA—indicates that there are very serious potential public health and safety hazards involved in this project that should be fully analyzed under an EIS.

As should be clear from both these references, Woodward Road is also known to have hazardous materials on the properties and, potentially, in the construction right- of-way. These, too, will not be assayed properly absent an EIS including Woodward Road (and any scheduled or reasonably foreseeable projects that have potential hazardous waste issues). Caution in dealing with the historic conditions of the project area—much of which was occupied by an unregulated landfill and may contain methane gas—is imperative to assuring occupational and public and health and safety.

Response:

Impacts related to hazardous materials and specific consideration of the South Valley Superfund site are discussed in Section 4.20 of the EA. The Superfund Site is in the process of remediation and clean-up by the parties responsible for the contamination. The Sunport Boulevard project will not affect the level or pace of clean-up since all wells, pipelines and other related components will be either left as is or relocated by the owners/operators of those systems

to accomplish the same result. Bernalillo County is monitoring the progress of the Superfund Site clean-up and has committed project funds to the coordination and continued operation of the clean-up and remediation activities that could be affected by the project.

Close coordination with the EPA and NMED has been conducted throughout development of the project. These regulatory agencies with responsibility for overseeing superfund site clean-up are in agreement with the project and mitigation measures planned for the project. The landfill will be investigated and its limits defined more thoroughly during the next phase of project development. Any further mitigation deemed necessary will be conducted prior to project construction.

Section 4.23 of the EA identifies improvements to Woodward Road as a project planned within the region which is a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. The environmental level of effort associated with the Woodward Road project is expected to be a Categorical Exclusion (CE). Cumulative effects are discussed in Section 4.23.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

2. South Valley Superfund Remediation System Inadequately Addressed – REA at 71-72.

Here, the REA calls for avoidance of wells "where possible" and projects that, prior to any specific design, the proposed project will, with regard to one monitoring well, "space over the well," and that access to the well for maintenance will not be affected. There is no evidence that this can be accomplished nor is there any discussion of which remediation water lines and wells will be

relocated, what the costs might be, and whether it could adversely affect the remediation system as a whole. The REA states that this will be done "per guidance by GE and EPA." REA at 72 and 83.

The REA asserts that planning for these unknown impacts has occurred by meetings between the parties. But examination of the referenced "Appendix B-Superfund Stakeholder Meeting Minutes" reveals that no coordinated effort has been undertaken to assess the relocation of the remediation lines and wells or the impact on the landfill site. The minutes of the April 1, 2010 meeting list numerous "action items" none of which are produced or evaluated in the REA. Similarly, the minutes of the December 13, 2010 meeting, entitled "Location Facility on Woodward **Avenue**" (emphasis added), lists a host of issues to be resolved, and which call for generalized assurances to be forwarded to EPA. REA Appendix B, 2d page of minutes, item VI (h). Although some preliminary cost estimates were prepared, many issues remain unresolved. The actual projections are vague. REA Appendix B (January 12, 2011, Email from John Billiard to Roxanne Blatz).

Based on this incomplete record, EPA issued a letter dated April 5, 2010, "acknowledging" that the County of Bernalillo has met with GE representatives and identified various items...." REA Appendix A. Although EPA goes on to say that the County "has made due diligence **to date,**" the letter, from Michael Hebert, EPA Region 6, Remedial Project Manager, completely fails to examine any of the specific efforts undertaken (or those undertaken and not completed) nor does it constitute an affirmative declaration that the proposed project will not have a significant environmental impact on the project study area and its residents. *Id.* (emphasis added). The information offered regarding the GE site clearly demonstrates that an EIS is required to assess the yet undisclosed remediation facility reconfiguration and its impact.

Response:

Please see previous response.

3. Inadequate analysis on impacts to or from the Chevron site.

Based on the REA, the impacts of and on the wells associated with the former Chevron bulk fuels terminal have not been adequately planned. Such impacts

as might result cannot be assessed. Chevron may or may not request formal closure of the remediation site. REA at 72. The sole analysis of possible impacts is found in the referenced minutes to the Superfund Stakeholder meeting. Those minutes indicate uncompleted tasks, incomplete coordination, and no firm mitigation plans. For example, in the minutes of December 13, 2010, it states "The Department of Defense and Department of Energy will need to be informed." REA, Appendix B, 2d page of minutes, IV (f). There is no evidence this has been done or what the results of such a consultation might entail.

It is clear that there is one active well (designated HL-02) south of the proposed alignment. How the project may have an impact upon the well is not addressed except to say that it will be "protected." REA at 72. Significantly, and contrary to this assertion in the REA, the letter of April 5, 2011 from the EPA makes no reference to the Chevron facility (or the Schwartzman Landfill) and only addresses the GE site. Hebert letter, *supra,* REA Appendix A. The EPA has not reviewed this aspect of the proposed project and an EIS should be prepared to disclose the potential impacts and mitigation measures needed to protect this remediation facility and safeguard and protect the residents of the neighborhood and the South Valley.

Response:

Please see previous response.

4. No assessment of closed landfill impacts – REA at 73-74.

The REA is devoid of any assessment of the impact intrusions by the proposed project will have on the Schwartzman Landfill. A study of such impacts apparently must wait for a Preliminary Design Assessment that will only take place immediately prior to construction. This lack of analysis comes despite the fact that the representative of the Landfill whom the County consulted stated, in pertinent part, "there is not a well defined boundary", and that testing would be required to look for residual waste, and that utility work must follow Landfill Interim Guidelines "in order to prevent landfill gas migration". Initial Site Assessment Update at 4-3 (reporting conversation with Suzanne Busch).

It is unclear whether the Interim Guidelines can address the potential for gas migration to an adjacent superfund remediation site or are capable of dealing with other unknown consequences that will follow upon opening a closed landfill containing undetermined waste. The REA does not address this issue. It should be assessed in an EIS. As mentioned earlier, this is a serious issue given the potential adverse consequences to occupational and public health and safety due to a construction-related methane gas explosion. Failure to conduct any analysis of the impacts of intruding into a closed, pre-RCRA, unregulated and undefined landfill clearly ignores significant potential adverse environmental impacts within the project area and provides a compelling reason for a full-scale EIS on this project, Woodward and all related ones.

Response:

Please see previous response.

I. REA Fails To Consider Adverse Health Impacts.

The Health Impact Assessment attached hereto as Exhibit 1, and incorporated by reference herein as part of and supplementing these critical comments on the Sunport Extension project, sets out specific findings on adverse, unconsidered or improperly evaluated health impacts of the proposed project. These are summarized in the following table: [*extracted and responded to separately*].

Response:

The following factors are those related to public health on which comments have been received from the public: groundwater contamination posed by the industries that created the South Valley Superfund Site; air quality as affected by both local industry and vehicular traffic on area roads; and pollutants from vehicle operation (i.e., leaks of possible pollutants – oil, gas, anti-freeze, transmission fluid, etc. onto the pavement). These comments regarding public health and safety refer to a variety of considerations that are addressed in the revised EA, including: Water Resources (Section 4.3), Air Quality (Section 4.10), Communities and Land Use (Section 4.13), Socioeconomics and Environmental Justice (Section 4.14), Multimodal Transportation (Section 4.18), and Hazardous Materials (Section 4.20)

J. REA's Consideration of Environmental Justice Is Inadequate.

Although the REA notes that San Jose is a low-income, minority community and has some of the highest concentrations of low-income, minority residents in the South Valley, the REA does not even take cognizance of this fact as indicative of there being more severe economic and environmental justice impacts on this community—and then actually looking at them in relation to the project at issue. While the REA acknowledges that San Jose is a community subject to special consideration of environmental justice issues, the entire REA §4.14 merely makes blanket descriptive statements without any substantive analysis of the potential impacts of the Sunport Project upon the residents of San Jose and Mountain View. It is they who already suffer disproportionately adverse environmental conditions as compared to persons living in other Albuquerque communities.

This lack of substance is telling: not only is there no analysis and discussion of existing data showing adverse health conditions on persons living in San Jose, there is no discussion of the adverse impacts which BernCo/URS admit will exist due to this project—increased traffic, noise, and related pollution. This is discussed in more detail within the HIA incorporated in these comments. *See generally,* HIA attached hereto. At the same time, the shallowness and inadequacy of the REA is highlighted in this regard where the authors note that there is data showing the adverse health conditions in the San Jose community.

This failure of BernCo/URS to properly consider the San Jose community was no sudden change or temporary lapse. From the inception of EA process—when the San José Neighborhood association was not invited to participate in meetings and notices were sent to someone who was neither a member of the organization or its leadership—through a series of meetings with the community which were on short notice, held at times when working people had difficulty attending, discussed documents not translated into Spanish, did not allow people to ask questions or comment, and, ultimately, a Title VI investigation of the BernCo/URS conduct of the NEPA process—all of which and more is properly part of the record of this project—BernCo/URS has shown defensiveness, hostility and a lack of respect for the people of San Jose.

The REA acknowledges San Jose and Mountain View as environmental justice communities and cites health statistics from the 2011 Place Matters HIA, stating, in pertinent part, "There have been demonstrated community and public health

concerns in San Jose and Mountain View." REA at 57. Yet, other than observing these statements to be facts, it does nothing with them—it does not review or analyze them to see what can be learned about the health of these communities and then relate that information to the proposed project impacts. The intention of the NEPA is to require a public process in which agencies at all levels of government cooperate to provide the decision-maker with the information necessary to give a hard look at the effects of federally funded, undertaken, or permitted actions upon the human and natural environment. The intention was that there be adequate information to take such a hard look rather than hardly looking at all as is the case with the REA.

The REA notes that public health improvements will come with sidewalks and bike lanes on Woodward. REA at 63. However, there is no analysis of the potential *adverse* health and safety impacts of increased foot and bicycle traffic along a street that will be filled with semi-trucks, double and triple semi-trailers, oil tank trucks, heavy equipment trucks and a variety of other vehicle traffic in an area that already has air carrying cement dust, asphalt related chemicals and other petrochemicals, as well as pm2 through pm10 particulates. The REA gives no consideration to the negative health and safety impacts of the project that creates this situation.

The REA states, in pertinent part, "There are transportation facility concerns that impact public health. Sunport Blvd. and Woodward Rd. lack facilities for pedestrians and non-motorized vehicle use. There are no sidewalk or bike lanes." *Id.* at 58. Yet, as the community already told BernCo in earlier comments, bike lanes and sidewalks—on a highway with a steep grade and many 18-wheelers—are not safe options for bikers or pedestrians. Moreover, there is no reason why constructing such facilities could not take place without a Sunport Extension project. *See, e.g.* REA at 62, stating in pertinent part, "No change to existing conditions would occur with "No Build"—which is no more than a veiled threat: if you do not support this project, you do not get any improvements—no improved drainage, no curbs, no sidewalks, no bike lanes.

Why should it take a highway project to provide an environmental justice community with sidewalks and bike lanes—and perhaps even locate these in a

manner that improves public health and safety rather than further jeopardizing it by bringing in more pollution from heavy industries and traffic?

Executive Order ["EO"] 13045, Protection of Children From Environmental Health and Safety Risks, requires federal agencies ------- such as the Department of Transportation ------- to access health risks to children. The Sunport Extension project REA does not access risks. The REA states that East San Jose Elementary would not experience an environmental health and safety risk from the project that would have a disproportionate impact upon the children. REA at 58. However there is no assessment or data to back up this assertion. The Department of Transportation, as an agency subject to EO13045, has an obligation to require more than such blanket assertions where there may be health and safety risks to children. An Environmental Impact Study of the project would properly include the necessary data collection and a proper assessment.

EO 13166 addresses the need for federal agencies to provide access to persons with limited English proficiency. The BernCo/URS EA and REA process failed to provide access to persons with limited English proficiency, especially at the public hearing on the REA and the public meeting held in San Jose. REA at 58. No translation of the entire REA and related documents was available to persons for a reasonable period of time prior to an adequately noticed public hearing.[5]

Providing only the executive summary of an over 500-page document in one's first language is like being told you have to sit at the back of the bus. Moreover, holding meetings on short notice, during the dinner hour of working families–many of which have both parents working different shifts, many of whom have English as a second language and low-levels of English language proficiency—does not meet the intentions CEQ guidelines for conducting such meetings, nor the intention of EO 13166—or the Congressional intentions underlying the NEPA. In fact, whether by design or not, the net effect of such actions is to shut out a large portion of the population from the communities which would received the greatest adverse impacts of the project at issue and are already receiving disproportionately large adverse environmental impacts from nearby heavy, polluting industry and superfund sites.

The working residents of San Jose and Mountain View—no matter where they are from, no matter what language is their first language—deserve to receive the same notice and opportunity to be heard that would, no doubt, be accorded to residents of the more affluent Albuquerque neighborhoods.

The REA attempts to minimize (unfortunately in words only) the potential adverse impacts that will follow on the Sunport Extension and Woodward Road projects. REA at 62. The language used, however, notes that San Jose is an industrial area and that BernCo/URS cannot guarantee the type of business that will move into the area as the result of the development. It also says that overlay zoning "may" result in positive impacts. However, overlay zoning—requiring the *voluntary* beautification of a chlorine gas plant parking lot or the façade of petrochemical plant is no more effective in mitigating the odors than painting flowers on a pigsty. It is also important to note that even if it were substantive, the overlay zoning referred to in the REA has not been approved—it is just window-dressing to make it *appear* that BernCo/URS plan to mitigate impacts on the affected communities.

Without going through the public approval process for overlay zoning, going through that same process to change the existing industrial zoning, or even obtaining agreements from "brown field" property owners to put covenants in their respective deeds limiting the uses to no more than light, non-polluting industry—the BernCo/URS plans will just place more adverse environmental impacts upon the already disproportionately burdened environmental justice communities that will receive the brunt of the Sunport Extension, Woodward Road and numerous other related and reasonably foreseeable projects that flow from the Sunport project.

The bottom line is that only a full-scale Environmental Impact Study could, at this stage, provide an opportunity for people in the most affected communities to have a voice in shaping these projects—and provide them with an opportunity to find ways to mitigate the additional adverse impacts on their already burdened communities.

Response:

The National Environmental Policy Act (NEPA) of 1969 and further interpretive direction from the US Department of Transportation requires the opportunity for public input into the

NEPA process. Bernalillo County has conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Citizen involvement throughout the evaluation of alternatives occurred through a series of opportunities including the following:

- *Initial scoping / alternatives review public meeting in June 2010*
- *Public hearing following the release of the initial EA in October 2011*
- *Public meeting in February 2012*
- *San Jose neighborhood meetings in January 2012 and August 2013*
- *Various neighborhood meetings with San Jose, Mountain View and Kirtland in 2013*
- *Public meeting in September 2013*
- *Public hearing in August 2015 following the release of the revised EA in July 2015*
- *Public meeting in August 2015*

Notification for these meetings included newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. Public input continues to be a key component of Bernalillo County's decision making process, along with other factors such as the potential environmental impacts, engineering feasibility, costs and constructability of various alternatives.

We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities due to some of the past land uses and industries that have operated in the area. Traffic volumes on area roadways are forecast to increase considerably, with or without the project. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance

document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. Implementation of the Sunport Boulevard Extension project could present a way to create a higher level of land use in the industrial zoned properties of the area. At this time, there are no known planned new developments that would result in additional air emissions. In addition, since no specific businesses are planning to locate in the project area at this time, it would be speculative to conduct any modeling exercise of future growth.

Throughout the development of this project, Bernalillo County has conducted numerous public meetings, in large formal settings, open house settings, small group neighborhood association meetings and with individual stakeholders and property owners. There has been extensive discourse regarding the project. However, those opposed to this project have not contributed ideas or suggested ways to mitigate the effects of this project other than attempting to stop the project altogether.

III. CONCLUSIONS

The REA "Conclusions" are incorrect. REA at 89-90. The foregoing critical review and that in the HIA reveal, in pertinent part, but not limited to, the following:

1. The REA fails to adequately demonstrate the need for the proposed project; therefore, the "No Build" alternative should be selected;

Response:

The purpose and need for the Sunport Boulevard Extension is to 1) implement long range transportation planning system connectivity goals by completing a link and closing a gap in the area's transportation network, 2) improve access to economic centers through a more direct roadway link between Broadway and Sunport, and related commercial and industrial development in the vicinity, 3) relieve congestion anticipated from traffic growth that is forecast to exceed the current capacity of arterial roadways and interchanges of these roadways with I-25, 4) improve multi-modal transportation facilities (pedestrian and bicycle) and connectivity, and 5) improve emergency vehicle access and evacuation routes in the South Valley.

2. The conclusion that yet-to-be specified avoidance and mitigation techniques would not significantly impact groundwater, hazardous materials or

remediation efforts underway in the superfund sites and adjacent properties within the project area, is not supported by the analysis done to date; an EIS is required and necessary to perform this analysis;

Response:

Impacts related to hazardous materials and specific consideration of the South Valley Superfund site are discussed in Section 4.20 of the EA. The Superfund Site is in the process of remediation and clean-up by the parties responsible for the contamination. The Sunport Boulevard project will not affect the level or pace of clean-up since all wells, pipelines and other related components will be either left as is or relocated by the owners/operators of those systems to accomplish the same result. Bernalillo County is monitoring the progress of the Superfund Site clean-up and has committed project funds to the coordination and continued operation of the clean-up and remediation activities that could be affected by the project.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

3. The reliance on yet to be determined projected Woodward improvements, where no firm agreements exist and where no cumulative analysis of the codependent project has been completed, necessitates an EIS which assesses the cumulative impact of both projects taken together;

Response:

Section 4.23 of the EA identifies improvements to Woodward Road as a project planned within the region and included as a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. Cumulative effects are discussed in Section 4.23.

4. The air quality analysis fails to consider hazardous air pollutants and cumulative impacts of air pollutants, does not adequately address CO "hot spots", is limited to the project study area, and places unwarranted reliance on area-wide air quality controls. A comprehensive air quality analysis needs to be performed as part of an EIS to determine whether there are significant air quality impacts from the projects;

Response:

Please see Section 4.10 and Appendix D (Air Quality Impact Analysis) of the EA. The modeling and assumptions in the AQIA were prepared in accordance with the guidance issued by the US Environmental Protection Agency (EPA, and the City of Albuquerque, Environmental Health Department, Air Quality Division (AQD). Modeling has indicated that health protective NAAQS levels would not be exceeded as result of the implementation of the proposed project.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

5. No land use plan or transportation related regulations exist to mitigate the potential for significant adverse environmental impacts associated with what is a foreseeable reindustrialization of a neighborhood already burdened with a "legacy" of heavy, polluting industrial uses;

Response:

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over the area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is discussed in further detail under Communities and Land Use in Section 4.13 of the EA. At this time, there are no known planned new developments/specific businesses that are planning to locate in the project area that would result in additional air emissions. Air quality is discussed

in detail under Section 4.10 of the EA. Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections. Specific review of air emissions for any future business or use would also be subject to regulatory review by the City of Albuquerque Environmental Health Department, Air Quality Division and NMED in accordance with applicable laws.

6. It is patent that the environmental justice considerations dovetail with adequate consideration and analysis of the cumulative impacts of the proposed projects. By artificially dividing the project into two parts (which even the project proponents describe as "co-dependent"), it is evident that what should properly be recognized as a single project has been segmented to avoid an adequate analysis of the impacts of the whole project upon the residents of nearby communities. These communities are recognized—even within the REA—as already burdened by economic disadvantages, air pollution, noise, adverse health impacts, lack of sidewalks, traffic controls, and situated in an area zoned to allow heavy, polluting industries. Moreover, the REA indicates that there are a number of other road projects in the works —projects the REA links to the project at issue and the Woodward project—yet, significantly, it makes no attempt to analyze the direct, indirect, individual and cumulative impacts of these projects upon the residents of the adjacent communities.

Response:

Section 4.23 of the EA identifies improvements to Woodward Road as a project planned within the region and included as a reasonably foreseeable future action in the cumulative effects analysis. Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. The environmental level of effort associated with the Woodward Road project is expected to be a Categorical Exclusion (CE). Cumulative effects are discussed in Section 4.23.

From the foregoing, the FHWA should conclude with that either this project should not be built, or that a full-scale environmental impact study is necessary.

Response:

The FHWA will be requested by Bernalillo County to approve a FONSI for this project. The FHWA is expected to sign a FONSI if they agree with the finding of no significant impacts. If the FHWA determines that there are in fact significant impacts related to the project that have not or cannot be mitigated, they may recommend that an EIS be developed.

6.0 Responses to Comments Received at Public Hearing

Comment 1– Dr. Kristine Suozzi, 1312 Bryn Mawr NE, Albuquerque, NM

Before I begin, may I ask a question? So the commissioner and Nolan and Peter all mentioned a sector plan. Which sector plan is that, please?

Response 1 (via transcript) – The sector plans we looked at in the document consisted of those Mountain View Sector Plan draft developed around '05 and '06. That did not get adopted, but they do correspond and they are in compliance with the intent of that draft. The other sector plans were older sector plans but they had updates throughout the '80s and '90s. Both of them -- I think there was two others that dated back into the '80s. To my knowledge, there is no new, current sector plan to the area. The most recent one was that 2006 Mountain View Sector Plan draft.

Comment 2 – Dr. Kristine Suozzi, 1312 Bryn Mawr NE, Albuquerque, NM

My name is Dr. Kristine Suozzi, and I'm here on behalf of the New Mexico Health Equity Working Group. This is a working group, a nonprofit, with the goal of increasing equity for all by educating people about the social determinants of health, connecting like-minded individuals, organizations, agencies, and advocating for policies and programs that mitigate inequalities and improve health equity. I'm here tonight because the proposed Sunport extension is neither healthy nor equitable for the community of East San Jose. This proposed project would have an adverse impact on this low income community of color, which already has its share of environmental burdens, including two Superfund sites. This project would increase vehicle volumes in the area, resulting in more air pollution and increases in upper respiratory diseases, including asthma. Increased vehicle volumes are associated with increased chronic disease, motor vehicle-related accidents and lower life expectancy. The proposed expansion would also increase noise in the area. And I thank you for addressing that, Peter, but there will be noise. And the noise is associated with a host of negative outcomes, including sleep disturbance, hearing impairment, learning difficulties, decreases in work performance, heart disease and increased stress hormones. These two health issues of increased traffic and increased noise substantiate that this project represents an environmental injustice to this community. Exacerbating these issues is the fact that the community of East San Jose has not been sufficiently involved in the decision-making processes. Adequate

community participation is required of a project of this size. I suggest that Bernalillo County and URS meet with the community of San Jose and that the county and URS conduct an environmental impact study on the entire project, not just piecemeal. Thank you for your consideration of this request and this information.

Response 2 – We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. These comments refer to a variety of considerations that are addressed in the revised EA, including: Air Quality (Section 4.10), Noise (Section 4.11), and Socioeconomics and Environmental Justice (Section 4.14). Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities.

The determination of whether an EA or Environmental Impact Statement (EIS) is developed is a decision made by the Federal Highway Administration (FHWA). At the conclusion of the EA process – after the EA is finalized the FHWA may determine to issue a Finding of No Significant Impact or recommend the development of an EIS and Record of Decision (ROD). We understand and appreciate your concern for doing the right thing for your community.

Comment 3 – James Aranda, 1824 Neat Lane SE, Albuquerque, NM

I am here on behalf of Place Matters. We are a local, community-based nonprofit organization that advocates for sound land use, environmental and social policies that provide equal opportunities for safe, clean and healthy neighborhoods. Over time we have built partnerships, alliances and friendships with numerous community members throughout the county. Tonight, Place Matters stands in solidarity

with our friends and neighbors in San Jose and Mountain View who have grave concerns with the potential impacts of the proposed Sunport Extension Project. In their view, this project will likely only add on to the unreasonably high amount of traffic and polluting industries already in the area. These two longstanding communities have long been overburdened by noise and air pollution, groundwater contamination, and health problems from decades of heavy industry that is literally located in their backyards. Not only are these economically disadvantaged communities dealing with a glaring lack of adequate access the fresh, healthy food, walking and biking trails, open space and other amenities that could make their neighborhoods healthier, they're also dealing with the ongoing cleanup of numerous Superfund sites. It is a well known fact that the design of our neighborhoods impacts community health. Community members can and should be engaged in the decisions that impact their neighborhoods. Despite the many potential impacts of the proposed Sunport extension, what is of graver concern to our friends and neighbors is the way in which the county has failed to meaningfully involve those who will be most impacted by this project. Rather, the county's actions throughout the process have given community members the impression that Bernalillo County is trying to impose this road project on their neighborhoods without the community's consent or input. Let us not forget that the reason we are here tonight is because the community was forced to file a Title VI civil rights complaint with the Environmental Protection Agency for the county's failure to involve the public in the planning process. Now, to be fair, the county has held a number of meetings in conjunction with this project in which the public has been invited to hear about the proposal. But according to community members, never have they been given an opportunity to weigh in on the merits, necessity or any other aspects of this project. Let me be clear, public meetings that limit opportunity for public comment and disallow meaningful input is not community engagement, nor is it good government. Because the county technically is an applicant in this case, the community feels it is only right that you address our concerns and answer our questions in an honest, concerned and timely manner. Tonight, Bernalillo County Place Matters joins our friends and neighbors in San Jose and Mountain View to demand not only a seat in the room but a seat at the table. Only through open dialogue and a sincere willingness to work together can a partnership based on mutual trust and respect be built. Like the speaker before me, I recommend a well-thought-out and engaged process from here on out. And not only am I recommending it, but I'm offering help. Bernalillo County Place Maters is willing to assist in any way we can to make this partnership a reality. Thank you for your time.

Response 3 –We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities.

Comment 4 – Paul Chavez, 2209 Elm Street, Albuquerque, NM

And I think this project is going to be very helpful and good for our community. Because of the traffic, we've dealt with the noise for all these years, with the truckers using their Jake brake, and I know they had a study about the noise on Broadway. But us that live along Elm Street, we have quite a bit of noise with those trucks. And we are hearing about the health part of this project. Those truckers, especially the 18-wheelers that turn on Gibson and Broadway, I've lived in this area all my life in that address, and I've seen gravel trucks dump their load on the neighbors there on the southwest corner of Broadway and Gibson. I've seen a liquid tar truck, 18-wheeler, dump its load right there on Broadway and Gibson, going east on Gibson. And the worst one, it happened over 30 years ago, a gas truck dumped its load there turning east on Gibson from Broadway. The gas went into the roadway, into the drains next to San Jose Elementary School. Me and the coach were right outside when that happened. We tried to stop the cars. We stopped -- we didn't stop all of them. There were two cars that went by. Two inches of gas coming down Broadway towards East San Jose. They splashed through the gas, they stopped about two blocks down the road. What I was thinking is, imagine if that gas would have caught fire. They evacuated East San Jose that year. The fire department dumped water into the drains for probably 24 hours. But that was mainly my concern, is the danger that is there at that intersection of Broadway and Gibson because of those big trucks. And like I said, this project will be helpful for all of us, especially if they live on Gibson or on Elm Street, where those trucks come through. And thank you for giving me this chance.

Response 4 – Regarding the safety of traffic operations, all elements of the new Sunport Boulevard Extension, including all roads approaching the intersection of Sunport Boulevard and Broadway Boulevard, will be designed to safely accommodate the largest anticipated "design vehicle" which is the semi-trailer truck, as well as passenger cars. These safety features would include the channelizing of traffic at intersections (separating turning traffic by direction and directing traffic into appropriate turn lanes), traffic signals would be used to control the flow of traffic volumes between opposing movements of traffic, and signals would be constructed to include pedestrian and bicyclist push buttons for activation. A traffic signal is warranted at the intersection of Woodward Road and 2nd Street, and would be included as part of the Woodward Road improvements project. These elements are meant to control the operation of traffic in a safe manner, and increase the safety of the traveling public.

Comment 5 – Tim Hovda, 2700 2nd Street SW, Albuquerque, NM

Good evening, everybody. I'll be very brief. I represent Quikrete of New Mexico. We have a facility at 2700 2nd Street, Southwest. We started that facility in 1984. And with all due respect, Councilor, wherever you are, I've been looking at this project since about 1992. It's very beneficial for our company and I feel very beneficial for the neighborhood. We have several trucks that come, semis, and that was previously talked about, we have several semis that come in and go out every day. And we use the Woodward/Broadway/Gibson corridor and all the way down to Isleta. We did a time/work study on this several years ago, and we anticipate we'll save over 5,000 gallons of diesel a year just by having this extension put in and not having to drive up to Gibson and drive down to Rio Bravo, either there, or drive down to Isleta, for that matter. So the carbon imprint will be reduced by our company in the neighborhood, the noise will be reduced and we will obviously benefit from the reduction of diesel prices. Thank you very much.

Response 5—Thank you for your comments.

Comment 6 – Michael Conway, 2204 La Veta Court NE, Albuquerque, NM

I'm up here tonight. I just wanted to assure the community that the business owners on Woodward and Broadway, 95 percent have signed petitions supporting this project. This will breathe new life into the community. It will provide new jobs, new hope, and it will definitely take the semis off Broadway between Woodward and Gibson, which is what Mr. Chavez was alluding to. In the long range, the Gibson intersection is going to have to be remodeled. That intersection was built in 1962. So use your imagination, imagine how handy Woodward will be during the period that they remodel the Gibson interchange. This is the only place in the city where the interstate freeway system has not been completed and they deserve this. And I sincerely hope they get the benefits that flow with it. Thank you.

Response 6 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment—City Councilor Isaac Benton

Good evening. Just a quick statement. I just wanted people to know that, and I think some of the design team probably knows, we did send a letter from City Council District 2 Office to the county and FHWA administrator suggesting that the comment period for this meeting, leading up to this meeting has been too short for analysis of the very lengthy document and that we do support the community request for a second meeting to be conducted at San Jose, somewhere in the San Jose Neighborhood, and with a lengthier comment period after the meeting. So I just wanted to let people know of that specific request. Thank you.

Response – Bernalillo County scheduled and conducted a second public meeting held on August 27, 2015 at the Herman Sanchez Community Center in the San Jose Neighborhood and extended the public comment period to September 28, 2015, a total of 70 days.

Comment 7 – Ester Abeyta, 2419 Williams SE, Albuquerque, NM

I am a home owner and a resident of the community of San Jose and a member of Southwest Organizing Project. I am speaking against the building of the Sunport extension for the following reasons. The proponents of the Sunport extension, Bernalillo County Pubic Works, never included the residents of San Jose in the planning discussions of the proposed Sunport extension. Rather, today, August 5th, 2015, Bernalillo County is having a public hearing presenting to the public a road design that looks like it's already set in stone. When the Federal Highway Administration rejected the original environmental assessment, Bernalillo County was told to do the following things: Number 1, update the 2011 environmental assessment, which they did, and Bernalillo County released the EA to the public after two years of working on the revised environmental assessment. The public and the communities that will be impacted by the proposed road are only given 30 days to review a 500-page document, with three subpart documents called an environmental assessment. Thirty days is not enough for community members to read a report that is 500 pages, plus other related reports on the Bernalillo County website. Bernalillo County Public Works shall give the residents of San Jose/Mountain View that will be greatly impacted by the proposed Sunport extension at least three months to review the environmental assessment plus other related reports on the county's website, which was very difficult to locate documents pertaining to the Sunport extension and this public hearing. Number 2, Bernalillo County was told to reconvene public participation, discuss the alternative and mitigation strategies, which Bernalillo County has failed to do. What Bernalillo County has done in two years: Hold two meetings, one at East San Jose in 2013; another with Mid Regional Council of Governments at U.S. Foods in 2015. At both of these meetings, the public was told to be quiet and view the presentation. Verbal comments by the community were not allowed. This is not how the NEPA process was designed to work. Number 3, addressing impacts to Woodward Road. The families of San Jose, whose community is adjacent to Woodward Road, have never had a meeting in the community to discuss or have seen any proposed designs for Woodward Road. Connecting Woodward Road with the proposed Sunport extension creates safety and congestion issues to put the residents of San Jose at risk. What will the Sunport extension do for the families of San Jose/Mountain View? Bring even more air pollution and noise to San Jose/Mountain View community to our economic disadvantaged, who for two years have dealt with an overabundance of industrial pollution, idle trains and adjacent to two Superfund sites. The community members of San Jose/Mountain View are tired of seeing families and neighborhoods deal with a series of ill health related to pollution industry. Health issues such as asthma, heart conditions, hypertension and other respiratory elements. The illnesses are a result of where we live. We are surrounded by polluting industries. The impact to the community of San Jose/Mountain View from the existing and future businesses have not been adequately evaluated. This is the reason we need an environmental impact study performed before any construction is undertaken. The road project will not reduce heavy traffic through Broadway near the community of San Jose because the Sunport extension is not, is not designed for semi trucks to drive up a 7 percent steep grade. When a road is not designed for semi trucks, semi truck drivers will have to go seek another route, driving through Broadway near the community of San Jose to go to the freeway. Semi trucks would increase particulate matter inn the community of San Jose from the chutes of the diesel when it turns, putting the children of San Jose at great risk. The corner of Broadway and Gibson is approximately 528 feet from East San Jose Elementary School. The community feels of the route trucks will take because of not being able to use the Sunport

extension, it will post health issues to the children of the elementary school due to increased emissions, fuel particulate from chutes and smoke. This will create upper respiratory problems, increase asthma attacks coming from the diesel exhaust of heavy commercial vehicles that will not be able to drive through the Sunport extension. I request that Bernalillo County and URS meet with the community of San Jose whose neighborhood would be negatively changed forever by this project. Having another public meeting in the community of San Jose is necessary. And as it stands right the, communities of San Jose and Mountain View have been cheated again and we need justice.

Response 7—We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. These comments refer to a variety of considerations that are addressed in the revised EA, including: Air Quality (Section 4.10), Noise (Section 4.11), and Socioeconomics and Environmental Justice (Section 4.14). Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities.

Regarding public involvement efforts, we, with the input and support from the approving agencies (NMDOT and FHWA), agreed to extend the public comment period and to providing 70 days for additional public comments since the Albuquerque Journal advertisement on July 19. As such, all comments were due on September 28, 2015. We feel that this meets the amount of time requested for a detailed review of the EA document and it will provide over a month after the Public Hearing for submission of comments.

Comment 8 – Julie Stephens, 4800 Congress Avenue NW, Albuquerque, NM 87114

I have very few comments. And then I agree with several of the speakers before me. And I applaud Councilor Benton asking for another meeting and true dialogue between our communities, the county and the consultants and contractors. Obviously there is a lack of communication and miscommunication

that needs to be addressed so that however this project continues or not, and hopefully with an EIS, then the community at large can come together with our county government with an agreed-upon approach. Thank you.

Response 8 –Public input continues to be a key component of Bernalillo County's decision making process, along with other factors such as the potential environmental impacts, engineering feasibility, costs, and constructability of various alternatives. Bernalillo County conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Previous opportunities for public comments were provided at the September 18, 2013 public meeting for the revised EA, August 8, 2013, San Jose Neighborhood Association meeting, at the February 9, 2012 public meeting, and at the October 18, 2011 public hearing, and at the June 3, 2010 public meeting. These meetings all provided the opportunity for collective and open discussion of project issues.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

Comment 9– Olivia Price, 408 Berto Drive SE, Albuquerque, NM

And when this meeting started, I was sitting there listening to all these people speaking, and I said, oh, my gosh, I said everything sounds beautiful, but I said "sounds," did you hear that? I said "sounds," because it's not going to be beautiful. I'm the treasurer of San Jose Association. I don't speak usually. I sing. We do not support the Sunport extension because, you've all heard it before already, because all it's going to bring is more noise, pollution, dirty and heavy industrial and more sickness. And we say more sickness, how is that? Well, have you heard of people getting lung cancer and they didn't even smoke cigarettes? It came from the pollution. And asthma? It came from the pollution. East San Jose school has a very high rate of asthma. So it's been proven, if kids don't sleep, they don't learn. If we don't sleep, we're going to get sick. So we are a poor community and I believe this is what it's from, not sleeping, extra noise, more pollution, more traffic. No, we don't want it. And for all of you that said, "Oh, it's going to be good for Broadway, no more trucks going to bother you, going to go there," well, I went to a meeting and they said it's not made for all these big trucks carrying cement, gravel, gasoline, whatever you call it, it wasn't made for that. Thank you.

Response 9 –We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities. Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the 2035 traffic volume maps shown at the September 18, 2013 public

meeting. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties of the area.

Comment 10 – Juan Reynosa, 211 10th Street SW, Albuquerque, NM

I'm with the Southwest Organizing Project. So I'll be reiterating a lot of what the community members have said that have been involved with this and have seen it for the past year passing right in front of their face. Despite claims of community engagement, this is the first meeting I've seen where people can actually come up to a mike like this and speak out in public. Other times I've seen communities silenced and: Go to the station and write your comments down, but don't talk amongst each other. We won't give the opportunity for you all to learn from other community members. Just like Olivia was saying, you know, giving information about how this road isn't meant for these big trucks. That's how these meetings are supposed to be set up. So I think there's a big false premise being put out there that there's been community participation. The road is one example of that. People were really only given one choice for a road, which happens to run through the Superfund site. To me, that's an extremely ridiculous notion. I'm assuming if the public would have been able to give input on the other road routes, they would have said, "We want a different road route because we want this Superfund site cleaned up well before we actually have anything built there." They weren't given that option. Instead, they had this one road route imposed on them and said, "Oh, that's your option. You know, you gave input on it." That's not really input, that's not how the NEPA process was supposed to work. That's the reason why this revised EA is happening, because federal highway authorities acknowledged that that process wasn't being communicated well to the community and they haven't been engaged. And I will say that that's still happening to this day. I would question why you think it's a good idea to build through a Superfund site. Communities like San Jose/Mountain View are already dealing with this issue of water contamination and air pollution. Why would you want to bring in a road that only exacerbates that? Why would you bring a road through a site that needed to be cleaned up first for a community before you start building stuff there? It just makes no sense. We had an UNM engineering class come

out last year and they did a whole study on this road project. They had no idea why it would be built in the first place, besides trying to build capacity across the river. I do not the believe the statements being made about there's no connection to Santolina, there's no impetus to build a road across the river. Of course there is. I think it's also wrong that Woodward is being separated out of this project. It is extremely wrong to say this piece of road that connects to Broadway and Woodward, we're not going to include it. It was separated out, that way we can start building this road already. How is that justice for the community, to be engaged in this process? Woodward needs to be brought in right now. And the reason it's being looked at is because community members brought concerns that weren't being acknowledged by the county in the first place. It's pretty disappointing to see that the build alternative slide didn't mention how the wells and pumps of the Superfund site were going to be dealt with. Yet, there were all these glaring almost threats being put out about what's going to happen if nothing is built. I just think that's plain, very wrong. This is not a done deal, despite the fact that it's being shown that it is. I think that there's a long way to go. At the very least, an environmental impact statement needs to be performed on this project. There's been too many concerns still to this day that have not been acknowledged. And if they're not going to be acknowledged through this environmental assessment, then we need to move forward to an environmental impact statement. I would also say that another meeting is absolutely necessary in San Jose. If you all are talking about both communities being impacted, then both communities should have a meeting. You need to have access and create access to the community. That's part of having the public involved and engaged. So if you're only having one meeting in one community, you can't say that you're fully engaging the community. So I also stand with the community members here. I've worked with them for the past few years on this project, and this is being imposed on them, there hasn't been any participation. And the community needs to have a seat at the table.

Response 10 –Regarding public involvement efforts, Bernalillo County, with the input and support from the approving agencies (NMDOT and FHWA), agreed to extend the public comment period and to providing 70 days overall for additional public comments to be submitted since the Albuquerque Journal advertisement on July 19. All comments were due on September 28, 2015. We feel that this met the amount of time requested for a detailed review of the EA document and it provided over a month after the Public Hearing for submission of comments. In an effort to reach out to all the affected communities, we have had nine public meetings since 2010 at the County office on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center. These meetings were conducted in a variety of formats, both formal and informal, to allow public participation and comment. Public hearings offered the opportunity for members of the public to provide verbal comments that were recorded by a court reporter. Public meetings and other public involvement opportunities were less formal to allow members of the community to inquire about the project and discuss concerns with each other. County and project staff were available at all public involvement opportunities to answer questions about the project and receive comments.

Following an extensive analysis of alternatives to meet the need for the project, three possible alternatives were developed for the future location of the Sunport Boulevard Extension, as described in

Chapter 2 of the EA. These alternatives (A, D and H) were presented at the public meeting held during the planning process in June 2010 and at the October 2011 public hearing. Alternative D and Alternative H, located south of Woodward Road, both have critical engineering concerns. Alternative D cannot be designed and constructed to meet the physical requirements for roadway grades and clearances that govern the project. Alternative H cannot be constructed without the closure of a spur railroad that is currently being used as part of the groundwater remediation system for clean-up of the Superfund Site. Alternatives D and H were thus eliminated from further consideration.

Impacts related to hazardous materials and specific consideration of the South Valley Superfund site area addressed in the EA; please refer to Section 4.20. The Superfund Site is in the process of remediation and clean-up by the parties responsible for the contamination. The Sunport Boulevard project will not affect the level or pace of clean-up since all wells, pipelines and other related components will be either left as is or relocated by the owners/operators of those systems to accomplish the same result. Bernalillo County is monitoring the progress of the Superfund Site clean-up and has committed project funds to the coordination and continued operation of the clean-up and remediation activities that could be affected by the project.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

Comment 11 – Lauro Silva, Mountain View Neighborhood Association

Woodward and the extension themselves are the boundary line between the community of San Jose and the community of Mountain View. The community of Mountain View has had very little information. All of it had been indirect, except for last week when Rodrigo called me, about ten days ago, actually. Is that correct, Rodrigo? For the first time we had a communication. We have gotten nothing in writing to give us notice. I've been president for the last two years and we haven't gotten any information about anything. But some folks did go to the U.S. Foods meeting. Of course people are not allowed to comment at that point. So we don't have very much opportunity, haven't had much opportunity to review the documents, find out what they say, have questions answered, have dialogue and have any kind of meaningful input. And in order to expect us to have any kind of meaningful input at this stage, I think it's absolutely outrageous and irresponsible to expect us to do that. It would be irresponsible of me to expect people in my community to be able to provide meaningful comment by going through 600 pages of analysis on these technical documents. The technical documents have a lot to do with the air quality. Now, when you talk about hot spot, hot spot analysis, that's ridiculous. That's not scientific. Come on. I served on the Bernalillo County Planning Commission, I served on the air quality control board. And so I know that that's not the way you do things. What's the modeling process

that's going to be used here? We know that the monitoring station in Mountain View only monitors for two things. Now, the monitoring data that's been used in the past on the concrete plant, for example, that they wanted to put across the street from the community center, where 250 children gather every evening, was modeling that was done on the air quality monitoring station at the airport, not the one from Mountain View. Again, these absurd kind of projections that are being made are not scientific. They're not based on reality. And in order to do that is just a big smoke screen as far as I'm concerned from where I'm standing right now. Now, maybe after I get a chance to actually review those documents thoroughly, I'll be able to come to different conclusions. I may be able to take those apart, and I intend to do that, but 30 days, come on, for us to be able to break that down, the scientific documents that have taken how many years? At least five years for teams of experts, not only engineers but specialists in the environmental issues, people who have access to that data that we don't have. We have to rely on what's in those documents by themselves, and I can't do that. I know that the current studies show that people-of-color communities are very highly impacted whenever there's a highway construction. We know that the most dangerous -- one of the most dangerous things, besides the benzine and the other kind of volatile organic compounds that will be in the air from all the truck and auto emissions using that, are going to be very dangerous, especially the particulate matter. The small particulate matter, the 2.5, is the most dangerous, because it gets way down deep in your lungs and that's where it does the damage, where your capillary beds are. So let's not kid ourselves. This is dangerous for the community. We have children at the elementary school in Mountain View that have had to go to the emergency room because they were diagnosed with asthma. And their parents didn't even know they had asthma; they just thought they had bad coughs. High rates of respiratory illnesses, high rates of cardiovascular disease, infant mortality rates, those are all the studies that we've been doing over last 12 years. Those years that we've been involved in the sector development plan that was tabled and has not been brought back forth and is being discussed today in the form of a draft, and plans are being made on a draft that has not been approved yet, they're talking about industrial on brown fields, Superfund sites. The soil is contaminated. There's a well, the well is 700 feet deep. It has nothing to do with moving all that dirt and getting it flying around in the air. My time is up. I have a lot more to comment. Thank you very much.

Response 11 –Regarding public involvement efforts, we, with the input and support from the approving agencies (NMDOT and FHWA), have already agreed to extend the public comment period and to providing 70 days for additional public comments to be submitted since the Albuquerque Journal advertisement on July 19. As such, all comments were due on September 28, 2015. We feel that this meets the amount of time requested for a detailed review of the EA document and it will provide over a month after the Public Hearing for submission of comments. The County does value meaningful dialogue with community and, as you are aware, we have had numerous public meetings to demonstrate that commitment. In an effort to reach out to all the affected communities, we have had nine public meetings since 2010 at our office here on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center.

We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities due to some of the past land uses and industries that have operated in the area. Traffic volumes on area roadways are forecast to increase considerably, with or without the project. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections.

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is expected to have a positive effect in reducing the likelihood of polluting industries locating within this District. At this time, there are no known planned new developments that would result in additional air emissions. Bernalillo County understands that the San Jose Community has experience health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Comment 12 – Steven Abeyta, 2419 William Street SE, Albuquerque, NM

I'm a person who loves the people of Mountain View. I love the people of San Jose. I love our representatives, Councilor Benton, Andres Romero. We have them here to protect us. We have our county to protect us. But the one thing that's happening, all too often lately, is our members of government, and the county, that is, want to build something or want to have a business or industry in our neighborhood, and they don't involve us, like you're doing with the Sunport extension. You come out to our community and you say, "I want you to pick what color the sides of the freeway project are going to be." I used to be in sales; it's called an indirect close. You tried to trick me, you were deceptive. I attended a meeting where Rodrigo Eichwald said Sunport extension is not designed for trucks. So all you people that work at Quikrete and Synergy and Chevron, you're not going to be able to make it up that hill. You may come down and use your Jake brakes, create more noise, obviously. The one thing I wanted to say, when we talk about disproportionate, what do you think the Sunport is designed to do. The Sunport extension is designed to build up the area with more businesses. If I owned an industry and I had a call center and a customer service center and I was going to look for places to put them, would I put them next to two tank farms? No. If I had an asphalt company, a cement company, I would bring them to San Jose and Mountain View because they're zoned M-2. I know they said that they're going to give us an overlay. What that is is just like someone said, it's like lipstick on a pig. Any company can go on ahead and say, "We'll do the landscaping, we'll do the parking spaces. Fine. But we're going to still do our polluting." The other thing is, when we talk about disproportionate, we have a lot of people in my neighborhood who speak Spanish, which is outlined right directly in the environmental assessment that

was prepared by the county. And what has happened is it's only in English. There was only a portion of it in Spanish. How is that going to help my people? They tell me to represent them, and I'm here tonight to say we need that assessment in Spanish, not just partially. Now, I know we were threatened that the improvements won't happen in our area, "If we don't get this project, you're not going to get the overlay." Well, I don't even know if we're going to get the overlay anyway because the landowners have to agree to it, and it's still M-2 zoning, which is the most biggest type of polluting industries that are allowed. Flooding, I spoke with one of my fellow neighbors who lives a little bit down from the site. And he spoke with representatives from the project and they said, "We're going to stop the flooding at your house." But little did they tell him that your house is located a little bit further down Broadway and that the only flooding controls that are going to be done in the area is going to be next to the site. So you're not going to relieve any of our flooding. We're a community that's going to take all this industry, we're going to bear all the pollution, we're going to smell all the gases, we're going to feel the particulate matter from Quikrete come down to our house, and we'll say, "Why is my ground discolored?" Well, it's the particulate matter. That's what we get. They get the money. We get the pollution. Thank you.

Response 12– Regarding the safety of traffic operations and design for trucks, all elements of the new Sunport Boulevard Extension, including Sunport Boulevard itself and all roads approaching the intersection of Sunport Boulevard and Broadway Boulevard, will be designed to safely accommodate the largest anticipated "design vehicle" which is the semi-trailer truck, as well as passenger cars. The planned 7% grade for a portion of the new roadway is adequate to satisfy the American Association of State Highway and Transportation Officials (AASHTO) national roadway design guidance for an urban arterial roadway. This grade is only slightly steeper than the present 6% grades that have been used for portions of Sunport Boulevard east of I-25 leading to the airport. The 7% grade can be negotiated by trucks, although they may have to use lower gears and slower speeds. Mr. Eichwald's statement has been taken out of context; his actual statement was that 'Sunport Boulevard is not designed for trucks only'.

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is expected to have a positive effect in reducing the likelihood of polluting industries locating within this District. At this time, there are no known planned new developments that would result in additional air emissions. Bernalillo County understands that the San Jose Community has experience health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Comment 13 – Leo Johnson, 507 Wesmeco, Albuquerque, NM

I guess I'm right in the middle of the Woodward extension. My biggest problem has always been you've got other alternatives. I haven't taken the time to specifically talk to the people at the table there as to why the other alternatives were never or have not been decided on. We talk about a 7 percent grade from Broadway up to the top of the hill there, and I do think that's going to be an issue, but I'm not an engineer so, of course, my comments -- I would just be able to sit and watch the traffic slide up and down that hill in bad weather. The other alternatives, I always thought, as a layman, seem to me, not north but going south of Woodward seemed like they would blend into Broadway or they would blend into the Rio Bravo traffic to where you wouldn't have a 90-degree turn right at Broadway and Woodward. You've got all that traffic that I'm concerned with, because of where I live, right at the corner of Wesmeco and Broadway. Another gentleman was talking about the traffic that goes -- 18-wheelers that go around the corner there, going Broadway up to Gibson on two wheels or four wheels. Well, that would be in my backyard, and of course I don't particularly like that. But being that I went to San Jose, I can understand and walk Broadway to Lincoln, and all of those years I've seen the traffic grow. I also see the need for what's going on with the reserve that's coming out here into the Mountain View area. And I think that's wonderful. We have to be careful. So I say I would like to have more information on those alternatives, and maybe it's a moot issue at this point. I think the one that they've selected is the worst. One, I live there; two, I'm a retired bureaucrat myself, so I kind of understand how business is done. Looking at that alternative, I just wanted to question that. But I want to leave with this, and that's that we have to be careful about the kind of industry that we're bringing into San Jose. We've seen what's happened in different parts of the country, and I'm afraid that -- regulations are very tight in different parts of the country and they're beefing up their EPA, they have the staff to work and work with the laws that are on the books now. What we're saying and what we have to be careful about is that, we don't have a lot of staff with our EPA now, we don't have the staff to regulate and enforce rules that are already in place, and we are bringing in industries that are going to disturb our health. Right now it's San Jose, tomorrow it's Mountain View, and if you're not careful, New Mexico citizens, the nation is looking at us as being the next dump, so be careful the kind of industry that we do bring in, because we're getting residuals. We're getting the asphalt, we're getting a lot of stuff that is hurting not only me but us as New Mexicans. So I appreciate the work that we're doing and we're trying to bring in soft, good industry. But I just think that we need to be aware of the kind of industry that we draw. Be careful what you ask for.

Response 13 –Following and extensive analysis of alternatives to meet the need for the project, three possible alternatives were further developed for the future location of the Sunport Boulevard Extension, as described in Chapter 2 of the EA. These alternatives (A, D and H) were presented at the public meeting held during the planning process in June 2010 and at the October 2011 public hearing. Alternative D and Alternative H, located south of Woodward Road, both have critical engineering concerns. Alternative D cannot be designed and constructed to meet the physical requirements for roadway grades and clearances that govern the project. Alternative H cannot be constructed without the closure of a spur railroad that is currently being used as part of the groundwater remediation system for clean-up of the Superfund Site. Alternatives D and H were thus eliminated from further consideration.

The planned 7% grade for a portion of the new roadway is adequate to satisfy the American Association of State Highway and Transportation Officials (AASHTO) national roadway design guidance for an urban arterial roadway. This grad is only slightly steeper than the present 6% grades that have been used for portions of Sunport Boulevard east of I-25 leading to the airport. The 7% grade can be negotiated by trucks, although they may have to use lower gears and slower speeds.

Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is expected to have a positive effect in reducing the likelihood of polluting industries locating within this District. At this time, there are no known planned new developments that would result in additional air emissions. Bernalillo County understands that the San Jose Community has experience health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Comment 14 – Loretta Lopez, 1127 Walter NE, Albuquerque, NM 87102

I'm a leader with Martineztown Work Group, Albuquerque Interfaith, a nonprofit social justice organization. The Martineztown Work Group is here to support our neighbors to the south, San Jose and Mountain View, who, like our neighborhood, have endured the continued disenfranchising the city and county have imposed on low income, older neighborhoods. Martineztown Work Group opposes the request to extend Sunport Boulevard into an already congested area. Traffic engineers often have failed to acknowledge that increased roadway traffic capacity can lead to more, not fewer, cars on the road. The resulting phenomenon of induced demand results in unanticipated consequences not only for traffic on freeways but especially in neighbors such as San Jose and Mountain View. The city and county are currently working on updating the comprehensive plan and supporting walkable communities. If Sunport is extended, this will not be a reality for San Jose Neighborhood and Mountain View or the other older neighbors downtown. If Sunport Boulevard Project is extended it will also exacerbate the air and noise pollution in the area from I-25, Broadway, Gibson and Rio Bravo. The city and Bernalillo County are not protecting the residents from the existing environmental impacts the San Jose residents are dealing with today. Martineztown Work Group respectfully asks that you consider the negative impact from this proposal and we ask that you provide another public hearing in the community of San Jose. I thank you for this opportunity to talk. And I just want to stay that we had a health impact assessment done in Martineztown and they not only said in the report that I-25 impacted our neighborhood, but miles away from our neighbors, it impacts those neighborhoods also. And when they opened up the frontage road to go into Mountain Road, which is a residential roadway, it has increased the impact of the traffic and the noise and air pollution in our neighborhood. So I hope that the county really looks at this and has a meeting at the San Jose Neighborhood to have more input.

Response 14 –Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over area development and construction of new facilities and buildings within the unincorporated area. This Overlay District has been conceived to have a

positive effect in reducing the likelihood of polluting industries locating within this District. At this time, there are no known planned new developments that would result in additional air emissions. Bernalillo County understands that the San Jose Community has experienced health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Regarding public involvement efforts, Bernalillo County, with input and support from the approving agencies (NMDOT and FHWA), agreed to extend the public comment period and to providing 70 days for additional public comments to be submitted since the Albuquerque Journal advertisement on July 19. As such, all comments were due on September 28, 2015. We feel that this meets the amount of time requested for a detailed review of the EA document and it provided over a month after the Public Hearing for submission of comments. In an effort to reach out to all the affected communities, we have had nine public meetings since 2010 at the County office here on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center. In addition, based on public comment and request, an additional public meeting was held on August 27, 2015 at the Herman Sanchez Community Center to allow the San Jose residents to "have more input".

Comment 15 – Joan Brown, 1004 Major Avenue NW, Albuquerque, NM

And I'm here because I continually go to, in my line of work, a number of meetings where I find that the citizens of not just this community but throughout the state are not recognized and not appreciated for who they are as human beings, and people with projects that are touted as helping the economic situation of our state, which is one that's economically poor, those projects usually do not help the economic situation. In fact, we continue to be nearly last in the states, continually. If these projects, if these continued roads are of great benefit, some things would be changing in the state. I find it difficult to believe that there would be no disproportionate impact on minority or low-income populations in the environmental justice impact of this proposal, and maybe that needs to be reconsidered. Because in my layperson's estimation, it seems like this would only put more burden upon two communities that are already overburden with high traffic and very intense industrial polluting businesses and past historical pollution that they're still dealing with. In the no-build alternatives that you propose, I'm sure that you're very sincere in all your work that you're doing, but some of this seems rather disingenuous to me to say that in no building there would be all these things, when I think to say no-build would mean we'd have less asthma, less noise, less traffic, less bronchial problems, less hospital visits, less workdays lost, less school days lost for our children, healthy communities, a better sense of mental health and well-being, and a better self-image. For me, those would be things that we need to take into consideration as true resources, which are people in our communities; that would be advantageous for no-build. And I think in public hearings, I think those are the things that need to be put forward. Pope Francis just recently came out with -- and it's cyclical in environment and economics. And one of the things he talks about a great deal is our throw-away culture, and he's talking about, you know, too many consumer goods and how we're all engaged in that. Well, once we get into that kind of mindset, we begin to have

throw-away communities and throw-away people and throw-away states. And I feel the thing in this community of Albuquerque with my brothers and sisters, that we are part of that throw-away culture. And maybe very innocently and unintentionally, but we are part of that cultural mindset that really, really needs to shift as we look at some of these projects and look at really what is of benefit to our community, what makes healthy, liveable communities. I respect a great deal all the people who are here. I would invite them -- a liveable community means you work and live in the community. So I assume that maybe you are already living in this community and you live right there in San Jose and next to where this is going to be. I would hope that that's the case so that you are realizing or know the implications of more traffic, of more pollution in the air, of degradation of the water and compromising our children's health, which is our future. I support the community in desiring more comment periods, more hearings and more inclusion in this project, but also in future projects in this county and the city. Oftentimes they come to the public and they are already sort of a done deal, and that is not good for us as a whole community, and I believe we do want a whole community. So thank you.

Response 15 –Thank you for your comments that you submitted regarding the Sunport Boulevard Extension Project. The No Build alternative is always included in alternatives analyses and the environmental process mandated by the National Environmental Policy Act (NEPA) to set a baseline comparison between "build" alternatives and doing nothing. Bernalillo County is currently developing the San Jose/Mountain View Design Overlay District to implement appropriate design controls over area development and construction of new facilities and buildings within the unincorporated area. This Overlay District is expected to have a positive effect in reducing the likelihood of polluting industries locating within this District. At this time, there are no known planned new developments that would result in additional air emissions. Bernalillo County understands that the San Jose Community has experience health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Regarding public involvement efforts, we, with the input and support from the approving agencies (NMDOT and FHWA), agreed to extend the public comment period and to providing 70 days for public comments since the Albuquerque Journal advertisement on July 19. As such, all comments were due on September 28, 2015. We feel that this meets the amount of time requested for a detailed review of the EA document and it will provide over a month after the Public Hearing for submission of comments. In an effort to reach out to all the affected communities, we have had nine public meetings since 2010 at our office here on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center.

Comment 16 – Alfred Volden, 3215 2nd Street SW, Albuquerque, NM

I am a lifelong resident of this community and a landowner. We have been very responsible to the community, and I am supportive of this project. I think it will take a brown field area into infield that will be green and create many jobs and create an economic tax base for the county. As landowners, we have been very specific on what types of industry would go in, and it would be clean industry. I think this

would be very supportive and would create an economic base and employment for the community. We support this project. Thank you.

Response 16 –Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

Comment 17 – Angela West, 226 Sunny Slope SW, Albuquerque, NM

I am a member of the Mountain View Neighborhood Association as well as a member of 2nd Street Futures, a founding member of that organization. Like you, I've been working on this project for over five years. I have -- my comments are more in terms of the EA and the analytics employed. I think -- and granted, I have to go through it, and I will and I'll give you a better job written. I was very pleased to see the environmental justice section beefed up. It wasn't there before. But it -- half of it is describing and referencing the law itself, rather than analytics, and I think that that's the place, so I'm going to offer some suggestions. Basically, my concern is differentiating, assessing the impact of building and doing the project, versus assessing the impact on the use, what is the subsequent use and pattern. You know, for instance, do we have a loop happening here along 2nd Street, up Rio Bravo, down Broadway and down this new extension, and what kind of businesses are going to be involved and drawn in. You've heard a lot about that. For instance, in Mountain View, we recently had a creature called Gandy Dancer dropped on our heads, as did the county, to some degree, and many, many negative things, a lot of verbiage, a lot of things not happening the way they should. So that's one example of the kind of thing that collectively we are concerned about when we're talking about industry and the type of industry, this pattern. I'm a little concerned sometimes about the analysis on benefits. I notice in the language in there that it was a benefit to San Jose by bringing bicycle lanes. I think I heard that, as well. But I might add that those bicycle lanes and amenities could go in without Sunport as well. I've also heard a lot of speculation on benefits in terms of developmental use, and I would call them at this juncture speculation as either verbal or even some of them in writing as somewhat verbal. Bright, clean industry, conclusion of no disparate impact, based on that, my speculation, lacking the data, is that the industrial uses will be probably fairly negative. They will contribute sufficiently to any economic benefit, will have environmental concerns. Also, schools, the school's a mile away. This isn't going to bother the one little school in San Jose, but the kids do walk and go home and play. I suppose one of my key points here is that we don't have the analytics necessary in this document to draw rational and reasonable conclusions on impact. Neither on short-term impact nor long-term impact and certainly not cumulative impact. There's no timeline drawn. I would like to see the air quality and transportation, that data structured with this and the impacts articulated in that fashion. My primary objective is that if you can effectively identify and defend and describe its impact, then you're likely to be able to design some mitigating measures. Right now, with this it's difficult to design a mitigating measure for this project. Fundamentally, I would think that this -- either you can do this EA yet again, or I, in looking at your analytics, would suggest that the difficulty and clarity that you're driving for -- I'm sorry, I'm a little -- I don't know what that says -- thank you -- the depth that you're driving for here is likely to be more effectively presented in a DIS. This is extremely complex and difficult to talk about. I really -- the speculation, we can speculate great, we can speculate not so great. So let's have better data, more solid

data, let's draw some conclusions and discuss impact and have a dialog on what mitigating measures there are. The advocation of new life, new hope and new jobs, I like that phrase, but I'd like to see some meat behind it. And, essentially, I have a heart that goes with leap of faith, but a mind that really, really locks on leap of logic. So I think we can work together. I think there's better analytics, and I took forward to that data. And I will give you a detailed report. Thank you for your time.

Response 17 –Providing multi-modal transportation facilities is part of the purpose and need for the Sunport Boulevard Extension Project. Bike lanes will be included on the Sunport Boulevard Extension and when implemented in a future project, on Woodward Road, along with sidewalks on Sunport Boulevard between Broadway Boulevard and the local access road (Arno Street) connecting to the existing segment of Woodward Road that will remain in place. Sidewalks are also planned to be included with the Woodward Road improvements when implemented. The dedication of these facilities to bicyclists and pedestrians, and the separation of them from general traffic, will contribute to roadway user safety, and benefit the community health by providing a place for the public to walk and bike.

Appropriate land use is very important in improving the vitality of the area and communities. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties of the area. At this time, there are no known planned new developments that would result in additional air emissions. In addition, since no specific businesses are planning to locate in the project area at this time, it would be speculative to conduct any modeling exercise of future growth.

The determination to perform an Environmental Impact Statement (EIS) rather than an EA is subject to a finding by the Federal Highway Administration (FHWA) following the conclusion of the EA process based on an assessment of the magnitude and type of impacts anticipated. The EA process will typically result in one or two possible decisions: the project can be issued a Finding of No Significant Impact (FONSI), or it can be determined that there are significant impacts and an EIS would be necessary. (As is currently the case, the EA itself can also be revised for further analysis of the issues and impacts.) The EIS process would ultimately culminate in a Record of Decision by FHWA as the lead federal agency. At this time, the EA process has not concluded, and no action has been taken by the FHWA.

Comment 18 – Marla Painter, 506 Valley High Street SW, Albuquerque, NM

I live in Mountain View. I'm a member of the neighborhood association, past president of the neighborhood association. I currently run a little project to try to expedite communication within our community on matters that affect our lives of Mountain View community action. I'm very familiar with the NEPA process, and if one were to just read this and not know much about the NEPA process or how things actually operate in this county, I'd say, "Gee whiz, isn't this swell." And I think it is a swell idea to

get the trucks off of Broadway in the heart of the San Jose Neighborhood. But this is a ruse, this is a fantasy. And I understand why people support fantasy, it sounds great but it ain't the truth, and you guys know it. First of all, this is a really shabby EA, and I agree with other speakers. There has to be an EIS because this could be litigated at this point. For one thing, I've heard on the radio numerous times employees of the county talking about this project as if it's a done deal and how this EA found no new information that would counter the idea that this is a good project and it's a done deal. I heard that last night on KUNM. And the heart, the heart of the NEPA process is to provide a thorough no-action alternative. The no-action alternative is a joke and environmental justice analysis is a joke. There's no nicer way to put it. The EA is intended to be a document that assists in making a decision to act or to not act. And it's not intended to be justification for a decision that's already been made. That's in the law. And on this point alone, you failed. I found it incredibly astounding that the Mountain View Sector Plan was brought up as something that was going to be followed in this overall plan and project when, in fact, the Mountain View Sector Plan, on which citizens worked hard for four years, was not even allowed to be heard before the county planning commission, much less the county commission. Why? Because Commissioner De La Cruz pulled it from the agenda moments before it was to be heard, and that is the truth. I was there. And so were many of the people in this room. I want to talk about this encouragement of nicer industrial development. In Mountain View, we've been promised nicer industrial development, with overlays and conditions and all kinds of things. Never happens. Gandy Dancer came into our community a few months ago. They promised us all kinds of flowers and lovely additions to the community. We are now living, before they've even officially opened, with 65 decibels of noise every morning, starting at 6:00 a.m. There are going to be 50-foot tall lights over 36 acres in the middle of our home community. No dark skies consideration. These are going to be big, bright lights. It's going to light up all of Mountain View, and there is nothing the county can do. They can make all the promises in the world to you people in San Jose about how lovely this is going to be. Not going to happen. I want to also ask the question about where this is going and why. Now, why would people go down crowded, decrepit 2nd Street to turn onto Woodward to go up the freeway via this new boulevard? Doesn't make any sense. I think it is an infill project between Rio Bravo and Woodward Boulevard for heavy industry to come in on that section of Broadway that's not yet developed. And as much as that traffic is going to go down to Rio Bravo to get on the freeway, as it is going to go down to Sunport, depends on where you are on each side of that little space on Broadway. And the idea that people would go to Valle de Oro, would drive to Valle de Oro by getting off at Sunport Boulevard and then driving through an extra couple of miles of heavy industrial, ugly development? Please. In short, go back to the drawing board.

Response 18 –The determination of whether an EA or Environmental Impact Statement (EIS) is developed is a decision made by the Federal Highway Administration (FHWA). At the conclusion of the EA process – after the EA is finalized the FHWA may determine to issue a Finding of No Significant Impact or recommend the development of an EIS and Record of Decision (ROD). The No Action alternative is always included in alternatives analyses and the environmental process mandated by the National Environmental Policy Act (NEPA) to set a baseline comparison between "build" alternatives and doing nothing.

The purpose and need for the Sunport Boulevard Extension is to 1) implement long range transportation planning system connectivity goals by completing a link and closing a gap in the area's transportation network, 2) improve access to economic centers through a more direct roadway link between Broadway and Sunport, and related commercial and industrial development in the vicinity, 3) relieve congestion anticipated from traffic growth that is forecast to exceed the current capacity of arterial roadways and interchanges of these roadways with I-25, 4) improve multi-modal transportation facilities (pedestrian and bicycle) and connectivity, and 5) improve emergency vehicle access and evacuation routes in the South Valley. The County and its project team believe that there are beneficial aspects of the project as it will provide a new point of direct access to I-25, and it may help spur positive economic conditions in the project area. Appropriate land use is crucial to improving the vitality of this area and the adjacent communities. Sunport Boulevard can be a catalyst in beginning to establish a higher level of land use in the industrial properties within the area.

Traffic volumes have been forecast for the future design year of 2035 by the Mid Region Council of Governments (MRCOG). MRCOG has forecast the future traffic based on population and employment growth that is considered as the most likely future scenario for the Albuquerque metropolitan area. Traffic volumes are expected to increase considerably by 2035, even without the project being implemented. The addition of the Sunport Boulevard Extension would have some impact on the travel patterns, in that it would attract traffic from other routes (Rio Bravo, Broadway and Gibson) directed toward I-25, and increase the volumes on 2nd street and on Woodward Road.

Appropriate land use is very important in improving the vitality of the area and communities. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties of the area.

Comment 19 – Andres Romero, 7411 Isleta Boulevard

I'm also the state representative in House District 10 and I represent Mountain View and the San Jose community. And this is obviously an issue that I've heard much about from many of my constituents who are here today, and also I've heard from the county, and particularly Mr. Bennett has been responsive to my questions. And I'm truly appreciative of that. I'm also appreciative of the fact that there's a 50-day comment period, which has been stated is longer than the traditional 30-day. However, as we've heard from many of the community members, given the health and environmental issues that still plague these communities, I would urge, in light of that, as well as the still short window to review the documentation, that the community be given the additional time to review the material and make additional public comments at a site in San Jose which is also one of the potential affected areas, as we've heard. This is a great presentation from the county to provide a summation of the changes. However, me, being a historian, I think it's important that the community must be given ample time to

review the primary sources for themselves. I don't think 50 days is nearly enough. And they must be a part of the decision-making process, again, as a part of an additional meeting at the San Jose community. So, again, I thank you for your time.

Response 19 –Thank you for the input provided on the Sunport Comment Period. We, with the input and support from the approving agencies (NMDOT and FHWA), agreed to extend the public comment period and to providing 70 days for additional public comments to be submitted since the Albuquerque Journal advertisement on July 19. As such, all comments were due on September 28, 2015. We feel that this meets the amount of time requested for a detailed review of the EA document and it will provide over a month after the Public Hearing for submission of comments. In an effort to reach out to all the affected communities, we have had nine public meetings since 2010 at our office here on Broadway, at East San Jose Elementary, Herman Sanchez Community Center, Mountain View Community Center, Jack Candelaria Community Center, and Thomas Bell Community Center.

Comment 20 – Robert Maestas, 2116 Edith SE, Albuquerque, NM

I've lived at 2116 Edith, Southeast, for 43 years. And I've owned a piece of property at 2818 Broadway for about 15 years. Now, on Page 3, there should have been around nine meetings on this thing, and I've only been informed of two of them and I got papers that those meetings were going on. And there's been about nine of them. My son spoke at the last one because I had to be out of town. And I've got about five questions. The first one is: Can we rezone from R-1, or whatever we are, to a commercial zone? Because we live in R-1 zone and somebody comes and buys us out and they turn into commercial. They can get more money out of our properties. That's the first question. The second one would be, with the city, will there be any city, state, federal money or anything to build to increase our property values, to increase our own property value? Because people come in and buy it as residential and they get more money out of it than you sold it for. The next things is, we will probably be made to beautify our properties like in Santa Fe, where people are priced out of their own neighborhoods, where the taxes went up so high that they couldn't pay them and had to suffer a loss. A lot of people took advantage of that on them. Oh, and another -- can we be given help on how it would be best for each one of us to proceed on with our properties and all that? Will there be any legal help from the county and the city so they could advise us on what would be best for our situation and the position we hold? The next one would be: Will we -- will these alternatives be available to them and will be -- and can we contact -- who can we contact about these alternatives? And in closing, I want to say, how is this going to benefit us, the person, each person that has property? How is that going to benefit us? The city seems to have taken a lot already, saying how beautiful it's going to be and everything. But how is it going to benefit each one of us? That's it. Thank you.

Response 20 –Rezoning and land transaction / value issues are beyond the scope of this transportation project, they should be addressed with City or County planning department staff. Bernalillo County is in the process of developing a guidance document for any future development / re-development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls on developing properties. 'Beautification' of properties is related to the development or re-development of properties within the planned Design Overlay District. The District's

standards will address elements such as landscaping, fences, access and walkways etc. It is recommended that you review the proposed District boundaries with County planners to determine if your property would fall within the limits of this District. It is unlikely that any beautification would be applied to existing properties unless they are being re-developed. Bernalillo County Public Works staff, specifically Rodrigo Eichwald Project Engineer (telephone (505) 848-1574) can be contacted regarding this project. The Preferred Alternative has been selected and evaluated as described in the EA document.

Comment 21 – Cipriano Lucero, 325 Berto Avenue SE, Albuquerque, NM

And we live -- I'm actually speaking for myself, my mother and my sisters and my nieces that all live with us. We live about two blocks from the proposed extension and all of this traffic work. But what I'd like to do is just reiterate everything I think that's been said because I want to go on record as saying that we have not really been involved in the whole process. The only reason I knew about this meeting is because someone called me to tell me they had gotten a postcard about the meeting. And then Saturday, I saw a sign at the Bernalillo County facility that said something about a meeting. And I was surprised that it involved San Jose directly and the meeting is being held here at Mountain View. That's one thing that surprised me greatly. But I want to go from here and continue with what I wanted to say. And I just want to let everyone know that we are really very much opposed to this. First of all, we don't believe that everyone in the community has been allowed to be part of the investigative process. And we don't believe that we have been given the opportunity to say yes or no to the project. It is just how we are being told that it is happening no matter what we think or want. As a matter of fact, I received an e-mail yesterday from someone who works for the county that said this is going to go through basically, that's it, and I can share that e-mail with everybody if they want to, and reveal that, once again, San Jose community is being forced to accept something that we truly don't want, or at least the residents, people that are there continually there 24/7. I've heard people talk about employment opportunities because of the increase in business. Well, most of my neighbors don't work in the neighborhood. People that work in the neighborhood, that fill all of the businesses that are there, come from other parts of the city to work. Our people have to go out to work. And second, whatever studies and guidelines are being used to try to convince people that there is no harm has not been taken, I don't believe taken into consideration of the true cumulative effects of all of this. Every individual company or business or car that goes by may be well under the levels that are set by the government, but take all of that and put Company A and Company B, who may be at 90 percent, but together, they're well over 100 percent of emissions or pollution in the area. And we've already been declared and people have sat and declared we have been a Superfund site. Those of us who have lived there forever know that we all had well water when he first moved in. We can't use our wells for nothing. They're just dead, sitting there. Increased traffic, I know that that will affect the children. It's already been proven, it's already been talked about. We sit on our front porch right now and we watch the traffic on the freeway go by, the airplanes go right over our heads. We have counted 50, 60 airplanes coming and going just in one evening alone, sitting there for a couple hours. So with the added traffic, I know what that's going to do. I'll skip a lot of this because I think people have already talked about the illnesses that are well known that are caused by pollution and emissions. And I want to make this very clear that our community, I

don't believe, sees any benefits from this. The only thing that San Jose community is ever used for is a gateway for other parts of the city. They use us as a go-between. You can go through San Jose to get here, you can go to San Jose to get there. That's the only good thing, and that's why people want to put everything through our area. Thank you.

Response 21 –The National Environmental Policy Act (NEPA) of 1969 and further interpretive direction from the US Department of Transportation requires the opportunity for public input into the NEPA process. Bernalillo County has conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Citizen involvement throughout the evaluation of alternatives occurred through a series of opportunities including the following:

- *Initial scoping and review of alternatives public meeting in June 2010*
- *Public hearing following the release of the initial EA in October 2011*
- *Public meeting in February 2012*
- *San Jose neighborhood meetings in January 2012 and August 2013*
- *Various neighborhood meetings (San Jose, Mountain View, Kirtland) in 2013*
- *Public meeting in September 2013*
- *Public hearing following the release of the EA in August 2015*
- *Public meeting in August 2015*

Notification for these meetings included newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. Public input continues to be a key component of a public agency's decision making process, along with other factors such as the potential environmental impacts, engineering feasibility, costs and constructability of various alternatives.

We understand the San Jose and Mountain View communities have experienced a long history of health, environmental, and economic problems that have impacted the quality of life in those communities due to some of the past land uses and industries that have operated in the area. Traffic volumes on area roadways are forecast to increase considerably, with or without the project. With increases in traffic volumes, the most significant transportation-related air quality impacts would be due to vehicles stopped and idling at intersections in queues of traffic waiting to get through intersections. The Air Quality Impact Analysis (AQIA) performed for the project concluded that the National Ambient Air Quality Standards (NAAQS) as established by the US Environmental Protection Agency (EPA) would not be exceeded based on the intersection "hot spot" analyses done for the project's most heavily traveled intersections. Appropriate land use is very important in improving the vitality of the area and communities. Great care has been included in the development of the conceptual design of the Sunport Boulevard Extension to avoid any aspects of pollution that might be experienced from a roadway project. In addition, Bernalillo County is in the process of developing a guidance document for any future development in the Sunport Boulevard project area, the San Jose/Mountain View Design Overlay that would impose land development controls that may help avoid further industrial pollution that could

occur depending on the type of industries developing within the project area. One of the objectives of applying the overlay standards is to decrease the scale and types of uses that would result in negative impacts (or pollution) on nearby communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties of the area. At this time, there are no known planned new developments that would result in additional air emissions. In addition, since no specific businesses are planning to locate in the project area at this time, it would be speculative to conduct any modeling exercise of future growth.

Comment 22 – John Lorentzen, 2909 Yale Boulevard, Albuquerque, NM

And I've been in Albuquerque for, without giving my age away, about 60 years. I grew up in California and we moved to New Mexico because I had asthma as a child. And the dry climate pretty much fixed me up nicely. We've heard a lot about health, the environment, asthma. This interchange proposed road is not creating health issues. If anything, is it merely spreading them out from Gibson to Broadway to Woodward to Broadway to Rio Bravo to Broadway versus having them in two locations consolidated. So if anything, the health environment issues don't really make a lot of sense. Because building an interchange doesn't increase population. As we all know, Albuquerque, unfortunately, is ranking 45th to 50th in just about everything and people are actually leaving the state. So creating a new roadway does not create environmental problems; it simply spreads them out. Did Paseo del Norte or Montano bridge create environmental issues, which was the main argument for building those crossways to the West side where the population was growing more than it was in the northeast heights? No. It simply allowed traffic to flow, which, in essence, unconsolidated the pollution and the environmental issues that everybody here has been arguing about, and spread them out. We're not increasing it, we're not decreasing it, we're spreading it out. So do you want to consolidate here and here or do you want to spread them out. I drive Interstate 25 to the airport to Yale every day. This property, if it's not developed -- I notice the city just got the homeless people out of there, that tent city was created, and that lasted about two months and then they got away with it. The city said, "Move them someplace else." This land has had environmental issues, which have been addressed by the Schwartzman Trust, which owns the bulk of the property. It's zoned M-1 and M-2, which is an intense zone where you could put ammonia plants, animal -- where they, you know, take them apart and -- what the Schwartzmans did is they put restrictions on this property. They didn't want adult entertainment. They didn't want daycare for children because of the water contamination that has been known and they've been working on now for 15 to 20 years to clean up. They wanted architectural control on the building, on all the M-1, -2 and -3 zoned property which benefits everyone. It basically reduces the intense industrial zone to a mild IP zone, which allows nice development, restricted, has to go before the EPC for approval for parking, site plan layout, so on and so forth. And I'm sure no one in here is even aware of what they've done to protect this property from the intense zone that it actually had. I look at the interchange just as bridges to the west side. If you don't have access, all you get is congestion. This is going to help the neighborhood. It's not going to hurt the neighborhood. People are going to be able to get to the airport easier. They're going to be able to get to I-25 northbound/southbound easier. Access, is good. A lot of people object to an office zone next to their property 8:00 to 5:00, and then they build apartments, which is 2 o'clock in the morning parking. They don't like the 8:00 to 5:00 because it's offices, it's

commercial, it's mean, it's intense; whereas, the residential zone of apartments is much worse because you got party animals up till 2 o'clock at night. So let's not get the zoning confused with the access. And the access will create development where development would not normally occur. It would create jobs for the City of Albuquerque, and it would also create gross receipts tax for the city. I'm totally in favor of this. It's long overdue. We've studied it for five years. It's time to approve it and get it built.

Response 22 – Thank you for the comments that you submitted regarding the Sunport Boulevard Extension Project.

7.0 Summary of Commitments

Commitments to lessen the impact of the project were identified in the EA and in responses to comments received from the public and review agencies. The final list of commitments from the EA are provided below.

Woodward Road (Section 3.3): Bernalillo County will develop a separate project to address improvements to Woodward Road between Broadway and 2nd Street. This will include completion of a stand-alone NEPA document for the Woodward Road improvements project. The environmental level of effort associated with the Woodward Road project is expected to be a Categorical Exclusion (CE). This project will be developed on a schedule that allows the environmental studies and NEPA documentation, and preliminary and final design to occur such that construction work on Woodward Road shall be completed prior to the opening of Sunport Boulevard to traffic.

Climate, Geology and Soils (Section 4.2): The construction contractor will file an NOI as an operator with the EPA. The NOI will allow the contractor to obtain coverage under the NPDES general construction activity permit. The SWPPP shall define erosion control measures, stormwater management measures, structural controls, and best management practices to mitigate erosion.

Water Resources (Section 4.3): The Bernalillo County Public Works Division will coordinate with the USACE and NMED to obtain all required permits to comply with Section 404 and Section 401 of the Clean Water Act for work in waters of the U.S. BMPs shall be installed and maintained both during and after construction of each phase to prevent, to the extent practicable, pollutants in stormwater runoff from entering waters of the U.S.

Floodplains (Section 4.5): Measures will be taken to avoid impacts during construction to floodplains. The South Diversion Channel will be protected from sediment, construction debris and fuels from entering the channel. The construction SWPPP for this project will specifically address this issue.

Vegetation (Section 4.6): All disturbed areas will be reseeded according to standard NMDOT protocols and according to the revegetation plan, which will be detailed in the construction plans. Any disturbed areas that have not been improved with roadway surfacing or structures will be revegetated with a native seed mix or other ground cover after final construction. Surveys for the La Jolla prairie clover and the Santa Fe milkvetch, which are species of concern, will be completed during the final design phase of the project prior to starting construction. In addition, biological surveys will be performed for the planned detention pond areas, utility relocation areas, monitoring well relocation areas and any other areas not previously surveyed during the final design phase of the project prior to starting construction.

Wildlife (Section 4.7): If construction cannot be scheduled outside of the migratory bird nesting season (generally April through September), pre-construction surveys for migratory birds and for burrowing owls will be conducted during the nesting season, and any unoccupied nests will be removed. If active burrowing owl nests are found, the nests will be avoided until the young have fledged. If active nests cannot be avoided the Bernalillo County Public Works Division and NMDOT will coordinate with the USFWS prior to the commencement of construction activities. There is no disturbance of the South Diversion Channel or San Jose Drain required for the construction of the Preferred Alternative. If disturbance of either of these features is required based on final project design, Bernalillo County and the NMDOT will coordinate with USFWS prior to commencement of construction activities. Additional biological surveys will be performed for the planned detention pond areas, utility relocation areas, monitoring well relocation areas and any other areas not previously surveyed during the final design phase of the project prior to starting construction.

Cultural Resources (Section 4.9): Archaeological sites shall be avoided. If buried cultural deposits are encountered during project activities, work shall cease immediately and the NMDOT and New Mexico SHPO shall be notified. A limited testing plan for the archaeological site LA 167700 shall be implemented under existing survey permit NM-10-121-S and per the NMAC 4.10.16. The testing program will be designed to identify the nature and extent of subsurface archaeological deposits within the area of potential effects and to determine if the site contains elements that merit eligibility to the NRHP. Complete avoidance of LA 167701 may be possible based on the final project design. If avoidance is not possible, a testing program will be implemented for this site also. If the South Diversion channel is damaged or altered during construction activities, it will be replaced with like materials. Additional cultural resource surveys will be performed for the planned detention pond areas, utility relocation areas, monitoring well relocation areas and any other areas not previously surveyed during the final design phase of the project prior to starting construction.

Air Quality (Section 4.10): A dust control plan and a fugitive dust permit will be developed and dust control measures will be incorporated into construction plans as required by the City of Albuquerque. The dust control plan will detail practices such as watering or covering disturbed soil surfaces or debris piles, earthmoving and other dust-producing activities will be suspended during periods of high winds, and construction areas and adjacent roads will be swept or cleared of mud and debris, and material transported on- or off-site by truck will be covered.

Visual Resources (Section 4.12): Aesthetic elements such as the use of colored concrete and form liners that create patterns and texture in the exposed concrete surfaces will be included in final design for highly visible bridges and retaining walls. Street lighting features that are included in the final project design will comply with the New Mexico Night Sky Protection Act of 1978.

Relocations, Right-of-way and Easements (Section 4.17): Groundwater monitor wells identified within the project's area of disturbance that cannot be avoided will be relocated. Coordination and mitigation measures will continue with the responsible party, the EPA and the NMED. Also see Sections 4.3 and 4.20 for further environmental commitments. Access to properties will be maintained during construction except for brief intervals. Bernalillo County will coordinate with property owners regarding relocation, right-of-way acquisitions, and easements. Affected individuals will be fairly compensated through the Uniform Relocation Assistance and Real Property Acquisitions Policies Act and other applicable legislation (49 CFR 24).

Multimodal Transportation (Section 4.18): Bike lanes in both directions will be provided as part of the Sunport Boulevard typical roadway cross section (Figure 6). Sidewalks will be provided along both sides of Sunport Boulevard between Broadway Boulevard and the local access intersection located approximately halfway between Broadway and the South Diversion Channel, at the Arno right-of-way and dirt road. East of that location, a 6-foot wide space adjacent to vehicle lanes will be provided for emergency pedestrian use.

Utility Adjustments (Section 4.19): Reasonable permanent access to all utilities shall be provided and incorporated into the design and right of way acquisition activities. Access to utilities shall be provided for the maintenance, repair, upgrading and expansion of utility lines both during construction and after project completion. Coordination shall be conducted between Bernalillo County, the NMDOT, and the utility owners to minimize impacts on existing utilities efforts will be conducted between the project design team and utility owners for the horizontal and vertical adjustment of utility lines within the project alignment. Utilities within pre-existing utility easements are understood to have prior rights that will be maintained during and after project construction. During the project's final design phase, design drawings will be provided to utility companies in order to initiate right of way and/or facility relocation or accommodation design activities. The County will require the construction contractor to notify and coordinate with utility and remediation system owners regarding the schedule and sequence of construction activities, including utility and monitor well relocation work.

Hazardous Materials (Section 4.20): Avoidance of wells associated with the groundwater remediation systems will be implemented as part of the design and during construction where possible for the South Valley Superfund Site and the Chevron remediation system. Maintaining of existing monitoring-related infrastructure will be incorporated into the design of the Preferred Alternative at project cost. Relocation of water lines associated with the remediation system for the South Valley Superfund site within the proposed alignment will be included in final construction plans or otherwise accommodated where required. Any wells that will not be accessible for groundwater monitoring purposes will be relocated per guidance from GE and the EPA. Access to remediation systems will be maintained during construction. Temporary restrictions to access remediation project will be coordinated with the operators during final project design. Bernalillo County will continue coordination with GE regarding their facilities in the South Valley Superfund site as the project design progresses, in order to determine the specific and detailed needs for adjustments to their groundwater remediation system that remains in active use. Documentation of this coordination and specific designs for adjustments to the remediation system will be shared with the EPA and NMED as needed by these agencies. Bernalillo County will also continue coordination with Chevron for the same purpose, and likewise share the results with the EPA and NMED as needed. Prior to any purchase or use of property as required by the Sunport Boulevard extension, a Ready for Reuse determination or similar letter of assurance from the EPA and from the NMED will be requested in order to receive landowner liability protection for two of the RECs: the South Valley Superfund site and the adjacent Chevron bulk fuels terminal. A PSI with work plan developed by the County and coordinated with the NMDOT Environmental Geology Section will be conducted prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any underground work performed such as extensions or relocations of utilities, storm drain systems, or new utilities, then the City of Albuquerque Landfill Interim Guidelines will be followed as applicable in order to prevent landfill gas migration. Coordination will need to occur between the City and the County for review and concurrence. Should any hazardous materials be

discovered, generated, or used during implementation of the proposed project, they shall be disposed of and handled by Bernalillo County in accordance with applicable local, state, and federal regulations.

Construction Activities (Section 4.21): The construction contractor will implement a construction sequencing and traffic control plan, as well as observing the following to minimize impacts:

- Reasonable effort will be taken to minimize construction noise through use of low vibration equipment and other abatement measures;
- Avoidance of construction noise level exceedences will also be addressed by prohibiting night time construction work, limiting work hours to daytime only in the project specifications;
- Bernalillo County will engage the services of an environmental firm during project construction to monitor construction noise levels during sensitive times of the day and to track any exceedences and direct corrective action.
- The soil vapor extraction system for the Chevron bulk fuels facility will be protected during construction activities. Protection measures would include the placement of fencing or barriers as determined appropriate during the design, between the construction zone and the soil vapor extraction system.
- Solid waste generated during construction will be removed as soon as practical and managed in accordance with federal and state regulations, dust will be minimized.
- Bernalillo County will designate a Project Engineer to be available for public contact and project liaison. The Project Engineer will be the primary point of contact for concerns or complaints during construction such as unexpected increases in traffic volume, dust and noise;
- Construction activities will be communicated to and coordinated with businesses and industrial facilities in the project area.
- Bernalillo County will adequately notify the public of planned construction activities and any re-routing of local traffic;
- A traffic control plan to maintain traffic during construction will be developed during project final design;
- Traffic may be temporarily closed off, if necessary, during construction activities. Lane closures shall be coordinated with appropriate fire and community officials.
- Construction equipment shall be staged in roadway right-of-way or other areas acquired by the construction contractor. Some areas may otherwise be designated to be disturbed by construction activities.
- To the extent practical, contractors will recycle roadway materials for reuse on the Sunport Boulevard extension or other roadway projects.

SUNPORT BOULEVARD EXTENSION

PUBLIC HEARING SUMMARY

August 5, 2015

Prepared for:
Bernalillo County Public Works
2400 Broadway SE, Bldg. N
Albuquerque, NM 87102

Prepared by:
URS Corporation
One Park Square
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110

URS Project Number: 24343112

URS

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1. SUMMARY OF DETAILS

1.1. INTRODUCTION

The following summary has been prepared to document a public hearing and to detail the materials distributed and comments received during and after that public hearing for the Sunport Boulevard Extension Project.

1.2. SUMMARY OF PUBLIC HEARING

Date & Time: August 5, 2015, 6:00 P.M. to 8:00 P.M.

Location: Mountain View Community Center, 201 Prosperity Avenue SE, Albuquerque, NM 87105

Staff Attendance

Bernalillo County, URS, and Star Group, LLC personnel attending the meeting are shown in the table below. For other attendees see sign-in sheets included in this document.

Name	Title	Organization	Phone	e-mail
Art De La Cruz	County Commissioner	Bernalillo County Commission	505-468-7448	dherrera@bernco.gov
Roger Paul	Tech. Services Director	BCPWD	505-848-1515	rogerp@bernco.gov
Nolan Bennett	Construction Manager	BCPWD	505-848-1534	nbennett@bernco.gov
Rodrigo Eichwald	Project Engineer	BCPWD	505-848-1574	rleichwald@bernco.gov
Richard Meadows	Transportation Planner	BCPWD	505-848-1508	rmeadows@bernco.gov
Cathy Lopez	Public Information Specialist	BCPWD	505-224-1641	cathylopez@bernco.gov
Michelle Aigner	ROW Agent	BCPWD	505-848-1558	maigner@bernco.gov
Peter Hinckley	Project Manager	URS	505-855-7409	peter.hinckley@aecom.com
Roxanne Bebee Blatz	Lead Structural Engineer	URS	505-855-7438	roxanne.blatz@aecom.com
Jim Barrera	Lead Traffic Engineer	URS	505-855-7500	jim.barrera@aecom.com
Chris Rosol	Lead Roadway Engineer	URS	505-855-7500	chris.rosol@aecom.com
Tony Martorelli	Facilitator	Star Group, LLC	505-250-2238	tmartorelli@stargroupconsulting.com

Subject: Sunport Boulevard Extension Public Hearing

This hearing was required in accordance with the National Environmental Policy Act (NEPA) following Notice of Availability and Public Comment Period on Environmental Assessment dated September 15, 2011.

Purpose

To provide all interested with project related information and a summary of the Environmental Assessment (EA) and the major findings. The hearing is to provide an opportunity for the community to comment on the EA and the proposed action. Meeting topics included a review of the locations where the EA was available for Public Review, history of the public involvement to date, summary of the project development process, summary of the Build and No Build Alternatives, summary of the revisions, updates, and major findings of the EA, and a description of what is next in the process. Residents, landowners, business owners, public agencies and all interested parties were encouraged to attend and provide comments, concerns, and suggestions regarding the project. A court reporter was on site to record / transcribe the entire hearing for the project record.

Advertising

The meeting was advertised with ads placed in the Albuquerque Journal on July 19th, 2015 and El Semanario on July 23rd, 2015 (see copies in the following section). The County website (bernco.gov) was updated to include information announcing the hearing in both the front section and on the Sunport Boulevard Extension project page (bernco.gov/sunport). The same information was also posted on the County's events calendar. E-mails were sent to all neighborhood associations, both within Bernalillo County and the City of Albuquerque. E-mail "E-vites" were extended to City Councilor Ike Benton and to the offices of US Senator Heinrich, US Senator Udall, and to US Congresswoman Lujan-Grisham. Postcards were sent out to area residents on July 30th, 2015 (see attached copies of postcard and mailing list). Media advisory were sent out on August 4th to all local media outlets including TV stations (including the Spanish language Univision), radio stations, and newspapers. The newspapers notified included the Albuquerque Journal, the East Mountain Telegraph, The Independent, South Valley Ink, Mas New Mexico and the UNM Lobo.

Hearing

On August 5, 2015, the hearing began at 6:00 p.m. with a sign-in period and open house. The public was given the opportunity to view boards at various stations illustrating the project and discuss the project with County and engineering consultant representatives. At 6:35 p.m. the formal meeting presentation commenced with an introduction by Rodrigo Eichwald, the BCPWD Project Engineer, and Mr. Art De La Cruz, County Commissioner. Ms. Toni Martorelli of Star Group, LLC went over the Ground Rules governing the presentation. .A presentation was then given (see Section 6) by Nolan Bennett and Rodrigo Eichwald of BCPWD and Peter Hinckley of URS on the technical aspects of the project. After the presentation members of the public who had signed up to speak were each given 5 minutes to comment regarding the project. (The entire presentation including public comments, questions and staff responses is included in the Transcript in Section 8.) Written public comments received at and following the hearing are included in Section 9 of this document.

Attendance

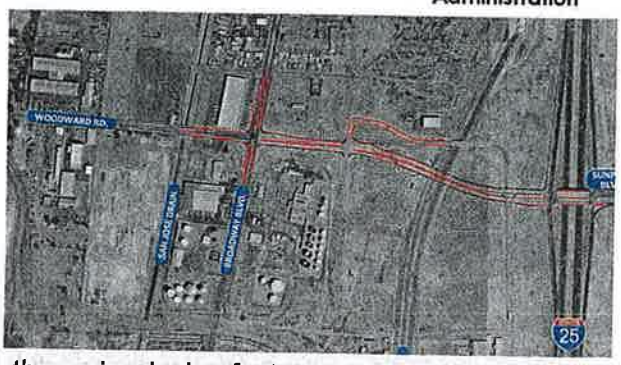
103 people signed the attendance roster. Of this number, there were 17 people who signed representing governmental agencies, elected officials and project staff.

Public Hearing Announcement and Notice of Availability of an Environmental Assessment for the

Sunport Boulevard Extension Project

CN A300160

U.S. Department of Transportation
Federal Highway Administration



Bernalillo County, the New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA) have completed an environmental assessment (EA) for the proposed extension of Sunport Blvd. between I-25 and Broadway. The purpose of this project is to connect Broadway and I-25 at the existing Sunport Blvd. Interchange and close this gap in the area's transportation network, and address other transportation and access needs in this area. The EA evaluates the No Build and the (preferred) Build Alternative. The EA provides detailed information about the purpose and need for the project, the major design features, and the impacts to the human and natural environments and to cultural resources.

Public Hearing Date and Time: **Wednesday, August 5, 2015, 6:00 – 8:30 p.m.**

Meeting Location: **Mountain View Community Center**
201 Prosperity Avenue SE
Albuquerque, NM 87105

The public hearing will provide a summary of the EA and the major findings, and provide an opportunity for the public to comment on the EA and the proposed action. Comments will also be welcomed on bicycle and pedestrian issues as well as natural and cultural resources. Displays, information, and project representatives will be available at the hearing starting at 6:00 p.m. **A presentation will start at 6:30 p.m. followed by a formal public comment period.** There will be a 5 minute limit to verbal comments during the comment period. Additional comments may be submitted in writing. Spanish translation will be provided at the meeting.

The EA is available for review online at http://www.bernco.gov/public-works/current-past-projects.aspx. Copies of the EA are available for review at the following locations from July 19 through September 7, 2015.

Bernalillo Co Public Works 2400 Broadway Blvd. SE Albuquerque, NM 87102 (505) 848-1500	Mtn. View Community Ctr 201 Prosperity Ave. SE Albuquerque, NM 87105 (505) 314-0297	Herman Sanchez Community Ctr 1830 William Street SE Albuquerque, NM 87102 (505) 848-1336	Jack Candelaria Community Ctr 400 San Jose Avenue SE Albuquerque, NM 87102 (505) 848-1324

For additional information about the hearing and / or the project, please contact either of the following:

- Rodrigo Eichwald, Project Engineer, Bernalillo County, (505) 848-1574
- Peter Hinckley, Project Manager, URS/AECOM, (505) 855-7409

Comments on the EA and project are requested no later than September 7, 2015. Please send comments to Peter Hinckley, URS/AECOM, 6501 Americas Parkway NE, #900, Albuquerque, NM 87110, attn: Sunport Blvd. Extension or to peter.hinckley@aecom.com.

Special needs or accommodations for individuals with disabilities will be provided upon request at least 48 hours in advance of the hearing by calling Catherine Lopez at (505) 224-1641.

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BERNALILLO COUNTY OFFICES WILL BE CLOSED ON THURSDAY, DEC. 24 AND FRIDAY, DEC. 25. HAPPY HOLIDAYS!

PUBLIC WORKS

NEWS

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Sunport Boulevard ExtensionPublic Hearing Scheduled

08/04/2015

Bernalillo County Public Works will be constructing a new extension of Sunport Boulevard from the Interstate 25 Exit 221 interchange west to Broadway Blvd - once the Federal Highway Administration signs off on the project.

A public hearing about the Sunport Boulevard Extension project is scheduled for Wednesday, Aug. 5 beginning at 6 p.m. at the Mountain View Community Center, 201 Prosperity Ave. SE.

Project displays and representatives will be on-hand to provide information and answer questions.

The summary and the major findings of the latest environmental assessment will be presented at the public hearing. The public hearing will begin with an open house and formal presentation. Then the public is invited to comment on the environmental assessment and the Sunport Boulevard Extension project on any aspect, including bicycle and pedestrian lanes, as well as natural and cultural resources. Spanish translation will be provided at the public hearing.

"The Sunport Boulevard Extension Project has been in process since 2010 with several public meetings and opportunities for the community to ask questions and get answers," says Commission Vice Chair Art De La Cruz. **"This public hearing is the result of that community input and the last step before the project is presented to the Federal Highway Administration for final approval for design and construction."**

Comments on the environmental assessment and overall project are requested no later than Sept.7, 2015. The public can send written comments to Peter Hinckley, Principal Engineer at mailing address, URS/AECOM, 6501 Americas Parkway NE, Suite 900, Albuquerque, New Mexico 87110 or via email to Peter.hinckley@aecom.com.

A copy of the environmental assessment and general information about the Sunport Boulevard Extension Project can be found at www.bernco.gov/projects.

After the comment period ends, a comprehensive report will be compiled that will include all public comments, both verbal and written, and submitted to the Federal Highway Administration for the project's final approval.

"The South Valley can directly benefit from this regional project," says De La Cruz. **"The new extension will help to improve the immediate area through infill development, reduce traffic on Broadway Boulevard near the East San Jose community and most importantly, increase economic development opportunities."**

The new road would be a four lane divided highway that will provide access to local roads, such as Edmunds Road. A new re-designed Broadway Boulevard intersection is also part of the plan.

back to list

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Hinckley, Peter

From: Catherine Lopez <cathylopez@bernco.gov>
Sent: Tuesday, August 04, 2015 9:46 AM
Subject: BernCo News Release: Sunport Boulevard Extension Public Hearing Scheduled
Attachments: SunportAerialRendering2015.jpg

NEWS RELEASE

For Immediate Release
Aug. 4, 2015

www.bernco.gov

Contact: Catherine Lopez
cathylopez@bernco.gov
O. 505.224.1641
C. 505.259.0312

Sunport Boulevard Extension
Public Hearing Scheduled

-- Public attendance and comments are strongly encouraged --

Bernalillo County – Bernalillo County Public Works will be constructing a new extension of Sunport Boulevard from the I-25 Exit 221 interchange west to Broadway Blvd - once the Federal Highway Administration signs off on the project.

A public hearing about the Sunport Boulevard Extension project is scheduled for Wednesday, Aug. 5 beginning at 6 p.m. at the Mountain View Community Center, 201 Prosperity Ave. SE.

Project displays and representatives will be on-hand to provide information and answer questions.

The summary and the major findings of the latest environmental assessment will be presented at the public hearing. The public hearing will begin with an open house and formal presentation. Then the public is invited to comment on the environmental assessment and the Sunport Boulevard Extension project on any aspect, including bicycle and pedestrian lanes, as well as natural and cultural resources. Spanish translation will be provided at the public hearing.

"The Sunport Boulevard Extension Project has been in process since 2010 with several public meetings and opportunities for the community to ask questions and get answers," says Commission Vice Chair Art De La Cruz. **"This public hearing is the result of**

that community input and the last step before the project is presented to the Federal Highway Administration for final approval for design and construction."

Comments on the environmental assessment and overall project are requested no later than Sept.7, 2015. The public can send written comments to Peter Hinckley, Principal Engineer at mailing address, URS/AECOM, 6501 Americas Parkway NE, Suite 900, Albuquerque, New Mexico 87110 or via email to Peter.hinckley@aecom.com.

A copy of the environmental assessment and general information about the Sunport Boulevard Extension Project can be found at www.bernco.gov/projects.

After the comment period ends, a comprehensive report will be compiled that will include all public comments, both verbal and written, and submitted to the Federal Highway Administration for the project's final approval.

"The South Valley can directly benefit from this regional project," says De La Cruz. **"The new extension will help to improve the immediate area through infill development, reduce traffic on Broadway Boulevard near the East San Jose community and most importantly, increase economic development opportunities."**

The new road would be a four lane divided highway that will provide access to local roads, such as Edmunds Road. A new re-designed Broadway Boulevard intersection is also part of the plan.

Note: An artist's rendering of the proposed Sunport extension is attached.

###

About Bernalillo County

Bernalillo County is 1,160 square miles and is New Mexico's most populous county with 670,000 residents. Bernalillo County government provides a wide range of public services to residents who live in the city and to the 114,000 residents who live outside the city limits in the unincorporated areas of the county. Bernalillo County employs approximately 2,400 people and has an annual operating budget and capital investments of more than $500 million. Elected officials include five county commissioners, assessor, clerk, probate judge, sheriff and treasurer.

Public Hearing Announcement and Notice of Availability of an Environmental Assessment (EA) for the Sunport Boulevard Extension Project

Bernalillo County invites you to a public hearing on **Aug. 5 from 6-8:30 p.m. at the Mountain View Community Center, 201 Prosperity SE, Albuquerque, NM.** An EA has been developed for the proposed Project, and the hearing will provide a summary and major findings. Project displays and representatives will be on-hand to provide information and answer questions.

Comments on the EA and Project are welcomed on any aspect, including bicycle and pedestrian issues, as well as natural and cultural resources. **A presentation will start at 6:30 p.m. followed by a formal public comment period.** Verbal comments are limited to 5 minutes; however additional written comments may be submitted. Spanish translation will be provided.

Review the EA at ***www.bernco.gov/public-works/current-past-projects.aspx,*** at the Mtn. View, Jack Candelaria or Herman Sanchez community centers or the Bernalillo County Public Works Office through Sept. 7.

Submit comments by Sept. 7, 2015 to Peter Hinckley, URS/AECOM, 6501 Americas Parkway NE, #900, Albuquerque, NM 87110, Attn: Sunport Boulevard Extension, or *peter.hinckley@aecom.com*, or call (505) 855-7409.

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Para más información sobre la audiencia y / o el proyecto, favor de comunicarse con Rodrigo Eichwald, Ingeniero del Proyecto, Condado de Bernalillo, (505) 848-1574.

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6501 Americas Parkway NE, #900
Albuquerque, NM 87110

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Convocatoria a Audiencia Pública y Notificación de Disponibilidad de una Evaluación Ambiental del Proyecto de Extensión de la Sunport Boulevard

CN A300160

U.S. Department of Transportation
Federal Highway Administration

El Condado de Bernalillo, el Departamento de Transportación de Nuevo México (NMDOT) y la Administración Federal de Carreteras (FHWA) han completado una evaluación ambiental (EA) para la propuesta de extensión de la Sunport Blvd entre la I-25 y la Broadway. El propósito de este proyecto es para conectar la Broadway y la I-25 al enlace existente de la Sunport Blvd, y cerrar la brecha de la red de transporte del área y entablar otras necesidades de transportación y acceso dentro del área. La EA evalúa la Alternativa de No Construir y la Alternativa (preferida) de Construir. La EA provee información detallada sobre el propósito y la necesidad del proyecto, aspectos importantes de diseño y los impactos al entorno humano y ambiente natural y a los recursos culturales.

Fecha y Hora de la Audiencia Pública: **miércoles, 5 de agosto del 2015 de 6:00 - 8:30 de la tarde**
Lugar de reunión: **Centro Comunitario Mountain View**
201 Prosperity Avenue SE
Albuquerque, NM 87105

En la audiencia pública se presentará un resumen de la EA y otras principales conclusiones y el público tendrá la oportunidad de comentar sobre la EA y la acción propuesta. Observaciones y comentarios son bienvenidos sobre cuestiones de ciclistas y peatones así como los de recursos naturales y culturales. Exhibiciones, información y representantes del proyecto estarán disponibles en la audiencia desde las 6:00 pm. **Una presentación comenzará a las 6:30 pm seguido por un periodo formal de comentarios por el público.** Habrá un límite de 5 minutos por cada comentario durante el periodo de comentarios y cualquier comentario adicional se puede someter por escrito. El servicio de interpretación en español estará disponible en la audiencia pública.

La EA está disponible y se puede acceder en línea en la: http://bernco.gov/uploads/files/publicworks/sunport. Copias de la EA están disponibles en los siguientes lugares desde el 19 de julio hasta el 23 de agosto del 2015:

Bernalillo Co Public Works 2400 Broadway Blvd. SE Albuquerque, NM 87102 (505) 848-1500	Mtn. View Community Ctr 201 Prosperity Ave. SE Albuquerque, NM 87105 (505) 314-0297	Herman Sanchez Community Ctr 1830 William Street SE Albuquerque, NM 87102 (505) 848-1336	Jack Candelaria Community Ctr 400 San Jose Avenue SE Albuquerque, NM 87102 (505) 848-1324

Para más información sobre la audiencia y / o el proyecto, favor de comunicarse con cualquiera de estas personas:

- Rodrigo Eichwald, Ingeniero del Proyecto, Condado de Bernalillo, (505) 848-1574
- Peter Hinckley, Jefe de Proyecto, URS/AECOM, (505) 855-7409

Comentarios sobre la EA y el proyecto se solicitan a más tardar el 23 de agosto del 2015. Favor de enviar sus comentarios a Peter Hinckley, URS/AECOM, 6501 Americas Parkway NE, #900, Albuquerque, NM 87110, Attn: Sunport Blvd Extention, o envíe un correo electrónico a peter.hinckley@aecom.com. Las necesidades especiales o acomodaciones para personas discapacitadas serán facilitadas mientras se soliciten con 48 horas de antelación llamándole a Cathy Lopez al (505) 224-1641.

Sunport Boulevard Extension
EA Distribution (Revised)—Hard Copies
June 29, 2015

Public (7+1=8)

Mountain View Community Center

Herman Sanchez Community Center

Jack Candelaria Community Center

Bernalillo County Public Works Lobby

Bernalillo County / Art de La Cruz / Delores

South Broadway Library 1025 Broadway

NMDOT D-3 Lobby

Agencies (13)

EPA / Michael Hebert (electronic copy only)

KAFB / Laura Rife

NMED / Bart Faris

COA DMD / Ron Romero & Debbie Bauman (2)

COA Aviation / John Niwa

NMDOT Central Region Design / Ray Chavez

NMDOT Environmental / Blake & Gwyneth (2)

FHWA / Greg (2)

Bernalillo County (3)

Consultants (2)

AECOM (2)

Hinckley, Peter

From: Dupre, Elaine
Sent: Tuesday, July 28, 2015 3:21 PM
To: acarrillo@molzencorbin.com; apasteris@state.nm.us; AGERICHS@AOL.COM; GANDRESROMERO87@GMAIL.COM; Awwest888@gmail.com; 01maestas@comcast.net; Acolbert44@gmail.com; bfaris@state.nm.us; BOOKEYLUV@HOTMAIL.COM; brobertson@wmrea.com; ROBERT.STENZEL@VECENERGY.COM; bbingham@amafca.org; Bcaf421929@aol.com; carol@eventsplus.net; Cnoyalaw@gmail.com; NMBARBERS@HOTMAIL.COM; dave@jtccoatings.com; dean@jtcoatings.com; aguamatic@aol.com; BACADEANNA@GMAIL.COM; dherrera@bernco.gov; APDSPECL@AOL.COM; BOOKEYLUV@HOTMAIL.COM; eric.froberg@tylin.com; Sjna1@live.com; fduran@mct-jad.com; melfif@vmcmail.com; andres.romero@nmlegis.gov; gbrodehl@mrcog-nm.gov; LUPE@SWERX.COM; VOLDENS@USA.NET; klasjeff@gmail.com; JENNIFER_OWENWHITE@FWS.GOV; JHBUCKMAN@YAHOO.COM; jhinde@cabq.gov; onsitefuelug@gmail.com; JUGARCIA@BERNCO.GOV; KEITHMEYER@GOTSPACEUSA.COM; keades@molzencorbin.com; LAURASHEA@Live.com; laura.rife.ctr@us.af.mil; twaziry@hotmail.com; marladesr@gmail.com; mwelfi@exhib-it.com; hebert.michael@epa.gov; Jenson_m-j@hotmail.com; mprovine@molzencorbin.com; nmasek@mrcog-nm.gov; NS6SKI@AOL.COM; EMRQZ95@GMAIL.COM; NMBARBERS@HOTMAIL.COM; rwatsonxyz@comcast.net; royalempirecater.ag@gmail.com; michael.padilla@votepadilla.com; TFREEL@BHINC.COM; timkarpoff@msn.com; timmac@ro-re.com; tj@waterjetcutting.com; aguamatic@aol.com; ngarcia49@yahoo.com; kcaf381960 @aol.com; dpennella@mrcog-nm.gov; mrubin@mrcog-nm.gov; Blatz, Roxanne; jtaschek@ecosphere-services.com; priscillabenavides@state.nm.us; tlucero@mrcog-nm.gov; brizzieri@cabq.gov; stevem@bernco.gov; smontiel@mrcog-nm.gov; toby.fuentes@gmail.com; rogerkeith@gmail.com; jmiddleton@bernco.gov; rodolfo.monge-ovideo@dot.gov; vacid@bernco.gov; jill.mosher@state.nm.us; blake.roxlau@state.nm.us; ray.chavez2@state.nm.us; rogerp@bernco.gov; logan.patz@state.nm.us; heimann@pbworld.com; cathylopez@bernco.gov; asolano-hood@bernco.gov; bradc@bernco.gov; dbauman@cabq.gov; jmackenzie@cabq.gov; rromero@cabq.gov; catherine_parrish@fus.gov; ljinewmexico@gmail.com; IBENTON@CABQ.GOV; mandy.v.griego@hud.gov; stevenabeyta@gmail.com; greathousedonnie02@gmail.com; lili@humanimpact.org; sara@humanimpact.org; cindykeith@gmail.com; emerta@cabq.gov; ken.maestas@pnm.com; jansky.michael@epa.gov; rleichwald@bernco.gov; Hinckley, Peter
Subject: Sunport Boulevard Extension EA—Notice of Public Hearing August 5
Attachments: AD_Sunport Public Hearing_2015 0728.pdf

Hinckley, Peter

From: Esther Abeyta <sjna1@live.com>
Sent: Sunday, July 19, 2015 7:52 AM
To: Heitmann, Greg (FHWA)
Subject: Re: Sunport Boulevard Extension EA Document

Thank you.

Esther Abeyta

From: gheitmann@dot.gov <gheitmann@dot.gov>
Sent: Wednesday, July 15, 2015 1:22 PM
To: sjna1@live.com
Subject: Sunport Boulevard Extension EA Document

Mrs. Abeyta,

I have attached the Environmental Assessment without the Appendices. It is a large document (11.6 MB).

If the attachment doesn't come through, the entire document is available at the following website (it is a very large document 38.6 MB):

http://www.bernco.gov/public-works/current-past-projects.aspx?1fc7eb62479a4a568e871b92638de153blogPostId=52e84a84b12f4e9c92a967416e68556f#/BlogContent

Greg

Gregory L. Heitmann
Environmental Specialist

greg.heitmann@dot.gov
Phone: 505-660-7626

Federal Highway Administration
New Mexico Division Office
4001 Office Court Drive, Suite 801
Santa Fe, New Mexico 87507

TZD Toward Zero Deaths
National Strategy on Highway Safety

Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Hearing Attendance

August 5, 2015 Mountain View Community Center

Name	Address	Phone	E-Mail

AECOM

AECOM
One Park Square
6501 Americas Parkway, Suite 900
Albuquerque, NM 87110-6367

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

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Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

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From: (Please Print Below):

Re: Sunport Boulevard EA Public Hearing

To: Peter Hinckley
AECOM
6501 Americas Pkwy NE,
Suite 900
Albuquerque, NM
87110

Sheet _____

Public Hearing Comment Sheet

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
1. NMDOT Project No. CN A300160

August 5, 2015

I WOULD LIKE TO MAKE PUBLIC COMMENTS TONIGHT

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Public Hearing Comment Sheet

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
2. NMDOT Project No. CN A300160

August 5, 2015

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Public Hearing Comment Sheet

Environmental Assessment
Bernalillo County Project No. TS 09-06
3. NMDOT Project No. CN A300160

August 5, 2015

I WOULD LIKE TO MAKE PUBLIC COMMENTS TONIGHT

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Public Hearing Comment Sheet

Public Hearing
Sunport Boulevard Extension
Bernalillo County, NM

Federal Highway Administration

NMDOT

AECOM

Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160

August 5, 2015

Hearing Agenda

- 6:00 Open House
- 6:30 Welcome and Introductions
  - Meeting Ground Rules / Review Agenda
  - Presentation
  - What's Next?
- Individual Public Statements (5 mins)
- Adjourn after all statements made

AECOM

Presenters

- Rodrigo Eichwald, PE
  - *Project Engineer (Bernalillo County)*
- Nolan Bennett, PE
  - *Construction Manager (Bernalillo County)*
- Peter Hinckley, PE
  - *Consultant Project Manager (URS / AECOM)*

Facilitator & Translator

- Toni Martorelli (STAR Group LLC)
- Spanish Translator Available

AECOM

Ground Rules

- Cell phones silent
- Respect the speaker and listeners
- Comments / statements will be recorded by court reporter
- Sign up to speak or make comment

AECOM

Presentation Agenda

- Environmental Assessment (EA) Available for Public Review
  - Community Centers
  - Bernalillo County Public Works
  - South Broadway Library
- History of Public Involvement
- Project Development Process
- Build and No Build Alternatives
- Revisions, Updates and Major Findings
- What's Next?

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Public Involvement

- **June 2010** — Public Meeting
- **October 2011** — Public Hearing
- **January 2012** — San Jose and Mountain View Neighborhood Associations Meeting
- **February 2012** — Public Meeting
- **Various dates** — Small Group / Neighborhood Association Meetings
- **August 2013** — San Jose & Mountain View Neighborhood Association Meeting
- **September 2013** — Public Meeting
- **April 2015** — South Valley Transportation Public Meeting
- **August 2015** — Public Hearing (tonight)

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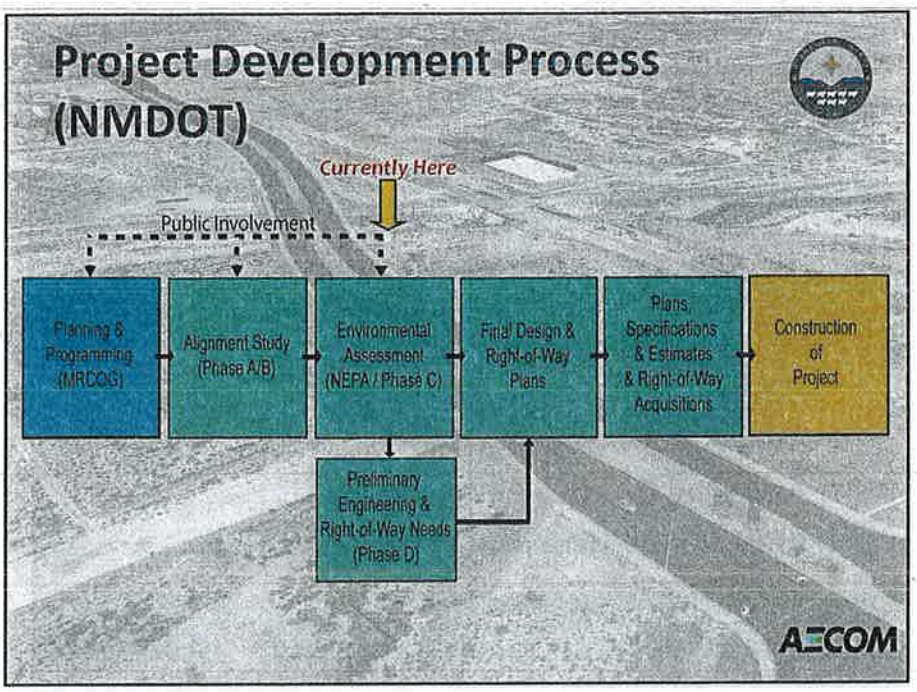
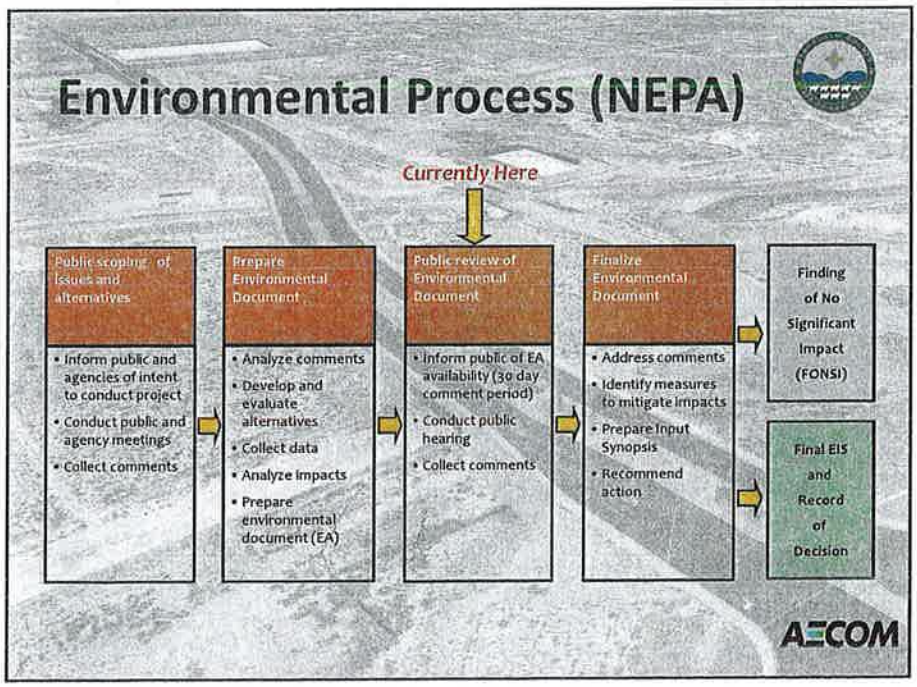

Project Development Process (NMDOT)
Currently Here
Public Involvement
Planning & Programming (MRCOG)
Alignment Study (Phase A/B)
Environmental Assessment (NEPA / Phase C)
Final Design & Right-of-Way Plans
Plans, Specifications & Estimates & Right-of-Way Acquisitions
Construction of Project
Preliminary Engineering & Right-of-Way Needs (Phase D)
AECOM

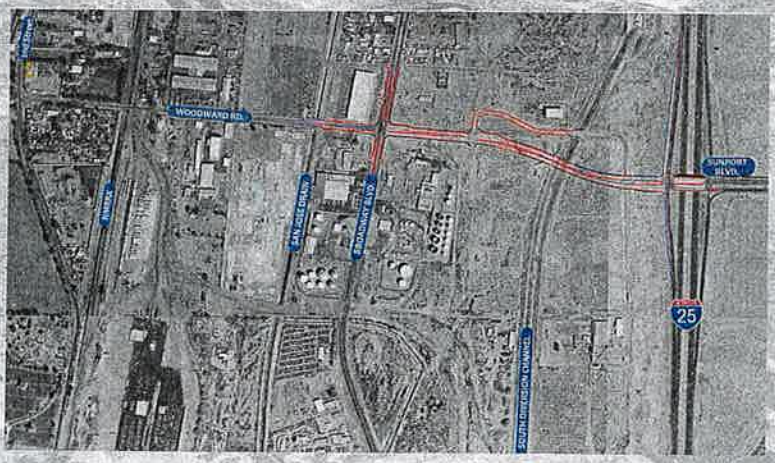

Environmental Process (NEPA)
Currently Here
Public scoping of issues and alternatives
• Inform public and agencies of intent to conduct project
• Conduct public and agency meetings
• Collect comments
Prepare Environmental Document
• Analyze comments
• Develop and evaluate alternatives
• Collect data
• Analyze impacts
• Prepare environmental document (EA)
Public review of Environmental Document
• Inform public of EA availability (30 day comment period)
• Conduct public hearing
• Collect comments
Finalize Environmental Document
• Address comments
• Identify measures to mitigate impacts
• Prepare Input Synopsis
• Recommend action
Finding of No Significant Impact (FONSI)
Final EIS and Record of Decision
AECOM

Build Alternative

- Connects to Broadway at existing signalized intersection of Woodward Road / no new intersection on Broadway
- Spans the South Diversion Channel and Edmund Street at approximate 90° angles
- No RR track crossings
- No relocations of business
- Raises intersection at Woodward / Broadway 0.7 feet
- Provides connectivity to the west

AECOM

Sunport Boulevard Alignment



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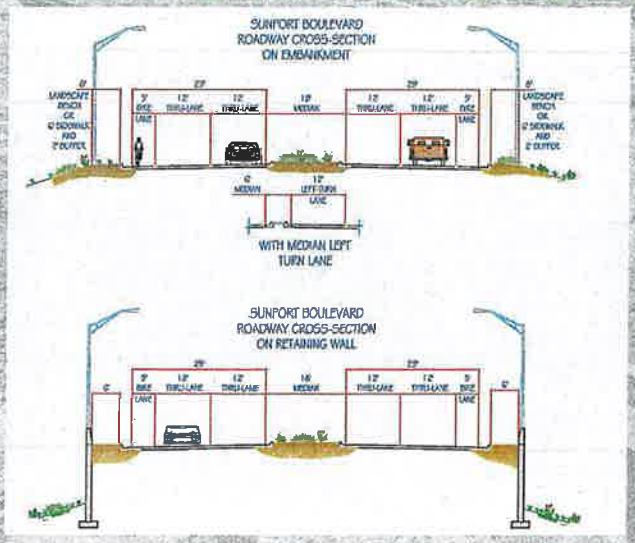
Build Alternative

- 4-lane median divided urban arterial on 7% grade
- Bridges over the existing AMAFCA South Diversion Channel and over Edmunds Street
- Bike Lanes
- Sidewalk from Broadway to local access road
- Intersection improvements and traffic signals (Broadway and I-25 Ramps)
- Widening of I-25 southbound ramps
- Requires relocation of PNM transmission lines and other utilities

AECOM

Sunport Blvd. Cross-Sections (DRAFT)



AECOM

No Build Alternative

- No construction of Sunport Boulevard
- No new connection between Broadway and I-25
- Future traffic growth must be accommodated on existing roadways, particularly Broadway, Gibson, Rio Bravo, 2nd and Woodward
- No multi-modal facilities related to Sunport Blvd.
- No improvements to street flooding problems on Broadway
- Decreased priority for improvements at Woodward / 2nd Street intersection

AECOM

Revisions, Updates & Findings

- Purpose and Need
  - Transportation System Connectivity—i.e. 'close the gap' between Gibson and Rio Bravo
  - Improved Access between Sunport, I-25, and Broadway
  - Congestion Relief
  - Improve Pedestrian and Bicycle facilities
  - Improve Emergency Vehicle Access to area

AECOM

Revisions, Updates & Findings

- **Alternatives Expanded**
  - **Added** Transportation System Management and Travel Demand Management Alternative
  - **Added** description of 1990 Alternative C
  - No other alternatives considered north of Alternative A
  - **Expanded** details of Alternatives A, D, and H
  - **Expanded** discussion of No Build Alternative
  - **Added** discussion of Woodward Project CN A300161

AECOM

Revisions, Updates & Findings

- **Woodward Road**
  - **Traffic Growth Expected—Need for added capacity on Woodward within 10-15 years**
  - **Interdependent Project Planned and Funded (CN A300161) for Woodward Improvements**
  - **Separate Environmental and Design Process**
  - **Guided by principles of Complete Street Design**
  - **Improvements to Woodward required before opening Sunport**

AECOM

Revisions, Updates & Findings

- Air Quality (AQ) Analyzed
  - Performed "hot spot" analyses 3 major intersections
  - Addressed Air Toxics and Greenhouse Gases
  - AQ Studies / Analyses have met all NEPA / FHWA requirements
  - Project area is well within EPA Guidelines for Transportation related Air Quality (CO)
  - Addition of Sunport Boulevard does not have significant impact on area's AQ
  - Industrial AQ addressed by local governments via zoning and design controls

AECOM

Revisions, Updates & Findings

- Noise Analyzed
  - Performed on-site noise monitoring in 2013 in Wesmeco neighborhood
  - Developed Noise Model—calibrated vs. on-site measurements
  - Only increase in noise is along Broadway, all other locations under FHWA guidelines
  - Noise increase along Broadway is due to Broadway traffic without Sunport Boulevard

AECOM

Revisions, Updates & Findings

- Land Use
  - Acknowledgement of mixed use nature of area including residential with neighborhood boundaries
  - Conforms with existing plans (i.e. Sunport Station Area Plan, sector plans, etc.)
  - Development controls being added by county to encourage responsible development—Design Overlay District
  - Not building the project has an impact—No potential to alter current trends

AECOM

Revisions, Updates & Findings

- Environmental Justice
  - Community and public health concerns; greater percentage of minorities and low income than County, City or State; higher unemployment rates—Environmental Justice population present in San Jose and Mountain View
  - Traffic decreases Gibson and Broadway north, traffic increase on Woodward addressed with Woodward Road Project (CN A300161)
  - Transit service rerouted onto San Jose Avenue
  - Industries' effects addressed with adoption of policies to encourage responsible development
  - No disproportionate impact on minority or low income populations

AECOM

Revisions, Updates & Findings

- Hazardous Materials / Superfund Site
  - Alignment crosses Superfund Site
  - Construction will not impact clean-up
  - Site clean-up consists of deep groundwater remediation
  - Clean-up has been effective; some wells being closed / removed—Plume size reduced
  - Other wells and pipelines affected by project will be reconstructed by remediation contractors

AECOM

Revisions, Updates & Findings

- Indirect Impacts—No Build
  - No changes to access to area; illegal dumping ground for trash and debris likely to continue
  - No economic development opportunity, land use likely to remain the same
  - Degradation of air quality possible
- Indirect Impacts—Build
  - Adds another point of access and connection to Valle de Oro National Wildlife Refuge and supports EPA's Urban Waters

AECOM

Next Steps

- **Collect all public comments by September 7**
- **Preparation** of Agency and Public Input Synopsis
- **Determination** by Federal Highways Administration:
  - **Finding of No Significant Impact (FONSI) to include commitments as needed**
  - **or, recommend Environmental Impact Statement (EIS)**
- **Final design and right-of-way acquisition**
- **Public meetings during design phase**
- Begin **construction**

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Vision of the Future

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Comments for the Record

- Write comments on comment form and submit to project staff tonight
- Mail or fax comments to address on comment form
- Send e-mail to peter.hinckley@aecom.com or to rleichwald@bernco.gov
- Provide comments by September 7, 2015
- For review of the environmental assessment document, visit www.bernco.gov/projects

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Public Comments—Ground Rules

- Comments / statements are being **recorded by court reporter**
- **Respect** the speaker and listeners
- **Please speak clearly and identify your name and address**
- Limit your comment to **5 minutes or less**; submit longer statements in writing
- Use the **microphone**

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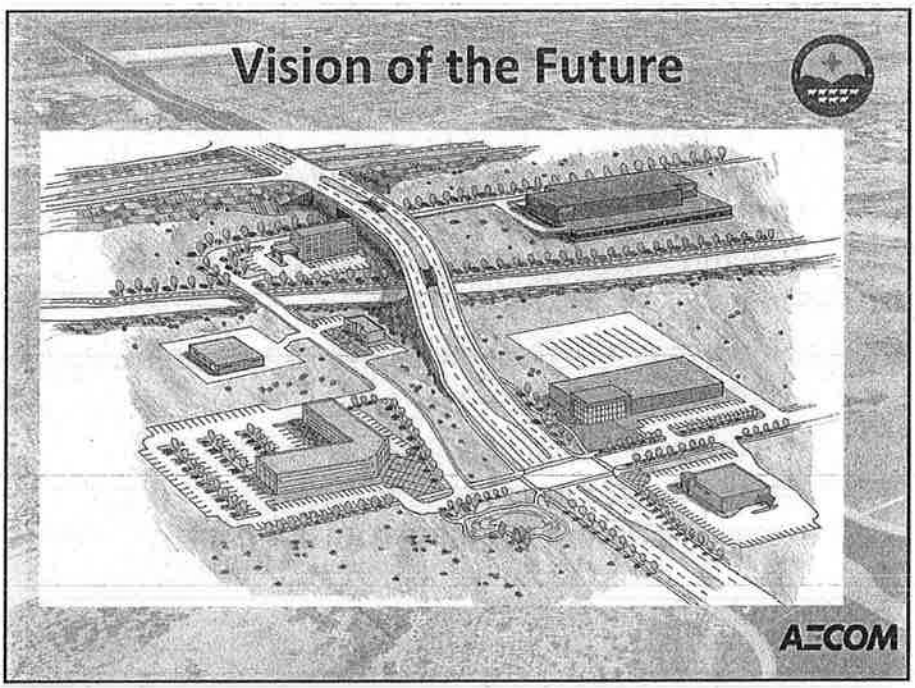
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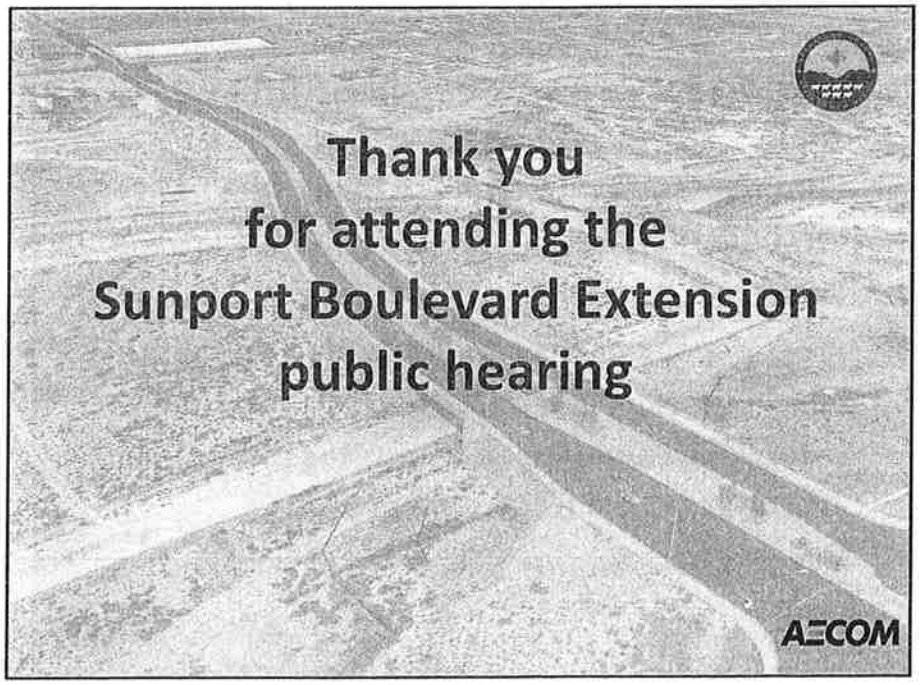
Thank you
for attending the
Sunport Boulevard Extension
public hearing
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Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Hearing Attendance

August 5, 2015 Mountain View Community Center

Name	Address	Phone	E-Mail
Toni Martorelli	1750 Shady Side Dr SW ABQ, NM 87105	877-2586	tmartorell@AOL.com
Victor Larranaga	3024 Broadway SE	220.1010	
Wellington Guzmán	3202 11 SE 87105	379-7441	
Chuck Noya	3500 Sequoia Ct NW	228-8424	CNOYACAW@gmail.com
Moby Mirza	CoA	768-2767	mmirza@cabq.gov
Lorena Naranjo Lopez	1127 Walter NE 87102	270-7714	Lujalopez@msn.com
NORA GARCIA	236 Sunnyslope St SW	414-1621	ngarcia49@yahoo.com
Robert Maestas	2116 Edith SE	7669943	
Juanita Maestas	2116 Edith SE	7669943	
Marylou Baca	404 Bethel SE	2033673	MLou Baca@Gmail

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Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Hearing Attendance

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Jim Wible	6801 Jefferson 87109	998-1578	Jimw@GotSpaceUSA.com
Keith Meyer	6801 Jefferson 87109	878-0009	KeithMeyer@GotSpaceUSA.com
Alan Marks	240 Valley High SW 87105	877-3150	jaman@unm.edu
Mark Fahey	2428 Cross SW & NMDOT	331-4123	mark.fahey@state.nm.us
Frank Duran	We The People	401-3874	frankduran@msn.com
Elaine Hebard	7513 Escalante SW	247-8769	ehebard@yahoo.com
Alfred Volden	3215 2nd St S.W	877-2311	a.volden@usa.net
Carlos Proffit	5805 Coors Blvd SW	321-8777	cdproffit1959@gmail.com
Blake Roxlau	NMDOT Santa Fe, NM	827 5224	blake.roxlau@state.nm.us
Eugene Burdett	81325 Lopez S.W. Alb		

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August 5, 2015 Mountain View Community Center

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Jim Heimann	Parsons Brinckerhoff		heimann@pbworld.com
Joan Brown	1004 Major Ave NW	266-6966	joankansas@swcp.com
MISTEE THOMSON	10 WOODWARD	877-9181	———
Scott Armstrong	4444 Rancho Centro NW	798-7832	sarmstrong@bhinc.com
Jeff Fredine	Parsons Brinckerhoff	280-8154	fredinejl@pbworld.com
Patrick A REYNOLDS	120 Woodward	2472511	mapareynol@AOL.com
MARLA PANTER	SOUTH VALLEY HIGH SW	220-3964	MARLADESK@gmail.com
JACK DAUTEL	157 Woodward Rd SW	9037520	APULLNSAVE@gmail.com

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Name	Address	Phone	E-Mail
Kristine Suozzi	1312 Bryn Mawr NE	266-1421	kosuozzi@yahoo.com
Olivia M. Price	408 Bethel Dr SE	261-3655	
Ponnie R Greathouse	408 Bethel S.E	842-3655	
James Smith	3451 Candelaria	299-0942	james.smith@sandermiller.com
David Wood	158 Pleasant N.W		wood cpa@msn.com
Rod Mahoney	1838 Sadora Rd SW	681-3600	rmahoney01@comcast.net
Matt Butkus	109 Don Cipriano Ct.	507-0212	matt@inhabitnm.com
Luisa Randy Jones	4011 Glenn Dr SE 87105	440947b	
John MacKenzie		7683965	jmackenzie@cabq.gov
Roxanne Blatz	6501 Americas Pkwy Ste 110	855 7500	

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Name	Address	Phone	E-Mail
Rich Vogel		954 4104291	
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Robert Archuleta	~~7451~~ 304 Plaza Mucromas	681-1554	rarchuleta@mct-ind.com
Jenny Velasquez	7451 Pan Amer Fwy NE	345-8651	jvelasquez@mct-ind.com
Brad Bingham	515 Monclaire SE	884-2215	bbingham@amafca.org
John McSeli	2913 Broadway S.E	220-0029	—
Steven Abeyta	2419 William St SE	4402086	stevenabeyta@gmail.com
KEVIN EADES	2701 MILES ROAD SE	242-5700	KEADES@MOLZENCORBIN.COM
Laura Rife	2050 Wyoming Blvd SE, Kirtland AFB	853-2811	laura.rife.ctr@us.af.mil.
Mariana Padilla	400 Gold SW ABQ 87121	346-6781	marianadpadilla@mail.house.gov

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Public Hearing Attendance

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Name	Address	Phone	E-Mail
Roger Paul	BCPWD	848-1515	Rogerp@bernco.gov
Mandy Griego	US Dept of HUD	346-7357	Mandy.V.Griego@hud.gov
CAROL PHIFER	1402 HIGH ST. SE 87102		
MIKE CONWAY	2204 LA Vista Co NE 87110	450-5714	
Martha Hayes	329 Bethel Ave SE 87102	2692689	
Tim Hovda	2700 2nd St SW	453-4294	Thovda@Quikrete.com
LARRY WILLS	3005 BROADWAY DE	401-1821	LDWILLS@LANDOLAKES.com
Maria Huerta	404 Bethel SE	604-9172	mariahuerta844@gmail.com
GWYNETH DUNCAN	NMDOT - SANTA FE	827-0751	gwyneth.duncan@state.nm.us
Dave Pennella	MRCOG		dpennella@mrcog-nm.gov

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Robert Pierson	111 Union Square	314-0334	rpierson@berncos.gov
Tina M. Romero	10221 LaPaz Dr. NW 87114	345.8651	tromero@mct-ind.com
Len Koehler	900 John St SE		l.p.koehler@gmail.com
Gwen Colonel	900 John St SE		GMCOL444@GMAIL.COM
TJ MALOY	2711 KARSTEN Ct.	8429500	tj@waterjetcuttinginc.com
Claudine Martinez	11123 Inverness Ct NE	681.9915	CLAUDINEMARTINEZ ~~CMAR~~ @ICLOUD.COM
Irene Kertig	1449 Saunders Rd SW	877-1635	aucihk@msn.com
Tandy Freel	7500 Jefferson ST NE	823 1000	tfreel@bhinc.com
Sara Newton Jhaiez	933 Nashville SW 87105	877-7474	snjart@yahoo.com
Andrés Romero	7411 Isleta SW	514-9574	gandresromero87@gmail.com

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Chris Rosal	6501 Americas Pkwy	855 7473	
Matt Cross-Guillen	Place Matters		mattcg@bcplacematters.com
Ric Watson	225 Sunnyslop	235-9988	
Charlie Steele	2803 Clark Carr Loop SE	724-1121	charlie steele@eclipse.aero
Jim Barrera	AECOM	855 7492	jim.barrera@aecom.com
Greg Heitmann	FHWA	505-820-2027	greg.heitmann@dot.gov
Scot Key	2329 Lakeview 87105	873-5528	jscotkey@gmail.com
Laudo Silva	5005 5th St. SW 87105		
Leo Johnson	507 Wesmeco SE	315 6048	Leo Johnson
James M. Aranda	1824 Neat Ln SW 87105	235-3317	jaranda@bcplacematters.com

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August 5, 2015 Mountain View Community Center

Name	Address	Phone	E-Mail
Paul + Bernice Chávez	2209 Elm S.E.	2420229	none
Albert Chavez	1445 Saunders Rd SW	8721635	
Sybil Wertheim	3516 Chalmers SW	8732632	
RICHARD MEADOWS			rmeadows@bernco.gov
Ken Maestas	2401 Aztec NE	2414436	ken.maestas@pnm.com
Juan Reynoso	211 10th St SW	243-8832	juan@swopinc.net
Esther Abeyta	2419 William SE	4401669	sjnq1@live.com
Helena Pala	FHWA		
Lisa New	FHWA	820-2036	lisa.new@dot.gov
Leslie Romero	WCI	3484118	leslie.romero@wilsonco.com

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Name	Address	Phone	E-Mail
Priscilla Benavides	7500 E Frontage Rd	505-798-6720	
DAVID DUHIGG	1750 SHADYSIDE Dr	977-2586	
John Mancini	305 Woodward	515-1763	
Stella Lucero	329 Bethel SE 87102	301-4868 240-6540	
J. Cipriano Lucero	325 Bethel SE 87102	301-4868	Cipriel001@yahoo.com
Greg Bond	233 Camino DOS SW 87105	907-4838	
[illegible]	5612 VALLE VISTA DR. NE	505-881-4861	N/A

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Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Hearing Attendance

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Cindy DAUTEL	151 Woodward Rd SW	450-5554	dautel4052@gmail.com
[illegible] Stephens	4800 Congress NW	5058777716	jastephensassociates@gmail.com
Lawrence Sena	1516 Buck Ct NW	5056107331	-
Scott Hale	2321 Cawn de Los Artesanos NW	301-9083	Scott_hale@me.com
Jerold Widdison	3333 Wilway Ave. NE Alb. 87106	256-0740	N/A

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Premeeting

Sheet 1a

Public Hearing Comment Sheet

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
1. NMDOT Project No. CN A300160

August 5, 2015

I WOULD LIKE TO MAKE PUBLIC COMMENTS TONIGHT

7 1. ~~Esther Abeyta~~
9 2. Juan Reynosa
~~4~~ 3. Steven Abeyta
4. ~~[illegible]~~
✓1 5. Kristine Suozzi
~~13~~ 6. ~~[illegible]~~
5 7. MICHAEL CONWAY
13 8. ~~[illegible]~~
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Preceding

Sheet 1

Public Hearing Comment Sheet

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
1. NMDOT Project No. CN A300160

August 5, 2015

I WOULD LIKE TO MAKE PUBLIC COMMENTS TONIGHT

1. ~~Len Kaplan~~
9 2. ~~Olivia M. Price~~
10 3. ~~LAURO SHUA~~
12 4. ~~Leo Johnson~~
~~3~~ 5. ~~JAMES M. ARANDA~~
~~4~~ 6. ~~Tim Houda~~
6 7. ~~ISAAC BENTON~~
14 8. ~~Joan Brown~~
15 9. ~~Alfred Volden~~
16 10. ~~Angela West~~
17 11. MARLA PAINTER
18 12. Andrés Romero
8 13. Julie Stephens
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Sheet 2

Public Hearing Comment Sheet

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
1. NMDOT Project No. CN A300160

August 5, 2015

I WOULD LIKE TO MAKE PUBLIC COMMENTS TONIGHT

19 1. ~~Robert Maestas~~
20 2. Cipriano Lucero
21 3. JOHN LORENTZEN.
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2 BERNALILLO COUNTY
PUBLIC WORKS DIVISION

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7 SUNPORT BLVD. EXTENSION
PUBLIC HEARING

8

WEDNESDAY, AUGUST 5, 2015, 6:35 P.M.

9

10 MOUNTAIN VIEW COMMUNITY CENTER
201 Prosperity Avenue, Southeast
11 Albuquerque, New Mexico 87105

12

13

14

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18

19 BEFORE: KELLI A. GALLEGOS
Court Reporter for the State of New Mexico
20 PAUL BACA PROFESSIONAL COURT REPORTERS
500 Fourth Street, NW, Suite 105
21 Albuquerque, New Mexico 87102

22

23

24

25

1 MR. GALLEGOS: Good evening, everyone.
2 Welcome to this meeting tonight. We'll be
3 starting in about ten minutes with the
4 presentation. And for those who would like, there
5 will be Spanish translation available and, of
6 course, that makes more sense in Spanish instead
7 of English.
8 MR. EICHWALD: (Speaking Spanish.)
9 MR. GALLEGOS: If you would like to speak
10 tonight, there is a sign-up list at the table in
11 the back. Please go sign up so you can give your
12 words. Thank you very much.
13 MR. EICHWALD: Good evening. Let's get
14 started, please. Good evening and welcome to the
15 hearing for the environmental assessment for
16 Sunport Boulevard Extension Project. (Speaking
17 Spanish.)
18 My name is Rodrigo Eichwald. I am the
19 project engineer for Bernalillo County. Tonight
20 the county will present its findings and
21 differences in its new environmental assessment,
22 which was initially done in 2011, and now we have
23 an updated version.
24 Following the presentation, the public
25 can give their comments regarding this project.

1 The comment period will be open till
2 September 7th, which is a total of 50 days, which
3 is longer than the normal 30-day comment period.
4 There's still plenty of time for people to review
5 the environmental assessment. I realize that
6 you've only had two weeks to read this
7 environmental assessment. It's a large document.
8 But tonight is just one way comments can be
9 presented. Written comments are equally as
10 important as spoken comments, and they will be
11 weighted equally and will be all part of the
12 public input synopsis.
13 Presenting this environmental assessment
14 and the comment period is the reason we're here
15 tonight, but more important than that, the fact
16 that we're all here tonight to share why this
17 regional project is needed and necessary for the
18 community and for the greater good of Bernalillo
19 County.
20 I also wanted to point out what this
21 meeting is not about. This is not a discussion
22 about choosing an alignment. That was chosen
23 during the alignment study. At this point, we
24 will discuss the build and no-build portion of
25 this project.

1 This is also not a path for a future
2 river crossing, and it is also not a connection to
3 Santolina in any way. This project is here to
4 address the traffic congestion in the area,
5 promote infill development, complete the original
6 project that began in the '80s, and it could be
7 another path to the Valle de Oro Wildlife
8 Preserve.
9 And now I'd like to introduce
10 Commissioner De La Cruz to say a few words.
11 COMMISSIONER DE LA CRUZ: Thank you, Rod.
12 And I want to officially welcome all of
13 you here this evening. It's important to have
14 community participation, and unfortunately, we
15 don't always have enough, so I'm really happy to
16 see all of you here.
17 I want to share with you a couple things
18 that I think are important. First of all, this
19 project started in 2010, so it's been something
20 that the county has been working on, something
21 that I've been work on for at least five years
22 now.
23 And I also want to especially thank our
24 Congressman, Martin Heinrich, because he actually
25 gave the first round of funding toward this

1 project to do a study, which was about $90,000.
2 Important money.
3 The project itself, which would bring
4 the extension onto Broadway, is about a
5 $19 million project, and we are fully funded at
6 this time. It is my expectation and hope that
7 this will spur some very positive infill
8 development because we already have -- have had, I
9 should say, an exhaustive public comment and input
10 time on the sector plan.
11 And that sector plan, which is specially
12 for north of Rio Bravo, bounded by 2nd Street and
13 by Broadway, calls for some very, very nice
14 development. And that, pardon the pun, is the
15 roadmap for what will happen in those lands that
16 are in that area or around that boundary. And it
17 calls for light, clean industrial, calls for
18 residential, light commercial, and housing. So
19 this access point is a critical point so that we
20 have some were positive development.
21 Another part that I particularly
22 appreciate is that much of the traffic now that
23 traverses north and south, particularly on the
24 residential areas of Broadway, will now have
25 another point of access that they don't have to do

1 that any longer.
2 So, again, welcome, and I'm glad you're
3 here. And let's have a great meeting. Thank you.
4 MR. EICHWALD: Paging Toni. Please come to
5 the front.
6 MS. MARTORELLI: Good evening. My name is
7 Toni Martorelli, and I am the facilitator this
8 evening. I'm with a group called STAR Group, and
9 we are a strategic planning and facilitation
10 company that is local. But we do work throughout
11 the United States, but a lot of work here in
12 Albuquerque.
13 In fact, I live not too far away, but
14 it's off Isleta, a little bit far from this
15 location. And I'm glad to see a lot of friends
16 here tonight, a lot of neighbors. And I'm glad to
17 see a lot of people here tonight. This is just a
18 wonderful gathering, and I can't think of a better
19 thing to be doing on a Wednesday night.
20 Our purpose is to provide a summary
21 tonight of the environmental assessment and its
22 major findings and listen to and record your
23 comments related to it. We are set up. We've got
24 a court reporter. We are ready to take all your
25 comments in writing, and we are ready to listen to

1 your comments after the meeting.
2 But this presentation will start out
3 explaining everything about the report. We expect
4 the presentation to take 30 minutes, after which
5 those who have signed up may -- will speak during
6 the course of -- may do so, and they'll have five
7 minutes to speak. So it looks to me like we've
8 got about 22 people so far who signed up, so we'll
9 be listening to them after the presentation.
10 The presentation will cover the
11 environmental assessment, the proposed action,
12 bicycle and presentation issues, as well as those
13 related to natural and cultural resources. And
14 those are the comments that we're looking for
15 tonight.
16 We're going to run through the
17 presentation without questions tonight. If you
18 have questions or want to comment on the project
19 or presentation, please sign up. Throughout the
20 meeting, there will be sign-up sheets in the back.
21 And to address the team with your comments
22 afterwards.
23 If your time is limited tonight, and I
24 know I've talked to a lot of who have come in, but
25 we've got a form that you can write your comments

on and send those in afterwards, at your leisure, but before September 7th. So there is a fairly long comment period on this project that you'll have the opportunity to send those in.

Tonight's presentation will be done by three people, Rodrigo Eichwald, who you've already met. And we thank him for welcoming everybody in Spanish. And he's the county's project manager. And he's been the lead county engineer on this project.

Rodrigo, caio.

There he is. Then he'll be joined by Nolan Bennett, who is Bernalillo County's construction manager.

Nolan, you want to stand up?

So when he get up, you know he's the construction manager. And he's another engineer. Lots of engineers here tonight.

Peter Hinckley, the consultant project manager, and he's part of URS/AECOM engineering team who's been working on this for five years now. And he's the person to whom your comments get sent. So later on -- or if you gave them to us at the table at the back, they go to Peter Hinckley.

1 So that all of our time is well-spent
2 this evening, we ask that you -- we have a few
3 ground rules. And they're very simple. Respect
4 the speakers and listen, just like you're doing
5 right now. And that means if you've got a sidebar
6 conversation, if you wouldn't mind taking it
7 outside. We ask that you turn your cell phones
8 onto silent, so that's something you might think
9 about right now. And if a phone call comes in, if
10 it's vibrating, you've got to take that call, take
11 it outside. It's a wonderful evening.
12 And, again, I'd like to point out, we've
13 got the court reporter here to record the
14 proceedings, and there's also interpretation
15 available. And so if you need or if you know of
16 somebody who might need interpretation this
17 evening in Spanish, we've got a wonderful system
18 for doing that tonight. Just see somebody over at
19 the check-in desk.
20 After the presentation, as we move into
21 the comment part of the agenda, I'll talk to you
22 about the ground rules for that part. But it's
23 going to be great.
24 So, Rodrigo, will you lead us off on the
25 presentation. Thank you.

1 MR. EICHWALD: Now, I'd like to go over the
2 presentation agenda. At this point, this
3 environmental assessment was initially advertised
4 in the July 19 edition of the Sunday Journal, the
5 Albuquerque Journal. It's currently available
6 online for people to look at, or there are
7 physical copies at the three community centers,
8 including this one in the neighborhood. There's
9 also a copy at the Bernalillo County Public Works
10 office on Broadway. And there's also a copy at
11 the South Broadway Library. You just probably
12 have to ask somebody if you're looking for it and
13 they'll help you get to it. I also want to talk
14 to that.
15 So next I'm going to speak about the
16 history of public involvement for this project,
17 and then we'll go over the project, the government
18 process. Then Nolan will stand up to talk about
19 the build/no-build alternatives. And then Pete
20 will discuss the revisions, updates and major
21 finding, and then I will come back to say what's
22 next in the process.
23 There have been many opportunities for
24 public input, and that public input has made this
25 project stronger. As you can see, we've had

1 several meetings in 2012 and 2013. 2014 was spent
2 revising and doing several different studies for
3 this project. And then in April, we had a general
4 transportation meeting for many different South
5 Valley projects, not just Sunport. And then we're
6 here tonight to discuss the environmental
7 assessment.
8 Now I briefly want to go over the
9 project development process. The Sunport
10 Boulevard Extension Project has been in process
11 since 2010. Project management and planning and
12 funding for the project were the first steps,
13 followed by an alignment study of the possible
14 routes for the roadway extension. Environmental
15 studies were conducted to determine the impact of
16 Sunport Boulevard to the project's area. The
17 route that was selected for construction has had
18 different environmental studies and assessments
19 conducted at the request of the community. And
20 those findings are what we're here to discuss
21 tonight.
22 I will now briefly talk about the NEPA
23 process. We're currently at the environmental
24 assessment portion to discuss the findings of the
25 environmental assessment. After the comment

1 period ends, which, again, is on September 7, a
2 comprehensive report will be compiled of the
3 public comments, both verbal and written, and will
4 be submitted to the Federal Highway Administration
5 for the project's evaluation.
6 If approved, a finding of no significant
7 impact would be given, and at that point, design
8 would be begin and we would also have further
9 public input during the design portion of the
10 project, if it were to get approved. Another
11 thing that could happen is an environmental impact
12 statement could be requested by the federal
13 highways, and that would result in a record of
14 decision.
15 Now I'd like to introduce Mr. Nolan
16 Bennett to speak. He's the construction manager
17 for Bernalillo County.
18 MR. BENNETT: Thank you, Rodrigo.
19 Again, good evening to everybody. My
20 name is Nolan Bennett. I'm the construction
21 manager with Bernalillo County, and I'd like to go
22 over the chosen alignment of the roadway. It's a
23 connection that directly connects I-25 to Broadway
24 at the existing signalized intersection at
25 Woodward Road. This would span the south

1 diversion channel and Edmond Street at
2 approximately 90-degree angles, which would
3 facilitate the bridge crossing. This alignment
4 would have no additional railroad crossings, and
5 it would not result in the relocation of any
6 existing businesses. The alignment would also
7 raise the intersection at Woodward and Broadway by
8 about half a foot, which would help relieve some
9 of the drainage issues at the intersection. And
10 it would also provide connectivity to the west,
11 which would lead to Valle de Oro or downtown,
12 those types of connections.
13 As this illustrates, you can see that
14 the proposal is that the roadway would continue
15 where it currently dead-ends at Sunport and I-25,
16 travel down the hill over Edmond Street, over the
17 diversion channel, and then it would connect with
18 Broadway at the existing signalized intersection.
19 A few other aspects of the build
20 alternative, this would be a four-lane facility on
21 about a 7 percent grade up to I-25. There would
22 be bridges over the existing AMAFCA south
23 diversion channel and over Edmond Street. We'd be
24 adding bike lanes. We'd be building sidewalk from
25 Broadway just east of the local access road. We'd

1 also be making improvements to the intersections
2 and traffic signals at Broadway and at I-25. We'd
3 be widening the I-25 southbound ramp to add
4 additional capacity, and it would require the
5 relocation of several PNM transmission lines which
6 actually predate the interstate in the area.
7 This is just a draft cross-section that
8 we have where we have two lanes of traffic and
9 bike lanes on each side. There will be certain
10 portions that will be a retaining wall, most
11 likely. And many of those aspects will be
12 clarified and finalized in design if the project
13 moves forward.
14 The no-build alternative, there are
15 consequences if we do not build Sunport. And,
16 obviously, there would be no Sunport Boulevard or
17 connection between Broadway and I-25. But also,
18 whether this project moves forward or not, there
19 is future traffic growth predicted for the area.
20 And this traffic would have to be wholly
21 accommodated on existing roadways such as
22 Broadway, Gibson and Woodward.
23 We would not have any multi-modal
24 facilities in the area that would connect the
25 bosque trail to the east side of I-25. There are

very few bicycle connections that cross over I-25. And this would result in -- this would not allow another connection to be made. There would be no improvements to prevent the street flooding that occurs on Broadway. And there would be a decreased priority and need for improvements at the 2nd and Woodward intersection.

Now I'm going to turn it over to Pete Hinckley. He's going to discuss the revisions, updates and findings. We did add additional details at the request of several community members, so this will go on for a little while. But there was a request for additional information on some of the changes between the previous environmental assessment and this one.

MR. HINCKLEY: Thanks, Nolan.

Good evening. Again, my name is Peter Hinckley. I'm with URS/AECOM, the project consultant manager. I've been working on this project for Bernalillo County for over five years. So I've seen many of you folks at previous public meetings, and I'm glad you came out again tonight.

So I'm just going to describe some of the key, major changes and revisions, updates in the environmental documents. We issued a previous

1 environmental document in September 2011 at a
2 public meeting; a public hearing in October
3 of 2011. We received a lot of comments from the
4 public.
5 So what we've done now is address those
6 comments with additional studies, additional
7 in-depth analysis of a lot of the parts of the
8 project, and really have gotten, I think, a
9 greater, more refined and more comprehensive
10 document here that we're going to describe
11 tonight.
12 So one of the key elements of the
13 project or the document is the purpose and need.
14 We've expanded the purpose and need to address --
15 transportation system connectivity is a key focus
16 of the project. We're trying to close the gap
17 between Gibson and Rio Bravo and provide
18 additional access between Sunport, I-25 and the
19 Broadway area. There's about two and a half miles
20 currently between Rio Bravo and Gibson with the
21 half interchange in the middle of that. The half
22 interchange is currently the Sunport interchange
23 that only serves the east side of the road to the
24 airport. That roadway was intended back in the
25 '80s and '90s to actually run to the west and down

1 to Broadway and even potentially to 2nd Street.
2 So we're proposing now to close that gap
3 and build that roadway. It has a benefit of
4 congestion relief. Traffic volume forecasts have
5 changed over the years since we've been working on
6 the project, and they're different relative to the
7 different metropolitan transportation plans we've
8 been working with. But the project does have the
9 benefit of reducing congestion on Rio Bravo and
10 particularly on Gibson and Broadway north of
11 Sunport and pulling traffic off of that, putting
12 the traffic onto Sunport.
13 We will improve pedestrian and bicycle
14 facilities. We will provide facilities. With the
15 addition of another project, we'll actually be
16 connected to the bosque riverside trail with the
17 University Boulevard system, where there's going
18 to be bike lanes. And I know additional lanes are
19 being constructed by the city. And we'll also
20 have a byproduct that will improve emergency
21 access for the area.
22 We've expanded our discussion of
23 alternatives as well. We've added a couple of
24 alternatives that are not actually alignment
25 alternatives, but we looked at the transportation

1 system management and travel demand management
2 alternative. That's more of a traffic
3 operational-type approach. It does not meet our
4 purpose and need and has been excluded and dropped
5 from further consideration.
6 We also added another alternative in
7 our discussion, which is the Alternative C from
8 the 1990 studies. Alternative C is actually
9 incorporated into the current preferred
10 alternative, which is why we discuss it in some
11 more length in our current document. No other
12 alternatives were considered north of the
13 preferred alternative, and that's because there
14 are homes there. Anything north of the preferred
15 alternative would have been too close and on top
16 of the Wesmeco Neighborhood and we consciously
17 avoided that and didn't consider anything north of
18 that area.
19 We've also in the document expanded that
20 detail that we provided for Alternatives A, D and
21 H, the ones that were actually looked at and
22 closely considered. And we've expanded our
23 discussion of a no-build.
24 Now, here's the key findings. As a
25 result of the public comments that we got, we've

1 looked at this in depth and spent some
2 considerable time over the past year actually
3 developing this. And another project has been
4 programmed on Woodward Road. That's in direct
5 response to public comment. So the project on
6 Woodward Road addresses traffic growth that is
7 going to be expected on Woodward Road when Sunport
8 is put in.
9 In the future, probably in a 10- to
10 15-year time frame, Woodward will probably be
11 under capacity and need improvements. So we're
12 proposing to do those improvements now. This is
13 called an interdependent project on Woodward
14 because they go hand in hand. The Sunport project
15 and the Woodward project will be developed from
16 here on out simultaneously so that at the end of
17 it all, the Sunport project will be open at the
18 same time as the Woodward project.
19 There will be a separate environmental
20 and design processes to develop the Woodward
21 project. We'll probably have a public meeting
22 back in this area in a matter of a few months to
23 address the Woodward project specifically.
24 The Woodward project will be determined
25 by looking at design principles associated with

1 Complete Streets, and what that means is we will
2 address all transportation users: Bicyclists,
3 pedestrians, transit users, as well as vehicles.
4 The improvements at Woodward will, as I said
5 earlier, be required before we actually open up
6 the Sunport Boulevard Project.
7 We've looked at other things, other
8 detailed studies. We called these resource
9 studies in various specific environmental areas.
10 So we've looked at air quality in more detail.
11 Back when we did the 2011 version, we actually
12 made comparisons between other busy intersections
13 in the city. Now what we've done is what we call
14 a more quantitative analysis, by actually modeling
15 and looking at air quality specific at this
16 location.
17 So two previous studies were done and a
18 third. During the time of these studies, the
19 Federal Highway Administration actually changed
20 their software, so we got into a process of having
21 to do studies using different software and had to
22 somewhat repeat things. But we did a hot-spot
23 analysis which is looking at the future prediction
24 of air quality at the three major intersections of
25 the project. So we started looking at Broadway,

1 Sunport Boulevard and Woodward. We also looked at
2 the I-25 ramps with Sunport Boulevard. What we
3 found with these studies, that in none of these
4 locations were the air quality numbers up near the
5 EPA guidelines for the threshold values. So in
6 other words, the addition of Sunport Boulevard
7 does not have a significant impact in the area of
8 air quality.
9 There are other issues with the area, we
10 understand. Industrial air quality is going to be
11 addressed by the local governments via zoning and
12 design controls that we'll discuss in a minute.
13 We also looked at noise in detail. We
14 actually went out there and monitored noise on the
15 south side of the Wesmeco Neighborhood. We set up
16 noise monitors at street intersections on the very
17 south end of Wesmeco, close to the proposed
18 Sunport area. With the results from those
19 monitorings that were done in 2013, we
20 incorporated that into our noise model, calibrated
21 the model with those measurements, and then
22 developed forecasts for noise in the future.
23 What we saw is that there is going to be
24 noise increases along Broadway that go hand in
25 hand with traffic increases along Broadway. All

1 of the noise relative to the sectors that we've
2 modeled and looked at is all due to traffic on
3 Broadway and not due to traffic on Sunport
4 Boulevard. In effect, the noise increase is only
5 along Broadway without Sunport Boulevard and
6 actually is going to occur with or without Sunport
7 as Broadway traffic growth is forecast even if
8 Sunport Boulevard is no constructed. So in
9 conclusion, on that study, we saw that there was
10 effectively no impact from noise.
11 We looked at land use also. We expanded
12 our discussion and our study of land use. We
13 previously understood the area to be fairly
14 industrial through which the project was passing.
15 Obviously, there's many industrial uses in the
16 area, but we're looking at a broader area
17 currently. Obviously, there's residential and
18 mixed use throughout the area. It's zoned M-2,
19 which addresses various uses, such as residences
20 within the industrial area or vice versa.
21 We've looked at the conformity with
22 existing plans. We've looked at the sector plans.
23 We've also looked at the plans that are being
24 developed by Bernalillo County to address the
25 smaller areas within the zoning, to provide an

1 opportunity to encourage responsible development.
2 A previous plan was put into place called the
3 Sunport Stationary Plan, and a new plan is being
4 developed by county planning which is a design
5 overlay that will address this entire area.
6 So the objective of that design overlay
7 is to encourage responsible development and
8 incorporate features into development that will be
9 under the control of the county. Those features
10 are things like building orientation, setbacks,
11 building height, landscaping, parking and access,
12 fencing and walls, pedestrian and bicycle
13 facilities, many of these aspects relative to the
14 design and development of many of the parcels of
15 land along that area.
16 And we just wanted to point out, too, we
17 did point out that not building the project has an
18 impact, and that's discussed in the environmental
19 document. Not building the project, there's no
20 potential to alter current land use trends or
21 development trends.
22 We've also expanded our discussion on
23 environmental justice. This was a comment we
24 received and we were aware of this, but we
25 expanded it in great detail. We understand that

1 the area is subject to health concerns. We have
2 seen health impact assessments done for other
3 projects in this area. We expected to see another
4 one for this project. We understand that there's
5 a greater percentage of minorities and low-income
6 folks in this area, greater percentages than
7 within the county, city or state as a whole. We
8 also know the unemployment rate is higher. And
9 clearly there's an environmental justice
10 population here in this part of the South Valley.
11 So what we did is looked at where the
12 impacts might be that would affect the
13 environmental justice population that exists here.
14 And we looked at things like traffic, transit use,
15 land use, air quality, and found some of these
16 points here of summaries of that. We had some
17 traffic decreases, actually, in our forecast on
18 Gibson and Broadway north of Sunport. That should
19 be a benefit. We also see that there is going to
20 be traffic increase on Woodward, as was pointed
21 out and commented on and as we have now addressed
22 with the other Woodward project we are proposing.
23 Transit service was brought up as an
24 issue. ABQ Ride has now routed the transit
25 service from Woodward Road onto San Jose Avenue,

1 so that effectively is now out of the project
2 area.
3 The industries' effects are being
4 addressed by the county. The adoption of these
5 policies to encourage responsible development,
6 such as the design overlay in these small area
7 plans that I mentioned earlier. And we see
8 ultimately, in summary, that there's no
9 disproportionate impact on this population.
10 We've looked at hazardous materials,
11 particularly the Superfund sight. The Superfund
12 site that's there actually caused the original
13 project to be cut off and only the eastern portion
14 built. That was 25 years ago. The Superfund
15 cleanup was just getting under way. The
16 construction of this project will not impact the
17 cleanup process. The site cleanup that's under
18 way is actually a very deep groundwater
19 remediation, 7-, 800 feet below the surface, and
20 all the work we're going to do is right on the
21 surface, with the top 20 feet or so. So we have
22 no impact to it directly or indirectly.
23 That cleanup has been effective. Some
24 of those wells are actually in the process of
25 being closed and removed. I know that from my

1 attending other public meetings sponsored by the
2 EPA, I've seen the plume sight significantly being
3 reduced, and we certainly don't want this project
4 to impact that and it will not. The wells and
5 pipelines that are on the surface that are in the
6 area of the project footprint will be relocated by
7 the project remediation contractors, not by the
8 project, but by the remediation contractors that
9 are actually currently doing that work now, and
10 the county will fund those relocations as part of
11 the project.
12 And lastly in my small presentation
13 here, I'm just going to mention some indirect
14 impacts. We've expanded our discussion of
15 indirect impacts in the document, but this is just
16 a short summary of those. Relative to the
17 no-build, the no-build was pointed out earlier by
18 Nolan, there's no change in access to the area.
19 Things like the illegal dumping grounds that's
20 going on now, there's trash and debris in the
21 project area, those things are likely to continue.
22 They're certainly not going to change as a result
23 of the project if there is no project. There's
24 also no economic development opportunity. Land
25 use is likely to remain the same. Possible

1 degradation of air quality is possible, relative
2 to whatever else might be going in there in the
3 future without the project.
4 We do see a benefit to the project in
5 one area that's indirect. We see another point of
6 access being provided to Valle de Oro National
7 Wildlife Refuge, and that in itself will also
8 support the EPA Urban Waters Initiative, which is
9 an initiative by EPA to connect urban populations
10 within major waterways, such as the Rio Grande
11 here. So we see that as a benefit as well,
12 although indirect.
13 So I'm going to turn it back over to
14 Rodrigo now and he'll discuss the next steps.
15 MR. EICHWALD: So what happens next, after
16 tonight's meeting? I would like to emphasize that
17 written comments are equally weighted as verbal
18 comments that will both be part of the public
19 records. The comment period ends on September 7.
20 And so after the public comments are completed, we
21 will prepare the input synopsis and then a
22 determination will be made by the Federal Highway
23 Administration. Once again, they can either
24 determine a finding of no significant impact, in
25 which case final design and right-of-way

1 acquisition would begin, public meetings would
2 occur during the design phase, and then once
3 that's all completed, construction would begin.
4 However, if it's not approved or further research
5 is required, then an environmental impact
6 statements could be given.
7 So the next -- finally I want to show
8 you a vision of what the project will look like
9 once it's built. The 3-D rendering is set up and
10 you can see -- in the background you can see I-25,
11 and once the project is built, it would basically
12 look like this. So that's just kind of a 3-D
13 model of what it will look like once it's
14 constructed.
15 Now I would like to bring back Toni.
16 MS. MARTORELLI: We've moving to the public
17 comment part of our meeting, but we actually have
18 to move a little bit to do that. So I'm going to
19 ask if somebody can help. And we're going to move
20 the podium over there so that they'll have a place
21 to speak from.
22 And I need Chris to come up here. Chris
23 is doing time work. Thank you. We'll set up the
24 microphone here.
25 MR. EICHWALD: So just to remind you, you

1 can write your comments in the comment forms we
2 provided, or if you'd like to send an e-mail, you
3 can do that. You can also fax them, if you still
4 fax. You can e-mail the comments to either Pete
5 or I, and our e-mail addresses are up here. And
6 you can also look for updates for the project on
7 the county website. And just, once again, please
8 provide comments by September 7.
9 MS. MARTORELLI: Thank you.
10 So now it's your turn. As I mentioned
11 earlier, and everybody has mentioned about the
12 written comments. Can you tell that we want to
13 make sure that anybody who has got anything to say
14 about this project has everything they need in
15 order to do that. If you're planning to speak
16 tonight, hopefully you've already signed up.
17 We've got the sign-up table in the back.
18 We've got the major engineers on this
19 project. We've got some public officials here in
20 the room to hear you. Any questions posed will be
21 addressed in a document prepared after this
22 hearing, and it will be posted on the county's
23 project website, just like the whole report.
24 And I know a few people asked about the
25 whole report in the back. That whole report is on

1 the website, so you can look at every single one
2 of the maps, you can look at the findings. So
3 tonight we provided a summary, but all of that is
4 on the website.
5 Again, the purpose of this section of
6 the meeting is to hear and record your input. As
7 with the presentation portion earlier, we ask that
8 you respect the speaker and listen, which you have
9 been fabulous at, silence your cell phones,
10 haven't heard a one, and take sidebar
11 conversations outside.
12 And when you get up to speak, if would
13 come to the podium and state who you are, and also
14 what your -- so your name and your address, and
15 say it loud and clear, because that is all being
16 recorded by our court reporter. And if you can't
17 hear someone, would you speak up and ask them to
18 do so. Thank you.
19 Then I am going to call the next three
20 people on the list. We've got two lists that I
21 picked up as the meeting was starting. I kind of
22 started in the middle of the list and worked up
23 and back. And so here it is.
24 So, again, come to the podium. You've
25 got five minutes to speak. We have Chris Russell,

1 he's back there and he's got very subdued signs.
2 Do you have the signs, Chris? They're
3 right here.
4 And he's going to show -- so don't get
5 frightened should you see this sign that says "One
6 minute," and that means kind of close up your
7 comments because you've got one minute left. And
8 when your time is up, there will be this sign,
9 "Your time is up." Thank you very much.
10 If you're colorblind, I did it in two
11 ways, black and red, just in case. But, you know,
12 five minutes sometimes feels like a long time, so
13 you might not even get to the one minute and
14 you're finished, and that's okay. We've got about
15 22 people signed up. If everybody has five
16 minutes, we'll be here for a while, but we're glad
17 to do that. And I hope you are too.
18 So the first person to speak is Kristine
19 Suozzi, and the next two people, just so you can
20 be ready, will be James Aranda, and the third
21 person is Paul Chavez. So just be prepared.
22 Thank you.
23 DR. SUOZZI: Before I begin, may I ask a
24 question? So the commissioner and Nolan and Peter
25 all mentioned a sector plan. Which sector plan is

1 that, please?
2 Kristine Suozzi. 1312 Bryn Mawr,
3 Northeast.
4 MR. HINCKLEY: The sector plans we looked at
5 in the document consisted of those Mountain View
6 Sector Plan draft developed around '05 and '06.
7 That did not get adopted, but they do correspond
8 and they are in compliance with the intent of that
9 draft. The other sector plans were older sector
10 plans but they had updates throughout the '80s and
11 '90s. Both of them -- I think there was two
12 others that dated back into the '80s. To my
13 knowledge, there is no new, current sector plan to
14 the area. The most recent one was that 2006
15 Mountain View Sector Plan draft.
16 DR. SUOZZI: Thank you, Peter.
17 MS. MARTORELLI: That was a perfect example
18 of a simple question that can be answered in a
19 minute or less. If you can do that, then do that.
20 But if the question is kind of just rhetorical or
21 isn't as precise as that question, please add
22 those to your comments and we will get back to you
23 on those. Thank you very much.
24 DR. SUOZZI: Thank you. I'm going to read
25 my comment.

1 My name is Dr. Kristine Suozzi, and I'm
2 here on behalf of the New Mexico Health Equity
3 Working Group. This is a working group, a
4 nonprofit, with the goal of increasing equity for
5 all by educating people about the social
6 determinants of health, connecting like-minded
7 individuals, organizations, agencies, and
8 advocating for policies and programs that mitigate
9 inequalities and improve health equity.
10 I'm here tonight because the proposed
11 Sunport extension is neither healthy nor equitable
12 for the community of East San Jose. This proposed
13 project would have an adverse impact on this low
14 income community of color, which already has its
15 share of environmental burdens, including two
16 Superfund sites.
17 This project would increase vehicle
18 volumes in the area, resulting in more air
19 pollution and increases in upper respiratory
20 diseases, including asthma. Increased vehicle
21 volumes are associated with increased chronic
22 disease, motor vehicle-related accidents and lower
23 life expectancy.
24 The proposed expansion would also
25 increase noise in the area. And I thank you for

1 addressing that, Peter, but there will be noise.
2 And the noise is associated with a host of
3 negative outcomes, including sleep disturbance,
4 hearing impairment, learning difficulties,
5 decreases in work performance, heart disease and
6 increased stress hormones.
7 These two health issues of increased
8 traffic and increased noise substantiate that this
9 project represents an environmental injustice to
10 this community. Exacerbating these issues is the
11 fact that the community of East San Jose has not
12 been sufficiently involved in the decision-making
13 processes.
14 Adequate community participation is
15 required of a project of this size. I suggest
16 that Bernalillo County and URS meet with the
17 community of San Jose and that the county and URS
18 conduct an environmental impact study on the
19 entire project, not just piecemeal.
20 Thank you for your consideration of this
21 request and this information.
22 MS. MARTORELLI: Thank you, Doctor.
23 DR. SUOZZI: Do you want me to stand for
24 questions, or I can just sit down?
25 MS. MARTORELLI: Our next person is James

1 Aranda.

2 MR. ARANDA: Good evening. As I was

3 introduced, my name is James Aranda. I reside at

4 1824 Neat Lane, Southeast. N, as in Nancy, e-a,

5 t, as in Tom. I am here on behalf of Place

6 Matters. We are a local, community-based

7 nonprofit organization that advocates for sound

8 land use, environmental and social policies that

9 provide equal opportunities for safe, clean and

10 healthy neighborhoods.

11 Over time we have built partnerships,

12 alliances and friendships with numerous community

13 members throughout the county. Tonight, Place

14 Matters stands in solidarity with our friends and

15 neighbors in San Jose and Mountain View who have

16 grave concerns with the potential impacts of the

17 proposed Sunport Extension Project.

18 In their view, this project will likely

19 only add on to the unreasonably high amount of

20 traffic and polluting industries already in the

21 area. These two longstanding communities have

22 long been overburdened by noise and air pollution,

23 groundwater contamination, and health problems

24 from decades of heavy industry that is literally

25 located in their backyards.

1 Not only are these economically
2 disadvantaged communities dealing with a glaring
3 lack of adequate access the fresh, healthy food,
4 walking and biking trails, open space and other
5 amenities that could make their neighborhoods
6 healthier, they're also dealing with the ongoing
7 cleanup of numerous Superfund sites.
8 It is a well known fact that the design
9 of our neighborhoods impacts community health.
10 Community members can and should be engaged in the
11 decisions that impact their neighborhoods.
12 Despite the many potential impacts of the proposed
13 Sunport extension, what is of graver concern to
14 our friends and neighbors is the way in which the
15 county has failed to meaningfully involve those
16 who will be most impacted by this project.
17 Rather, the county's actions throughout
18 the process have given community members the
19 impression that Bernalillo County is trying to
20 impose this road project on their neighborhoods
21 without the community's consent or input. Let us
22 not forget that the reason we are here tonight is
23 because the community was forced to file a
24 Title VI civil rights complaint with the
25 Environmental Protection Agency for the county's

1 failure to involve the public in the planning
2 process.
3 Now, to be fair, the county has held a
4 number of meetings in conjunction with this
5 project in which the public has been invited to
6 hear about the proposal. But according to
7 community members, never have they been given an
8 opportunity to weigh in on the merits, necessity
9 or any other aspects of this project.
10 Let me be clear, public meetings that
11 limit opportunity for public comment and disallow
12 meaningful input is not community engagement, nor
13 is it good government.
14 Because the county technically is an
15 applicant in this case, the community feels it is
16 only right that you address our concerns and
17 answer our questions in an honest, concerned and
18 timely manner.
19 Tonight, Bernalillo County Place Matters
20 joins our friends and neighbors in San Jose and
21 Mountain View to demand not only a seat in the
22 room but a seat at the table. Only through open
23 dialogue and a sincere willingness to work
24 together can a partnership based on mutual trust
25 and respect be built. Like the speaker before me,

1 I recommend a well-thought-out and engaged process
2 from here on out. And not only am I recommending
3 it, but I'm offering help. Bernalillo County
4 Place Maters is willing to assist in any way we
5 can to make this partnership a reality.
6 Thank you for your time.
7 MS. MARTORELLI: Thank you, Mr. Aranda.
8 Our next speaker is Paul Chavez, and the
9 person who will speak after that is Tom Horda.
10 MR. CHAVEZ: My name is Paul Chavez, and I
11 live at 2209 Elm Street, right at the northwest
12 corner of Gibson and I-25.
13 And I think this project is going to be
14 very helpful and good for our community. Because
15 of the traffic, we've dealt with the noise for all
16 these years, with the truckers using their Jake
17 brake, and I know they had a study about the noise
18 on Broadway. But us that live along Elm Street,
19 we have quite a bit of noise with those trucks.
20 And we are hearing about the health part
21 of this project. Those truckers, especially the
22 18-wheelers that turn on Gibson and Broadway, I've
23 lived in this area all my life in that address,
24 and I've seen gravel trucks dump their load on the
25 neighbors there on the southwest corner of

1 Broadway and Gibson. I've seen a liquid tar
2 truck, 18-wheeler, dump its load right there on
3 Broadway and Gibson, going east on Gibson. And
4 the worst one, it happened over 30 years ago, a
5 gas truck dumped its load there turning east on
6 Gibson from Broadway. The gas went into the
7 roadway, into the drains next to San Jose
8 Elementary School. Me and the coach were right
9 outside when that happened. We tried to stop the
10 cars. We stopped -- we didn't stop all of them.
11 There were two cars that went by. Two inches of
12 gas coming down Broadway towards East San Jose.
13 They splashed through the gas, they stopped about
14 two blocks down the road.
15 What I was thinking is, imagine if that
16 gas would have caught fire. They evacuated East
17 San Jose that year. The fire department dumped
18 water into the drains for probably 24 hours. But
19 that was mainly my concern, is the danger that is
20 there at that intersection of Broadway and Gibson
21 because of those big trucks.
22 And like I said, this project will be
23 helpful for all of us, especially if they live on
24 Gibson or on Elm Street, where those trucks come
25 through.

1 And thank you for giving me this chance.
2 MS. MARTORELLI: Thank you, Mr. Chavez.
3 Our speaker is Tom Horda. Tim Houda.
4 Tim Houda. I'm sorry. And Tim will be followed
5 by Michael Conway.
6 MR. HOVDA: Yeah, nobody gets it right.
7 It's Honda with a V instead of an N.
8 MS. MARTORELLI: Thank you.
9 MR. HOVDA: Good evening, everybody. I'll
10 be very brief. I represent Quikrete of
11 New Mexico. We have a facility at 2700 2nd
12 Street, Southwest. We started that facility in
13 1984. And with all due respect, Councillor,
14 wherever you are, I've been looking at this
15 project since about 1992.
16 It's very beneficial for our company and
17 I feel very beneficial for the neighborhood. We
18 have several trucks that come, semis, and that was
19 previously talked about, we have several semis
20 that come in and go out every day. And we use the
21 Woodward/Broadway/Gibson corridor and all the way
22 down to Isleta.
23 We did a time/work study on this several
24 years ago, and we anticipate we'll save over 5,000
25 gallons of diesel a year just by having this

1 extension put in and not having to drive up to
2 Gibson and drive down to Rio Bravo, either there,
3 or drive down to Isleta, for that matter.
4 So the carbon imprint will be reduced by
5 our company in the neighborhood, the noise will be
6 reduced and we will obviously benefit from the
7 reduction of diesel prices.
8 Thank you very much.
9 MS. MARTORELLI: Thank you very much.
10 Michael Conway.
11 And I'd like for remind people to
12 mention your address so we can have it for the
13 record as well.
14 MR. CONWAY: Michael Conway, 2204 La Veta,
15 V-e-t-a, Court, Northeast. I'm up here tonight.
16 I just wanted to assure the community that the
17 business owners on Woodward and Broadway,
18 95 percent have signed petitions supporting this
19 project.
20 This will breathe new life into the
21 community. It will provide new jobs, new hope,
22 and it will definitely take the semis off Broadway
23 between Woodward and Gibson, which is what
24 Mr. Chavez was alluding to.
25 In the long range, the Gibson

1 intersection is going to have to be remodeled.
2 That intersection was built in 1962. So use your
3 imagination, imagine how handy Woodward will be
4 during the period that they remodel the Gibson
5 interchange. This is the only place in the city
6 where the interstate freeway system has not been
7 completed and they deserve this. And I sincerely
8 hope they get the benefits that flow with it.
9 Thank you.
10 MS. MARTORELLI: Thank you, Mr. Conway.
11 Our next speaker is Isaac Benton, and
12 the person after that is Esther Abeyta.
13 COUNCILLOR BENTON: Good evening. Just a
14 quick statement. I just wanted people to know
15 that, and I think some of design team probably
16 knows, we did send a letter from city council
17 District 2 office to the county and to the FHWA
18 administrator suggesting that the comment period
19 for this meeting, leading up to this meeting has
20 been too short for analysis of the very lengthy
21 document and that we do support the community
22 request for a second meeting to be conducted at
23 San Jose, somewhere in the San Jose Neighborhood,
24 and with a lengthier comment period after that
25 meeting.

1 So I just wanted to let people know of
2 that specific request. Thank you.
3 MR. MARTORELLI: Thank you, Mr. Benton,
4 Councillor Benton.
5 And our next speaker is Esther Abeyta.
6 And the person after Ms. Abeyta is Julie Stephens.
7 MS. ABEYTA: My name is Esther Abeyta. My
8 address is 2419 Williams, Southeast. I am a home
9 owner and a resident of the community of San Jose
10 and a member of Southwest Organizing Project. I
11 am speaking against the building of the Sunport
12 extension for the following reasons.
13 The proponents of the Sunport extension,
14 Bernalillo County Pubic Works, never included the
15 residents of San Jose in the planning discussions
16 of the proposed Sunport extension. Rather, today,
17 August 5th, 2015, Bernalillo County is having a
18 public hearing presenting to the public a road
19 design that looks like it's already set in stone.
20 When the Federal Highway Administration
21 rejected the original environmental assessment,
22 Bernalillo County was told to do the following
23 things: Number 1, update the 2011 environmental
24 assessment, which they did, and Bernalillo County
25 released the EA to the public after two years of

1 working on the revised environmental assessment.
2 The public and the communities that will
3 be impacted by the proposed road are only given 30
4 days to review a 500-page document, with three
5 subpart documents called an environmental
6 assessment. Thirty days is not enough for
7 community members to read a report that is 500
8 pages, plus other related reports on the
9 Bernalillo County website.
10 Bernalillo County Public Works shall
11 give the residents of San Jose/Mountain View that
12 will be greatly impacted by the proposed Sunport
13 extension at least three months to review the
14 environmental assessment plus other related
15 reports on the county's website, which was very
16 difficult to locate documents pertaining to the
17 Sunport extension and this public hearing.
18 Number 2, Bernalillo County was told to
19 reconvene public participation, discuss the
20 alternative and mitigation strategies, which
21 Bernalillo County has failed to do. What
22 Bernalillo County has done in two years: Hold two
23 meetings, one at East San Jose in 2013; another
24 with Mid Regional Council of Governments at U.S.
25 Foods in 2015.

1 At both of these meetings, the public
2 was told to be quiet and view the presentation.
3 Verbal comments by the community were not allowed.
4 This is not how the NEPA process was designed to
5 work.
6 Number 3, addressing impacts to Woodward
7 Road. The families of San Jose, whose community
8 is adjacent to Woodward Road, have never had a
9 meeting in the community to discuss or have seen
10 any proposed designs for Woodward Road.
11 Connecting Woodward Road with the proposed Sunport
12 extension creates safety and congestion issues to
13 put the residents of San Jose at risk.
14 What will the Sunport extension do for
15 the families of San Jose/Mountain View? Bring
16 even more air pollution and noise to
17 San Jose/Mountain View community to our economic
18 disadvantaged, who for two years have dealt with
19 an overabundance of industrial pollution, idle
20 trains and adjacent to two Superfund sites.
21 The community members of
22 San Jose/Mountain View are tired of seeing
23 families and neighborhoods deal with a series of
24 ill health related to pollution industry. Health
25 issues such as asthma, heart conditions,

1 hypertension and other respiratory elements. The
2 illnesses are a result of where we live. We are
3 surrounded by polluting industries. The impact to
4 the community of San Jose/Mountain View from the
5 existing and future businesses have not been
6 adequately evaluated. This is the reason we need
7 an environmental impact study performed before any
8 construction is undertaken.
9 The road project will not reduce heavy
10 traffic through Broadway near the community of
11 San Jose because the Sunport extension is not, is
12 not designed for semi trucks to drive up a
13 7 percent steep grade. When a road is not
14 designed for semi trucks, semi truck drivers will
15 have to go seek another route, driving through
16 Broadway near the community of San Jose to go to
17 the freeway.
18 Semi trucks would increase particulate
19 matter inn the community of San Jose from the
20 chutes of the diesel when it turns, putting the
21 children of San Jose at great risk. The corner of
22 Broadway and Gibson is approximately 528 feet from
23 East San Jose Elementary School. The community
24 feels of the route trucks will take because of not
25 being able to use the Sunport extension, it will

1 post health issues to the children of the
2 elementary school due to increased emissions, fuel
3 particulate from chutes and smoke. This will
4 create upper respiratory problems, increase asthma
5 attacks coming from the diesel exhaust of heavy
6 commercial vehicles that will not be able to drive
7 through the Sunport extension.
8 I request that Bernalillo County and URS
9 meet with the community of San Jose whose
10 neighborhood would be negatively changed forever
11 by this project. Having another public meeting in
12 the community of San Jose is necessary. And as it
13 stands right the, communities of San Jose and
14 Mountain View have been cheated again and we need
15 justice.
16 MS. MARTORELLI: Thank you very much.
17 Julie Stephens, we can bring the
18 microphone to you.
19 And the next two speakers will be Olivia
20 McPrice [sic] and Juan Reynosa.
21 MS. STEPHENS: Thank you. Julie Stephens at
22 4800 Congress Avenue, Northwest, 87114. I have
23 very few comments. And then I agree with several
24 of the speakers before me. And I applaud
25 Councillor Benton asking for another meeting and

1 true dialogue between our communities, the county
2 and the consultants and contractors. Obviously
3 there is a lack of communication and
4 miscommunication that needs to be addressed so
5 that however this project continues or not, and
6 hopefully with an EIS, then the community at large
7 can come together with our county government with
8 an agreed-upon approach. Thank you.
9 MS. MARTORELLI: Thank you.
10 And, Olivia.
11 MS. PRICE: My name is Olivia Price, and I
12 live at 408 Berto Drive, Southeast. We've lived
13 there since 1954.
14 And when this meeting started, I was
15 sitting there listening to all these people
16 speaking, and I said, oh, my gosh, I said
17 everything sounds beautiful, but I said "sounds,"
18 did you hear that? I said "sounds," because it's
19 not going to be beautiful.
20 I'm the treasurer of San Jose
21 Association. I don't speak usually. I sing. We
22 do not support the Sunport extension because,
23 you've all heard it before already, because all
24 it's going to bring is more noise, pollution,
25 dirty and heavy industrial and more sickness.

1 And we say more sickness, how is that?
2 Well, have you heard of people getting lung cancer
3 and they didn't even smoke cigarettes? It came
4 from the pollution. And asthma? It came from the
5 pollution. East San Jose school has a very high
6 rate of asthma.
7 So it's been proven, if kids don't
8 sleep, they don't learn. If we don't sleep, we're
9 going to get sick. So we are a poor community and
10 I believe this is what it's from, not sleeping,
11 extra noise, more pollution, more traffic. No, we
12 don't want it.
13 And for all of you that said, "Oh, it's
14 going to be good for Broadway, no more trucks
15 going to bother you, going to go there," well, I
16 went to a meeting and they said it's not made for
17 all these big trucks carrying cement, gravel,
18 gasoline, whatever you call it, it wasn't made for
19 that.
20 Thank you.
21 MS. MARTORELLI: Thank you. Juan Reynosa,
22 and will be followed by Lauro Silva.
23 MR. REYNOSA: Hello. Juan Reynosa. I'm
24 with the Southwest Organizing Project, 211 10th
25 Street, Southwest.

1 So I'll be reiterating a lot of what the
2 community members have said that have been
3 involved with this and have seen it for the past
4 year passing right in front of their face.
5 Despite claims of community engagement, this is
6 the first meeting I've seen where people can
7 actually come up to a mike like this and speak out
8 in public.
9 Other times I've seen communities
10 silenced and: Go to the station and write your
11 comments down, but don't talk amongst each other.
12 We won't give the opportunity for you all to learn
13 from other community members.
14 Just like Olivia was saying, you know,
15 giving information about how this road isn't meant
16 for these big trucks. That's how these meetings
17 are supposed to be set up. So I think there's a
18 big false premise being put out there that there's
19 been community participation.
20 The road is one example of that. People
21 were really only given one choice for a road,
22 which happens to run through the Superfund site.
23 To me, that's an extremely ridiculous notion. I'm
24 assuming if the public would have been able to
25 give input on the other road routes, they would

1 have said, "We want a different road route because
2 we want this Superfund site cleaned up well before
3 we actually have anything built there."
4 They weren't given that option.
5 Instead, they had this one road route imposed on
6 them and said, "Oh, that's your option. You know,
7 you gave input on it." That's not really input,
8 that's not how the NEPA process was supposed to
9 work. That's the reason why this revised EA is
10 happening, because federal highway authorities
11 acknowledged that that process wasn't being
12 communicated well to the community and they
13 haven't been engaged. And I will say that that's
14 still happening to this day.
15 I would question why you think it's a
16 good idea to build through a Superfund site.
17 Communities like San Jose/Mountain View are
18 already dealing with this issue of water
19 contamination and air pollution. Why would you
20 want to bring in a road that only exacerbates
21 that? Why would you bring a road through a site
22 that needed to be cleaned up first for a community
23 before you start building stuff there? It just
24 makes no sense.
25 We had an UNM engineering class come out

1 last year and they did a whole study on this road
2 project. They had no idea why it would be built
3 in the first place, besides trying to build
4 capacity across the river. I do not the believe
5 the statements being made about there's no
6 connection to Santolina, there's no impetus to
7 build a road across the river. Of course there
8 is.
9 I think it's also wrong that Woodward is
10 being separated out of this project. It is
11 extremely wrong to say this piece of road that
12 connects to Broadway and Woodward, we're not going
13 to include it. It was separated out, that way we
14 can start building this road already.
15 How is that justice for the community,
16 to be engaged in this process? Woodward needs to
17 be brought in right now. And the reason it's
18 being looked at is because community members
19 brought concerns that weren't being acknowledged
20 by the county in the first place.
21 It's pretty disappointing to see that
22 the build alternative slide didn't mention how the
23 wells and pumps of the Superfund site were going
24 to be dealt with. Yet, there were all these
25 glaring almost threats being put out about what's

1 going to happen if nothing is built. I just think
2 that's plain, very wrong.
3 This is not a done deal, despite the
4 fact that it's being shown that it is. I think
5 that there's a long way to go. At the very least,
6 an environmental impact statement needs to be
7 performed on this project. There's been too many
8 concerns still to this day that have not been
9 acknowledged. And if they're not going to be
10 acknowledged through this environmental
11 assessment, then we need to move forward to an
12 environmental impact statement.
13 I would also say that another meeting is
14 absolutely necessary in San Jose. If you all are
15 talking about both communities being impacted,
16 then both communities should have a meeting. You
17 need to have access and create access to the
18 community. That's part of having the public
19 involved and engaged. So if you're only having
20 one meeting in one community, you can't say that
21 you're fully engaging the community.
22 So I also stand with the community
23 members here. I've worked with them for the past
24 few years on this project, and this is being
25 imposed on them, there hasn't been any

1 participation. And the community needs to have a
2 seat at the table.
3 MS. MARTORELLI: Thank you.
4 MR. BENNETT: I did want to just provide one
5 clarification. There's been a number of comments
6 about the public meetings. Those are details in
7 the environmental assessment. They were handled
8 in multiple different ways and multiple different
9 locations, so all those meetings that we've had in
10 the past are detailed in that, if you'd like to
11 read further about them.
12 MR. EICHWALD: I also wanted to say one
13 thing. I just wanted to say that the Woodward
14 project would not be -- Sunport would not begin or
15 would not be allowed to be opened until the
16 Woodward project is completed. So we mentioned
17 earlier that those projects would go hand in hand.
18 So Sunport would not be allowed to be opened until
19 the Woodward project is completed. I just wanted
20 to clarify that. Thank you.
21 MR. SILVA: My name is Lauro Silva. I'm the
22 president of the Mountain View Neighborhood
23 Association.
24 Woodward and the extension themselves
25 are the boundary line between the community of

1 San Jose and the community of Mountain View. The
2 community of Mountain View has had very little
3 information. All of it had been indirect, except
4 for last week when Rodrigo called me, about ten
5 days ago, actually.
6 Is that correct, Rodrigo?
7 For the first time we had a
8 communication. We have gotten nothing in writing
9 to give us notice. I've been president for the
10 last two years and we haven't gotten any
11 information about anything. But some folks did go
12 to the U.S. Foods meeting. Of course people are
13 not allowed to comment at that point.
14 So we don't have very much opportunity,
15 haven't had much opportunity to review the
16 documents, find out what they say, have questions
17 answered, have dialogue and have any kind of
18 meaningful input. And in order to expect us to
19 have any kind of meaningful input at this stage, I
20 think it's absolutely outrageous and irresponsible
21 to expect us to do that. It would be
22 irresponsible of me to expect people in my
23 community to be able to provide meaningful comment
24 by going through 600 pages of analysis on these
25 technical documents. The technical documents have

1 a lot to do with the air quality.
2 Now, when you talk about hot spot, hot
3 spot analysis, that's ridiculous. That's not
4 scientific. Come on. I served on the Bernalillo
5 County Planning Commission, I served on the air
6 quality control board. And so I know that that's
7 not the way you do things.
8 What's the modeling process that's going
9 to be used here? We know that the monitoring
10 station in Mountain View only monitors for two
11 things. Now, the monitoring data that's been used
12 in the past on the concrete plant, for example,
13 that they wanted to put across the street from the
14 community center, where 250 children gather every
15 evening, was modeling that was done on the air
16 quality monitoring station at the airport, not the
17 one from Mountain View.
18 Again, these absurd kind of projections
19 that are being made are not scientific. They're
20 not based on reality. And in order to do that is
21 just a big smoke screen as far as I'm concerned
22 from where I'm standing right now. Now, maybe
23 after I get a chance to actually review those
24 documents thoroughly, I'll be able to come to
25 different conclusions. I may be able to take

1 those apart, and I intend to do that, but 30 days,
2 come on, for us to be able to break that down, the
3 scientific documents that have taken how many
4 years? At least five years for teams of experts,
5 not only engineers but specialists in the
6 environmental issues, people who have access to
7 that data that we don't have. We have to rely on
8 what's in those documents by themselves, and I
9 can't do that.
10 I know that the current studies show
11 that people-of-color communities are very highly
12 impacted whenever there's a highway construction.
13 We know that the most dangerous -- one of the most
14 dangerous things, besides the benzine and the
15 other kind of volatile organic compounds that will
16 be in the air from all the truck and auto
17 emissions using that, are going to be very
18 dangerous, especially the particulate matter. The
19 small particulate matter, the 2.5, is the most
20 dangerous, because it gets way down deep in your
21 lungs and that's where it does the damage, where
22 your capillary beds are.
23 So let's not kid ourselves. This is
24 dangerous for the community. We have children at
25 the elementary school in Mountain View that have

had to go to the emergency room because they were diagnosed with asthma. And their parents didn't even know they had asthma; they just thought they had bad coughs. High rates of respiratory illnesses, high rates of cardiovascular disease, infant mortality rates, those are all the studies that we've been doing over last 12 years. Those years that we've been involved in the sector development plan that was tabled and has not been brought back forth and is being discussed today in the form of a draft, and plans are being made on a draft that has not been approved yet, they're talking about industrial on brown fields, Superfund sites. The soil is contaminated. There's a well, the well is 700 feet deep. It has nothing to do with moving all that dirt and getting it flying around in the air.

My time is up. I have a lot more to comment. Thank you very much.

MR. BENNETT: Thank you very much, Lauro.

Just a quick clarification. The comment period was extended from 30 to 50 days. The typical comment period for environmental assessment on a federal highway association project is 30 days. We did extend that to 50

1 days, just as a clarification.
2 MS. MARTORELLI: Thank you.
3 Our next speaker is Steven Abeyta, and
4 the speaker after Mr. Abeyta will Lee Johnson.
5 MR. ABEYTA: My name is Steven Abeyta. I
6 reside at 2419 William Street, Southeast, in the
7 San Jose Neighborhood. I am a member of Southwest
8 Organizing Project.
9 I'm a person who loves the people of
10 Mountain View. I love the people of San Jose. I
11 love our representatives, Councillor Benton,
12 Andres Romero. We have them here to protect us.
13 We have our county to protect us. But the one
14 thing that's happening, all too often lately, is
15 our members of government, and the county, that
16 is, want to build something or want to have a
17 business or industry in our neighborhood, and they
18 don't involve us, like you're doing with the
19 Sunport extension.
20 You come out to our community and you
21 say, "I want you to pick what color the sides of
22 the freeway project are going to be." I used to
23 be in sales; it's called an indirect close. You
24 tried to trick me, you were deceptive.
25 I attended a meeting where Rodrigo

1 Eichwald said Sunport extension is not designed
2 for trucks. So all you people that work at
3 Quikrete and Synergy and Chevron, you're not going
4 to be able to make it up that hill. You may come
5 down and use your Jake brakes, create more noise,
6 obviously.
7 The one thing I wanted to say, when we
8 talk about disproportionate, what do you think the
9 Sunport is designed to do. The Sunport extension
10 is designed to build up the area with more
11 businesses. If I owned an industry and I had a
12 call center and a customer service center and I
13 was going to look for places to put them, would I
14 put them next to two tank farms? No. If I had an
15 asphalt company, a cement company, I would bring
16 them to San Jose and Mountain View because they're
17 zoned M-2.
18 I know they said that they're going to
19 give us an overlay. What that is is just like
20 someone said, it's like lipstick on a pig. Any
21 company can go on ahead and say, "We'll do the
22 landscaping, we'll do the parking spaces. Fine.
23 But we're going to still do our polluting."
24 The other thing is, when we talk about
25 disproportionate, we have a lot of people in my

1 neighborhood who speak Spanish, which is outlined
2 right directly in the environmental assessment
3 that was prepared by the county. And what has
4 happened is it's only in English. There was only
5 a portion of it in Spanish. How is that going to
6 help my people? They tell me to represent them,
7 and I'm here tonight to say we need that
8 assessment in Spanish, not just partially.
9 Now, I know we were threatened that the
10 improvements won't happen in our area, "If we
11 don't get this project, you're not going to get
12 the overlay." Well, I don't even know if we're
13 going to get the overlay anyway because the
14 landowners have to agree to it, and it's still M-2
15 zoning, which is the most biggest type of
16 polluting industries that are allowed.
17 Flooding, I spoke with one of my fellow
18 neighbors who lives a little bit down from the
19 site. And he spoke with representatives from the
20 project and they said, "We're going to stop the
21 flooding at your house." But little did they tell
22 him that your house is located a little bit
23 further down Broadway and that the only flooding
24 controls that are going to be done in the area is
25 going to be next to the site. So you're not going

1 to relieve any of our flooding.
2 We're a community that's going to take
3 all this industry, we're going to bear all the
4 pollution, we're going to smell all the gases,
5 we're going to feel the particulate matter from
6 Quikrete come down to our house, and we'll say,
7 "Why is my ground discolored?" Well, it's the
8 particulate matter. That's what we get. They get
9 the money. We get the pollution.
10 Thank you.
11 MS. MARTORELLI: Thank you.
12 MR. EICHWALD: I just wanted to make a
13 couple clarifications. Did once upon time did I
14 say, "My name is Rodrigo and this project is not
15 designed for trucks," I did say that. But I
16 said -- I didn't say that it was not designed for
17 trucks where trucks would not be able to use it.
18 I said: The project is not specifically made for
19 only trucks. It's made for all vehicles types,
20 not just specifically trucks.
21 MR. ABEYTA: We have it recorded,
22 Mr. Eichwald.
23 MR. EICHWALD: Then you misunderstood me,
24 and you should send me that recording. Because
25 trucks can go up this road. Thank you.

1 MS. MARTORELLI: Thank you. Thanks for that
2 clarification.
3 Lee Johnson is our next speaker. Leo,
4 sorry. And followed by Loretta Naranjo Lopez.
5 MR. JOHNSON: My name is Leo Johnson. I
6 live at 507 Wesmeco. I guess I'm right in the
7 middle of the Woodward extension.
8 My biggest problem has always been
9 you've got other alternatives. I haven't taken
10 the time to specifically talk to the people at the
11 table there as to why the other alternatives were
12 never or have not been decided on.
13 We talk about a 7 percent grade from
14 Broadway up to the top of the hill there, and I do
15 think that's going to be an issue, but I'm not an
16 engineer so, of course, my comments -- I would
17 just be able to sit and watch the traffic slide up
18 and down that hill in bad weather.
19 The other alternatives, I always
20 thought, as a layman, seem to me, not north but
21 going south of Woodward seemed like they would
22 blend into Broadway or they would blend into the
23 Rio Bravo traffic to where you wouldn't have a
24 90-degree turn right at Broadway and Woodward.
25 You've got all that traffic that I'm concerned

1 with, because of where I live, right at the corner
2 of Wesmeco and Broadway.
3 Another gentleman was talking about the
4 traffic that goes -- 18-wheelers that go around
5 the corner there, going Broadway up to Gibson on
6 two wheels or four wheels. Well, that would be in
7 my backyard, and of course I don't particularly
8 like that. But being that I went to San Jose, I
9 can understand and walk Broadway to Lincoln, and
10 all of those years I've seen the traffic grow.
11 I also see the need for what's going on
12 with the reserve that's coming out here into the
13 Mountain View area. And I think that's wonderful.
14 We have to be careful. So I say I would like to
15 have more information on those alternatives, and
16 maybe it's a moot issue at this point.
17 I think the one that they've selected is
18 the worst. One, I live there; two, I'm a retired
19 bureaucrat myself, so I kind of understand how
20 business is done. Looking at that alternative, I
21 just wanted to question that.
22 But I want to leave with this, and
23 that's that we have to be careful about the kind
24 of industry that we're bringing into San Jose/
25 Mountain View, lower Albuquerque.

1 We've seen what's happened in different
2 parts of the country, and I'm afraid that --
3 regulations are very tight in different parts of
4 the country and they're beefing up their EPA, they
5 have the staff to work and work with the laws that
6 are on the books now. What we're saying and what
7 we have to be careful about is that, we don't have
8 a lot of staff with our EPA now, we don't have the
9 staff to regulate and enforce rules that are
10 already in place, and we are bringing in
11 industries that are going to disturb our health.
12 Right now it's San Jose, tomorrow it's
13 Mountain View, and if you're not careful,
14 New Mexico citizens, the nation is looking at us
15 as being the next dump, so be careful the kind of
16 industry that we do bring in, because we're
17 getting residuals. We're getting the asphalt,
18 we're getting a lot of stuff that is hurting not
19 only me but us as New Mexicans.
20 So I appreciate the work that we're
21 doing and we're trying to bring in soft, good
22 industry. But I just think that we need to be
23 aware of the kind of industry that we draw. Be
24 careful what you ask for.
25 MS. MARTORELLI: Our next speaker is Loretta

1 Naranjo Lopez, followed by Joan Brown.
2 MS. NARANJO LOPEZ: Good evening. My name
3 is Loretta Naranjo Lopez, and I live at 1127
4 Walter, Northeast, 87102. I'm a leader with
5 Martineztown Work Group, Albuquerque Interfaith, a
6 nonprofit social justice organization.
7 The Martineztown Work Group is here to
8 support our neighbors to the south, San Jose and
9 Mountain View, who, like our neighborhood, have
10 endured the continued disenfranchising the city
11 and county have imposed on low income, older
12 neighborhoods. Martineztown Work Group opposes
13 the request to extend Sunport Boulevard into an
14 already congested area.
15 Traffic engineers often have failed to
16 acknowledge that increased roadway traffic
17 capacity can lead to more, not fewer, cars on the
18 road. The resulting phenomenon of induced demand
19 results in unanticipated consequences not only for
20 traffic on freeways but especially in neighbors
21 such as San Jose and Mountain View.
22 The city and county are currently
23 working on updating the comprehensive plan and
24 supporting walkable communities. If Sunport is
25 extended, this will not be a reality for San Jose

1 Neighborhood and Mountain View or the other older
2 neighbors downtown. If Sunport Boulevard Project
3 is extended it will also exacerbate the air and
4 noise pollution in the area from I-25, Broadway,
5 Gibson and Rio Bravo.
6 The city and Bernalillo County are not
7 protecting the residents from the existing
8 environmental impacts the San Jose residents are
9 dealing with today. Martineztown Work Group
10 respectfully asks that you consider the negative
11 impact from this proposal and we ask that you
12 provide another public hearing in the community of
13 San Jose.
14 I thank you for this opportunity to
15 talk. And I just want to stay that we had a
16 health impact assessment done in Martineztown and
17 they not only said in the report that I-25
18 impacted our neighborhood, but miles away from our
19 neighbors, it impacts those neighborhoods also.
20 And when they opened up the frontage road to go
21 into Mountain Road, which is a residential
22 roadway, it has increased the impact of the
23 traffic and the noise and air pollution in our
24 neighborhood.
25 So I hope that the county really looks

1 at this and has a meeting at the San Jose
2 Neighborhood to have more input.
3 MS. MARTORELLI: Good evening.
4 MS. BROWN: Good evening. My name is Joan
5 Brown, I'm a Franciscan sister, and I live at
6 1004 Major Avenue, Northwest, Albuquerque.
7 And I'm here because I continually go
8 to, in my line of work, a number of meetings where
9 I find that the citizens of not just this
10 community but throughout the state are not
11 recognized and not appreciated for who they are as
12 human beings, and people with projects that are
13 touted as helping the economic situation of our
14 state, which is one that's economically poor,
15 those projects usually do not help the economic
16 situation.
17 In fact, we continue to be nearly last
18 in the states, continually. If these projects, if
19 these continued roads are of great benefit, some
20 things would be changing in the state.
21 I find it difficult to believe that
22 there would be no disproportionate impact on
23 minority or low-income populations in the
24 environmental justice impact of this proposal, and
25 maybe that needs to be reconsidered. Because in

1 my layperson's estimation, it seems like this
2 would only put more burden upon two communities
3 that are already overburden with high traffic and
4 very intense industrial polluting businesses and
5 past historical pollution that they're still
6 dealing with.
7 In the no-build alternatives that you
8 propose, I'm sure that you're very sincere in all
9 your work that you're doing, but some of this
10 seems rather disingenuous to me to say that in no
11 building there would be all these things, when I
12 think to say no-build would mean we'd have less
13 asthma, less noise, less traffic, less bronchial
14 problems, less hospital visits, less workdays
15 lost, less school days lost for our children,
16 healthy communities, a better sense of mental
17 health and well-being, and a better self-image.
18 For me, those would be things that we
19 need to take into consideration as true resources,
20 which are people in our communities; that would be
21 advantageous for no-build. And I think in public
22 hearings, I think those are the things that need
23 to be put forward.
24 Pope Francis just recently came out
25 with -- and it's cyclical in environment and

1 economics. And one of the things he talks about a
2 great deal is our throw-away culture, and he's
3 talking about, you know, too many consumer goods
4 and how we're all engaged in that. Well, once we
5 get into that kind of mindset, we begin to have
6 throw-away communities and throw-away people and
7 throw-away states.
8 And I feel the thing in this community
9 of Albuquerque with my brothers and sisters, that
10 we are part of that throw-away culture. And maybe
11 very innocently and unintentionally, but we are
12 part of that cultural mindset that really, really
13 needs to shift as we look at some of these
14 projects and look at really what is of benefit to
15 our community, what makes healthy, liveable
16 communities.
17 I respect a great deal all the people
18 who are here. I would invite them -- a liveable
19 community means you work and live in the
20 community. So I assume that maybe you are already
21 living in this community and you live right there
22 in San Jose and next to where this is going to be.
23 I would hope that that's the case so that you are
24 realizing or know the implications of more
25 traffic, of more pollution in the air, of

1 degradation of the water and compromising our
2 children's health, which is our future.
3 I support the community in desiring more
4 comment periods, more hearings and more inclusion
5 in this project, but also in future projects in
6 this county and the city. Oftentimes they come to
7 the public and they are already sort of a done
8 deal, and that is not good for us as a whole
9 community, and I believe we do want a whole
10 community. So thank you.
11 MS. MARTORELLI: Thank you. Our next
12 speaker is Alfred Volden, followed by Angela West.
13 MR. VOLDEN: Good evening. My name is
14 Alfred Volden. My address is 3215 2nd Street,
15 Southwest. I am a lifelong resident of this
16 community and a landowner. We have been very
17 responsible to the community, and I am supportive
18 of this project. I think it will take a brown
19 field area into infield that will be green and
20 create many jobs and create an economic tax base
21 for the county.
22 As landowners, we have been very
23 specific on what types of industry would go in,
24 and it would be clean industry. I think this
25 would be very supportive and would create an

1 economic base and employment for the community.
2 We support this project. Thank you.
3 MS. MARTORELLI: Thank you, Mr. Volden.
4 Our next speaker is Angela West,
5 followed by Marla Painter.
6 MS. WEST: My name is Angela West. I reside
7 at 226 Sunny Slope, Southwest. I am a member of
8 the Mountain View Neighborhood Association as well
9 as a member of 2nd Street Futures, a founding
10 member of that organization.
11 Like you, I've been working on this
12 project for over five years. I have -- my
13 comments are more in terms of the EA and the
14 analytics employed. I think -- and granted, I
15 have to go through it, and I will and I'll give
16 you a better job written. I was very pleased to
17 see the environmental justice section beefed up.
18 It wasn't there before. But it -- half of it is
19 describing and referencing the law itself, rather
20 than analytics, and I think that that's the place,
21 so I'm going to offer some suggestions.
22 Basically, my concern is
23 differentiating, assessing the impact of building
24 and doing the project, versus assessing the impact
25 on the use, what is the subsequent use and

1 pattern. You know, for instance, do we have a
2 loop happening here along 2nd Street, up Rio
3 Bravo, down Broadway and down this new extension,
4 and what kind of businesses are going to be
5 involved and drawn in. You've heard a lot about
6 that.
7 For instance, in Mountain View, we
8 recently had a creature called Gandy Dancer
9 dropped on our heads, as did the county, to some
10 degree, and many, many negative things, a lot of
11 verbiage, a lot of things not happening the way
12 they should. So that's one example of the kind of
13 thing that collectively we are concerned about
14 when we're talking about industry and the type of
15 industry, this pattern.
16 I'm a little concerned sometimes about
17 the analysis on benefits. I notice in the
18 language in there that it was a benefit to
19 San Jose by bringing bicycle lanes. I think I
20 heard that, as well. But I might add that those
21 bicycle lanes and amenities could go in without
22 Sunport as well.
23 I've also heard a lot of speculation on
24 benefits in terms of developmental use, and I
25 would call them at this juncture speculation as

1 either verbal or even some of them in writing as
2 somewhat verbal. Bright, clean industry,
3 conclusion of no disparate impact, based on that,
4 my speculation, lacking the data, is that the
5 industrial uses will be probably fairly negative.
6 They will contribute sufficiently to any economic
7 benefit, will have environmental concerns.
8 Also, schools, the school's a mile away.
9 This isn't going to bother the one little school
10 in San Jose, but the kids do walk and go home and
11 play.
12 I suppose one of my key points here is
13 that we don't have the analytics necessary in this
14 document to draw rational and reasonable
15 conclusions on impact. Neither on short-term
16 impact nor long-term impact and certainly not
17 cumulative impact. There's no timeline drawn. I
18 would like to see the air quality and
19 transportation, that data structured with this and
20 the impacts articulated in that fashion.
21 My primary objective is that if you can
22 effectively identify and defend and describe its
23 impact, then you're likely to be able to design
24 some mitigating measures. Right now, with this
25 it's difficult to design a mitigating measure for

1 this project. Fundamentally, I would think that
2 this -- either you can do this EA yet again, or I,
3 in looking at your analytics, would suggest that
4 the difficulty and clarity that you're driving
5 for -- I'm sorry, I'm a little -- I don't know
6 what that says -- thank you -- the depth that
7 you're driving for here is likely to be more
8 effectively presented in a DIS. This is extremely
9 complex and difficult to talk about.
10 I really -- the speculation, we can
11 speculate great, we can speculate not so great.
12 So let's have better data, more solid data, let's
13 draw some conclusions and discuss impact and have
14 a dialog on what mitigating measures there are.
15 The advocation of new life, new hope and
16 new jobs, I like that phrase, but I'd like to see
17 some meat behind it. And, essentially, I have a
18 heart that goes with leap of faith, but a mind
19 that really, really locks on leap of logic. So I
20 think we can work together. I think there's
21 better analytics, and I took forward to that data.
22 And I will give you a detailed report.
23 Thank you for your time.
24 MS. MARTORELLI: Next speaker is Marla
25 Painter, followed Andres Romero.

1 MS. PAINTER: Thank you. My name is Marla
2 Painter. I live at 506 Valley High Street,
3 Southwest. I live in Mountain View. I'm a member
4 of the neighborhood association, past president of
5 the neighborhood association. I currently run a
6 little project to try to expedite communication
7 within our community on matters that affect our
8 lives of Mountain View community action.
9 I'm very familiar with the NEPA process,
10 and if one were to just read this and not know
11 much about the NEPA process or how things actually
12 operate in this county, I'd say, "Gee whiz, isn't
13 this swell." And I think it is a swell idea to
14 get the trucks off of Broadway in the heart of the
15 San Jose Neighborhood.
16 But this is a ruse, this is a fantasy.
17 And I understand why people support fantasy, it
18 sounds great but it ain't the truth, and you guys
19 know it. First of all, this is a really shabby
20 EA, and I agree with other speakers. There has to
21 be an EIS because this could be litigated at this
22 point.
23 For one thing, I've heard on the radio
24 numerous times employees of the county talking
25 about this project as if it's a done deal and how

1 this EA found no new information that would
2 counter the idea that this is a good project and
3 it's a done deal. I heard that last night on
4 KUNM. And the heart, the heart of the NEPA
5 process is to provide a thorough no-action
6 alternative.
7 The no-action alternative is a joke and
8 environmental justice analysis is a joke. There's
9 no nicer way to put it. The EA is intended to be
10 a document that assists in making a decision to
11 act or to not act. And it's not intended to be
12 justification for a decision that's already been
13 made. That's in the law. And on this point
14 alone, you failed.
15 I found it incredibly astounding that
16 the Mountain View Sector Plan was brought up as
17 something that was going to be followed in this
18 overall plan and project when, in fact, the
19 Mountain View Sector Plan, on which citizens
20 worked hard for four years, was not even allowed
21 to be heard before the county planning commission,
22 much less the county commission. Why? Because
23 Commissioner De La Cruz pulled it from the agenda
24 moments before it was to be heard, and that is the
25 truth. I was there. And so were many of the

1 people in this room.
2 I want to talk about this encouragement
3 of nicer industrial development. In Mountain
4 View, we've been promised nicer industrial
5 development, with overlays and conditions and all
6 kinds of things. Never happens. Gandy Dancer
7 came into our community a few months ago. They
8 promised us all kinds of flowers and lovely
9 additions to the community. We are now living,
10 before they've even officially opened, with
11 65 decibels of noise every morning, starting at
12 6:00 a.m. There are going to be 50-foot tall
13 lights over 36 acres in the middle of our home
14 community. No dark skies consideration. These
15 are going to be big, bright lights. It's going to
16 light up all of Mountain View, and there is
17 nothing the county can do. They can make all the
18 promises in the world to you people in San Jose
19 about how lovely this is going to be. Not going
20 to happen.
21 I want to also ask the question about
22 where this is going and why. Now, why would
23 people go down crowded, decrepit 2nd Street to
24 turn onto Woodward to go up the freeway via this
25 new boulevard? Doesn't make any sense. I think

it is an infill project between Rio Bravo and Woodward Boulevard for heavy industry to come in on that section of Broadway that's not yet developed. And as much as that traffic is going to go down to Rio Bravo to get on the freeway, as it is going to go down to Sunport, depends on where you are on each side of that little space on Broadway. And the idea that people would go to Valle de Oro, would drive to Valle de Oro by getting off at Sunport Boulevard and then driving through an extra couple of miles of heavy industrial, ugly development? Please. In short, go back to the drawing board.

MS. MARTORELLI: Thank you.

The next speaker is Andres Romero, followed by Robert Maestas.

MR. ROMERO: Good evening, everybody. My name is Andres Romero, and I live as 7411 Isleta Boulevard in Los Padillas. I'm also the state representative in House District 10 and I represent Mountain View and the San Jose community.

And this is obviously an issue that I've heard much about from many of my constituents who are here today, and also I've heard from the

1 county, and particularly Mr. Bennett has been
2 responsive to my questions. And I'm truly
3 appreciative of that.
4 I'm also appreciative of the fact that
5 there's a 50-day comment period, which has been
6 stated is longer than the traditional 30-day.
7 However, as we've heard from many of the community
8 members, given the health and environmental issues
9 that still plague these communities, I would urge,
10 in light of that, as well as the still short
11 window to review the documentation, that the
12 community be given the additional time to review
13 the material and make additional public comments
14 at a site in San Jose which is also one of the
15 potential affected areas, as we've heard.
16 This is a great presentation from the
17 county to provide a summation of the changes.
18 However, me, being a historian, I think it's
19 important that the community must be given ample
20 time to review the primary sources for themselves.
21 I don't think 50 days is nearly enough. And they
22 must be a part of the decision-making process,
23 again, as a part of an additional meeting at the
24 San Jose community.
25 So, again, I thank you for your time.

1 Thank you.
2 MS. MARTORELLI: Thank you. Robert Maestas
3 followed by Cipriano Lucero and John Lorentzen
4 after that. Thank you.
5 MR. MAESTAS: My name is Robert Maestas, and
6 I've lived at 2116 Edith, Southeast, for 43 years.
7 And I've owned a piece of property at 2818
8 Broadway for about 15 years.
9 Now, on Page 3, there should have been
10 around nine meetings on this thing, and I've only
11 been informed of two of them and I got papers that
12 those meetings were going on. And there's been
13 about nine of them. My son spoke at the last one
14 because I had to be out of town.
15 And I've got about five questions. The
16 first one is: Can we rezone from R-1, or whatever
17 we are, to a commercial zone? Because we live in
18 R-1 zone and somebody comes and buys us out and
19 they turn into commercial. They can get more
20 money out of our properties. That's the first
21 question.
22 The second one would be, with the city,
23 will there be any city, state, federal money or
24 anything to build to increase our property values,
25 to increase our own property value? Because

1 people come in and buy it as residential and they
2 get more money out of it than you sold it for.
3 The next things is, we will probably be
4 made to beautify our properties like in Santa Fe,
5 where people are priced out of their own
6 neighborhoods, where the taxes went up so high
7 that they couldn't pay them and had to suffer a
8 loss. A lot of people took advantage of that on
9 them.
10 Oh, and another -- can we be given help
11 on how it would be best for each one of us to
12 proceed on with our properties and all that? Will
13 there be any legal help from the county and the
14 city so they could advise us on what would be best
15 for our situation and the position we hold?
16 The next one would be: Will we -- will
17 these alternatives be available to them and will
18 be -- and can we contact -- who can we contact
19 about these alternatives?
20 And in closing, I want to say, how is
21 this going to benefit us, the person, each person
22 that has property? How is that going to benefit
23 us? The city seems to have taken a lot already,
24 saying how beautiful it's going to be and
25 everything. But how is it going to benefit each

one of us?

That's it. Thank you.

MS. MARTORELLI: Thank you, Mr. Maestas.

Our next speaker is Cipriano Lucero, followed by John Lorentzen.

MR. LUCERO: Good evening. My name is Cipriano Lucero, and I live at 325 Berto Avenue, Southeast. And we live -- I'm actually speaking for myself, my mother and my sisters and my nieces that all live with us. We live about two blocks from the proposed extension and all of this traffic work.

But what I'd like to do is just reiterate everything I think that's been said because I want to go on record as saying that we have not really been involved in the whole process. The only reason I knew about this meeting is because someone called me to tell me they had gotten a postcard about the meeting. And then Saturday, I saw a sign at the Bernalillo County facility that said something about a meeting. And I was surprised that it involved San Jose directly and the meeting is being held here at Mountain View. That's one thing that surprised me greatly.

1 But I want to go from here and continue
2 with what I wanted to say. And I just want to let
3 everyone know that we are really very much opposed
4 to this. First of all, we don't believe that
5 everyone in the community has been allowed to be
6 part of the investigative process. And we don't
7 believe that we have been given the opportunity to
8 say yes or no to the project. It is just how we
9 are being told that it is happening no matter what
10 we think or want.
11 As a matter of fact, I received an
12 e-mail yesterday from someone who works for the
13 county that said this is going to go through
14 basically, that's it, and I can share that e-mail
15 with everybody if they want to, and reveal that,
16 once again, San Jose community is being forced to
17 accept something that we truly don't want, or at
18 least the residents, people that are there
19 continually there 24/7.
20 I've heard people talk about employment
21 opportunities because of the increase in business.
22 Well, most of my neighbors don't work in the
23 neighborhood. People that work in the
24 neighborhood, that fill all of the businesses that
25 are there, come from other parts of the city to

1 work. Our people have to go out to work.
2 And second, whatever studies and
3 guidelines are being used to try to convince
4 people that there is no harm has not been taken, I
5 don't believe taken into consideration of the true
6 cumulative effects of all of this. Every
7 individual company or business or car that goes by
8 may be well under the levels that are set by the
9 government, but take all of that and put Company A
10 and Company B, who may be at 90 percent, but
11 together, they're well over 100 percent of
12 emissions or pollution in the area.
13 And we've already been declared and
14 people have sat and declared we have been a
15 Superfund site. Those of us who have lived there
16 forever know that we all had well water when he
17 first moved in. We can't use our wells for
18 nothing. They're just dead, sitting there.
19 Increased traffic, I know that that will
20 affect the children. It's already been proven,
21 it's already been talked about. We sit on our
22 front porch right now and we watch the traffic on
23 the freeway go by, the airplanes go right over our
24 heads. We have counted 50, 60 airplanes coming
25 and going just in one evening alone, sitting there

1 for a couple hours. So with the added traffic, I
2 know what that's going to do.
3 I'll skip a lot of this because I think
4 people have already talked about the illnesses
5 that are well known that are caused by pollution
6 and emissions. And I want to make this very clear
7 that our community, I don't believe, sees any
8 benefits from this.
9 The only thing that San Jose community
10 is ever used for is a gateway for other parts of
11 the city. They use us as a go-between. You can
12 go through San Jose to get here, you can go to San
13 Jose to get there. That's the only good thing,
14 and that's why people want to put everything
15 through our area.
16 Thank you.
17 MS. MARTORELLI: Thank you, Mr. Lucero.
18 Our next speaker and final speaker is
19 John Lorentzen.
20 MR. LORENTZEN: Hello and good evening. My
21 name IS John Lorentzen, and I own a business at
22 2909 Yale Boulevard and a home in the Southwest
23 valley. And I've been in Albuquerque for, without
24 giving my age away, about 60 years. I grew up in
25 California and we moved to New Mexico because I

1 had asthma as a child. And the dry climate pretty
2 much fixed me up nicely.
3 We've heard a lot about health, the
4 environment, asthma. This interchange proposed
5 road is not creating health issues. If anything,
6 is it merely spreading them out from Gibson to
7 Broadway to Woodward to Broadway to Rio Bravo to
8 Broadway versus having them in two locations
9 consolidated. So if anything, the health
10 environment issues don't really make a lot of
11 sense.
12 Because building an interchange doesn't
13 increase population. As we all know, Albuquerque,
14 unfortunately, is ranking 45th to 50th in just
15 about everything and people are actually leaving
16 the state. So creating a new roadway does not
17 create environmental problems; it simply spreads
18 them out.
19 Did Paseo del Norte or Montano bridge
20 create environmental issues, which was the main
21 argument for building those crossways to the West
22 side where the population was growing more than it
23 was in the northeast heights? No. It simply
24 allowed traffic to flow, which, in essence,
25 unconsolidated the pollution and the environmental

1 issues that everybody here has been arguing about,
2 and spread them out. We're not increasing it,
3 we're not decreasing it, we're spreading it out.
4 So do you want to consolidate here and here or do
5 you want to spread them out.
6 I drive Interstate 25 to the airport to
7 Yale every day. This property, if it's not
8 developed -- I notice the city just got the
9 homeless people out of there, that tent city was
10 created, and that lasted about two months and then
11 they got away with it. The city said, "Move them
12 someplace else."
13 This land has had environmental issues,
14 which have been addressed by the Schwartzman
15 Trust, which owns the bulk of the property. It's
16 zoned M-1 and M-2, which is an intense zone where
17 you could put ammonia plants, animal -- where
18 they, you know, take them apart and -- what the
19 Schwartzmans did is they put restrictions on this
20 property. They didn't want adult entertainment.
21 They didn't want daycare for children because of
22 the water contamination that has been known and
23 they've been working on now for 15 to 20 years to
24 clean up. They wanted architectural control on
25 the building, on all the M-1, -2 and -3 zoned

1 property which benefits everyone. It basically
2 reduces the intense industrial zone to a mild IP
3 zone, which allows nice development, restricted,
4 has to go before the EPC for approval for parking,
5 site plan layout, so on and so forth. And I'm
6 sure no one in here is even aware of what they've
7 done to protect this property from the intense
8 zone that it actually had.
9 I look at the interchange just as
10 bridges to the west side. If you don't have
11 access, all you get is congestion. This is going
12 to help the neighborhood. It's not going to hurt
13 the neighborhood. People are going to be able to
14 get to the airport easier. They're going to be
15 able to get to I-25 northbound/southbound easier.
16 Access, is good.
17 A lot of people object to an office zone
18 next to their property 8:00 to 5:00, and then they
19 build apartments, which is 2 o'clock in the
20 morning parking. They don't like the 8:00 to 5:00
21 because it's offices, it's commercial, it's mean,
22 it's intense; whereas, the residential zone of
23 apartments is much worse because you got party
24 animals up till 2 o'clock at night. So let's not
25 get the zoning confused with the access.

1 And the access will create development
2 where development would not normally occur. It
3 would create jobs for the City of Albuquerque, and
4 it would also create gross receipts tax for the
5 city.
6 I'm totally in favor of this. It's long
7 overdue. We've studied it for five years. It's
8 time to approve it and get it built.
9 MS. MARTORELLI: Thank you, Mr. Lorentzen.
10 And thank you, everybody, for being
11 here. It's been a great time together.
12 MR. EICHWALD: Thank you, everybody, for
13 coming. We appreciate all your comments.
14 Now we will take these comments and we
15 will put them into a synopsis and we will submit
16 this environmental assessment to the Federal
17 Highway Administration, who will determine what
18 happens next.
19 And we thank you. And the comment
20 period is until September 7th. If you have any
21 questions, please feel free to call us.
22 (Proceedings concluded at 8:27 p.m.)
23
24
25

1 STATE OF NEW MEXICO
2 COUNTY OF BERNALILLO
3
4
5 REPORTER'S CERTIFICATE
6 I, Kelli Gallegos, New Mexico Provisional
7 Reporter, No. P-409, working under the direct
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Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by ~~August 23, 2015~~. Sept. 28, 2015

8/31/2015

I OPPOSE the Sunport Boulevard Extension Project. Whoever pays the fiddler usually calls the tune... I ask all those paid to evaluate the health and environmental consequences of this project, "If you lived in this community, which for decades has suffered from industrial poisons, etc. more than most of Albuquerque and if you were NOT being paid to evaluate this project by superiors who largely support this extension, would you support or oppose the project?" I am a longtime health and environmental activist. I first moved to Albuquerque 45 years ago. I have owned no car for 36 years. I have ridden in no car for 14 years. Sometimes I ride the city bus, but I WALK mostly! Cars cause wars for oil; poisoned air; catastrophic climate chaos; highways, streets, parking lots + garages smothering fertile soil; lazy, sick fat bodies. I am GLAD I am able to WALK! I pledge NEVER to own a car the rest of my life!

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or
E-mail to: Peter.Hinckley@aecom.com

Your Name: DON SCHRADER
Address: 1806 Walter S.E.
Albuquerque
N.M. 87102
Phone: 505-243-0634
E-mail: none

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

The "No Build Alternative" will not benefit business and residents of Albuquerque with improved mobility and will not improve quality of life for the residents of the immediate area. Only through investment in better transportation system will the immediate area and the South Valley improve conditions. Investment in this project will encourage private investment in the area which will provide jobs for the residents.

The Sunport Boulevard Alignment has been well planned and should be constructed. The project when constructed will provide congestion relief and improve emergency vehicle access to the area.

I support building the Project.

James Smith

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: James Smith
Address: 3451 Candelaria Rd, NE
Albuq. NM 87107
Phone: 299-0942
E-mail: james.smith@sandermiller.com

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

(1) 7% Grade; Heavy use by Semi-trucks; where is the Truck run a way emergency exit? BIG GAS STATION AT BOTTOM OF HILL!

(2) I know that this project will go through regardless of the opposition. But since it is recognized that it is in an Environmental Justice community, zoning needs to be changed to prevent more polluting industry. Close to the TOD development, zone it more commercial with ~~by~~ some light industry like US Foods and Admiral Beverage.

(3) It is unfair to use the idea that it is additional access to Valle de Oro. Rio Bravo will see all the traffic until a Bobby Foster exit is built.

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: Ric Watson
Address: 225 Sunnyslope
Phone:
E-mail: rwatsonxyz@comcast.net

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

Railroad Time For Increase of Traffic.

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: Laurence Sena
Address: 1514 Buck Ct
Phone: 610 7331
E-mail:

Page 1

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

Sunport Exit off I-25 is elevated. If There was a 12-WAY Clover-leaf intersection, it may bring the 7% Grade possibly to 4 or 5%. Because of the Sunport Bridge over I-25, this would be difficult. Although Sunport would be convenient, I personally feel there should be another location for the Exit to Broadway. Currently if the Sunport extension would open, it connects to Arenal on the West Side, thus, a NEW ROUTE OVER THE RIVER!! I feel Truck traffic should go another route. I have been in the Towing industry Since 1971. Trucks are a Nightmare to recover, especially on a 7% grade! Also most Neighborhoods restrict Jake Brake (engine brake) Use, which would be a requirement on a 7% Grade

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: Evgeny Burdett
Address: 1325 Lopez SW
Phone:
E-mail:

Page 2

Public Hearing Comment Sheet

(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

August 5, 2015

Please submit your comments by September 7, 2015.

With Jake brakes in mind, This road SHOULD BE CAR & up to 2 Ton Truck ONLY! Please look into alternatives, BEFORE allowing Semi-Trucks AT ALL! 7% Grade is not good in in inclement Weather for Any vehicle - Let alone 80,000 Pounds of missile going down it.

Good Luck ALL!

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: _____
Address: _____
_____
_____
Phone: _____
E-mail: _____

Hinckley, Peter

From: Rodrigo L. Eichwald <rleichwald@bernco.gov>
Sent: Tuesday, August 11, 2015 4:04 PM
To: JohnDon.Martinez@dot.gov
Cc: Roger Paul; Nolan Bennett; Hinckley, Peter; Blake Roxlau
Subject: Re: What happen to the Sunport Extesnion website?

Mr. Martinez,
Our project page had a glitch that our web folks are working on. It should be restored shortly. As I mentioned in my email earlier to Mrs Abeyta, I would inform her of when the transcripts were ready. I believe we should get in back from the court reporter by the end of the week and then we need a few days to review and upload to the website.

Rodrigo L. Eichwald, P.E.
505-301-6933

On Aug 11, 2015, at 3:41 PM, "JohnDon.Martinez@dot.gov" <JohnDon.Martinez@dot.gov> wrote:

> Mr. Rodrigo, if your website is down or is being updated for additional information on Sunport Road, please inform Ms. Abeyta. Thank you!
>
> ---
>
> **From:** Esther Abeyta [mailto:sjna1@live.com]
> **Sent:** Tuesday, August 11, 2015 3:38 PM
> **To:** Heitmann, Greg (FHWA); Martinez, JohnDon (FHWA); Neie, Lisa (FHWA)
> **Cc:** Wilner, Marcus (FHWA); Juan Reynosa; stevenabeyta@gmail.com
> **Subject:** What happen to the Sunport Extesnion website?
>
> Dear Mr. Heitmann, Mr. Martinez and Ms. Neie,
>
> I was getting ready to send Mr. Eichwald an email asking for the transcript of the public hearing and the draft design overlay discussed there and in the revised EA. I decided before sending the email to review BernCo website, to see if the public hearing power point was added to the website. I do not know if BernCo is updating their website, the website to the Sunport Extension information is gone.
>
> In the past we were able to view the website under Public Works Current & Past Projects. This is the link Mr. Heitmann emailed me--now has nothing there:
>
> http://www.bernco.gov/public-works/current-past-projects.aspx?1fc7eb62479a4a568e871b92638de153blogPostId=52e84a84b12f4e9c92a967416e68556f#/BlogContent
>
> Today, to find and/or view information on the Sunport Extension, I went to BernCo home page, clicked on the search button and entered "Sunport Extension".
>
> THe BernCo website took me to a page with many links referencing Sunport Extension. If you look at the links, the information (example - notice of public meeting, revised EA is on page 2)

that used to be under current and past projects is now broken down into many links. Below is the link that shows you the break down.

http://www.bernco.gov/search-results.aspx?q=sunport%20extension

This does not seem very transparent or helpful, as there are only a few public copies of the revised EA available around town and to have the website that people have relied upon disappear during the comment period makes it even more difficult for anyone who wants to participate in this process.

I felt your offices should be aware of this situation.

Thank you

Esther Abeyta

Hinckley, Peter

From: Rodrigo L. Eichwald <rleichwald@bernco.gov>
Sent: Thursday, August 27, 2015 2:55 PM
To: gheitmann@dot.gov
Cc: Blake.Roxlau@state.nm.us; Catherine Lopez; Nolan Bennett; Roger Paul; Hinckley, Peter
Subject: Re: San Jose Public Meeting Notice From Bernalillo County/URS

We actually sent out mailers to every one in the zip code, placed posters at all the community centers and other areas in the neighborhood. There has also been a variable message board in front of our office for several days.

Rodrigo L. Eichwald, P.E.
505-301-6933

On Aug 27, 2015, at 2:49 PM, "gheitmann@dot.gov" <gheitmann@dot.gov> wrote:

FYI

Gregory L. Heitmann
Environmental Specialist

greg.heitmann@dot.gov
Phone: 505-660-7626

Federal Highway Administration
New Mexico Division Office
4001 Office Court Drive, Suite 801
Santa Fe, New Mexico 87507

<image001.jpg>

From: Camilla Feibelman [mailto:camilla.feibelman@sierraclub.org]
Sent: Thursday, August 27, 2015 2:33 PM
To: Heitmann, Greg (FHWA)
Cc: Esther Abeyta; Wilner, Marcus (FHWA); Neie, Lisa (FHWA); ibenton@cabq.gov; Diane Dolan WORK; Lauro Silva; andres.romero@nmlegis.gov; Juan Reynosa; Kristine Suozzi; Jacque Garcia; Marla Painter; Julie Stephens; James Aranda; ciprie1001@yahoo.com; wood_cpa@msn.com; Joan Brown; Loretta Naranjo Lopez; leojunejohnson@gmail.com; Javier - SWOP; bacadeanna@gmail.com; Richard Moore; Adrian Carver; joso1444@usa.net; edwilliams@kunm.org; Mark Rudd; macosta.csf@gmail.com; Monica Trujillo; sistoabeyta@gmail.com; George - SWOP; Daniel Michel; jdominguez@bcplacematters.com; G. Andres Romero; awwest888@gmail.com; ngarcia49@yahoo.com; sybil wertheim
Subject: Re: San Jose Public Meeting Notice From Bernalillo County/URS

We also would have alerted our 4,000 person membership of this meeting but received no notice. Please add the Sierra Club and my email to your mailing list.

On Thu, Aug 27, 2015 at 11:39 AM, <gheitmann@dot.gov> wrote:

Hello Mrs. Abeyta,

The Division has received your correspondence. All comments are part of the NEPA analysis as the project development process continues. No decision or action has been taken by the Division Office. This public meeting scheduled for August 27th is a continuation of information gathering.

Thank you,

Greg

Gregory L. Heitmann

Environmental Specialist

greg.heitmann@dot.gov

Phone: 505-660-7626

Federal Highway Administration

New Mexico Division Office

4001 Office Court Drive, Suite 801

Santa Fe, New Mexico 87507

<image001.jpg>

From: Esther Abeyta [mailto:sjna1@live.com]
Sent: Monday, August 24, 2015 7:30 AM
To: Heitmann, Greg (FHWA); Wilner, Marcus (FHWA); Neie, Lisa (FHWA)
Cc: Isaac Benton; Diane Dolan; alcoatl944@gmail.com; G. Andres Romero (andres.romero@nmlegis.gov); Juan Reynosa; kosuozzi@yahoo.com; Jacque Garcia; marladesk@gmail.com; Julie Stephens; jaranda@bcplacematters.com; ciprie1001@yahoo.com; David Wood; Joan Brown,osf; lnjalopez@msn.com; leojunejohnson@gmail.com; Javier - SWOP; deanna baca (bacadeanna@gmail.com); Richard Moore; Adrian Carver; Camilla Feibelman; Joseph; Ed Williams;

mark@markrudd.com; macosta.csf@gmail.com; Monica Trujillo; sistoabeyta@gmail.com; George - SWOP; Monica Trujillo; Daniel Michel; Julio Dominguez; gandresromero87@gmail.com; Angela West; ngarcia49@yahoo.com; iwildo@comcast.net
Subject: San Jose Public Meeting Notice From Bernalillo County/URS

Dear Mr. Martinez, Mr. Heitmann, and Ms. Neie,

The first public notice to this community of the meeting Bernalillo County/URS will hold on the revised EA--a meeting where there will be no record made and it will not be a public hearing--arrived in my mail on Friday, August 21. For most of the people in this community, it will be the only notice they receive. I have attached a copy to this email.

As you are aware the meeting will be held on August 27th. This means they are receiving less than a week notice of a meeting held at the end of the summer when people are often on vacation.

This is just one more in a continuing stream of insults to this community under the NEPA process that is supposed to be conducted in a way that encourages meaningful public participation. Further, the notice is only in English and being sent to a community that predominantly speaks Spanish as a first language. Need I tell you again, this is an environmental justice community. Our people are disadvantaged--not just be living on the fence-line of all the heavy industries here with noise and pollution--but economically, educationally and socially.

I hope that the Federal Highway Administration, given all that it says on your website about environmental justice and NEPA is not going to let the County and URS get away with this. There needs to be a proper process here that involves my community from the beginning of the planning stage. That comes here and listens before the decisions are made. I am not even sure any more that an Environmental Impact Study will be enough. Someone from your agency needs to tell the County and URS that they do not have a right to treat the people of my community the way they are treating us.

Thank you for your consideration.

Sincerely,
Esther Abeyta

--
Camilla Feibelman
Sierra Club: Rio Grande Chapter Director
Office: 505.243.7767 Cell: 505.715.8388
Web * Facebook * Twitter * Join * Donate
2215 Lead Ave SE, Albuquerque, NM, 87106
Open - Monday, Tuesday & Wednesday, 1 - 4pm

For more information on the:
Para más información sobre el:
Sierra Club de Puerto Rico
adriana.gonzalez@sierraclub.org
787.688.6214 * PO Box 21552, SJ PR 00907
Web * Facebook * Twitter * Unete * Corredor * Basura0

Hinckley, Peter

From: Paul Gessing <gessing@yahoo.com>
Sent: Wednesday, August 05, 2015 11:15 AM
To: Hinckley, Peter
Subject: Sunport Boulevard

I write in support of the effort to extend Sunport Boulevard. This is a simple decision to increase accessibility to the Sunport for residents of the South Valley and the West Side of Albuquerque. There is no reason to oppose it unless the money is simply unavailable which appears to not be the case.

Sincerely,

Paul J. Gessing
5500 Benson Ct, NW
Albuquerque, NM 87120
505-831-1312

Hinckley, Peter

From: Ruby Grzelachowski <rubyg@mct-ind.com>
Sent: Monday, September 28, 2015 12:35 PM
To: Hinckley, Peter
Subject: Sunport Extension Public Comment Letter

Mr. Hinckley,

I have collected letters for our staff regarding The Sunport Extension. I am going to deliver them to your office but I don't know what the deadline is? I know it's today but what is the latest time I can come to deliver them today?

Thanks,

Ruby Grzelachowski
Executive Director
MCT Industries, Inc.
MCT Manufacturing, LLC
7451 Pan American Freeway NE
Albuquerque, NM 87109
P: 505-867-6045
F: 505-771-6676
C: 505-205-4837
email: rubyg@mct-ind.com
website: www.mct-ind.com

The unauthorized disclosure or interception of e-mail is a federal crime. See 18 U.S.C. Sec. 2517(4). This e-mail is intended only for the use of those to whom it is addressed and may contain information which is privileged, confidential and exempt from disclosures under the law. If you have received this e-mail in error, do not distribute or copy it. Please return it immediately to the sender with attachments, if any, and notify me by calling (505) 867-6045.

Hinckley, Peter

From: J cipriano Lucero <ciprie1001@yahoo.com>
Sent: Thursday, August 06, 2015 1:13 PM
To: Hinckley, Peter
Cc: Esther Abeyta
Subject: Re: Sunport Boulevard Extension, Bernalillo County Project No. TS 09-06, NMDOT Project NO. CN A300160 - Public Comment
Attachments: August 5, 2015 - San Jose Project.docx

Attached you will find a letter with my comments regarding the Sunport Boulevard Extension Project. Even though, I spoke a little at the meeting I would like my entire argument of why my mother, myself, my sister, nieces and great - niece are opposed to the project entered onto the record showing our opposition. I believe that as lifelong homeowners we have a right as an individual to have a say in what is put in and what is not into our neighborhood.
You also received a previous email with no content and that was sent in error before I attached the document. Please disregard the first email.

J. Cipriano Lucero
325 Bethel SE
87102

Stella Lucero
329 Bethel SE
87102

Saint Theresa's Prayer
May today there be peace within.
May you trust God that you are exactly where you are meant to be.
May you not forget the infinite possibilities that are born of faith.
May you use those gifts that you have received, and pass on the love that has been given to you.
May you be confident knowing you are a child of God. Let this presence settle into your bones, and allow your soul the freedom to sing, dance, praise and love.
It is there for each and every one of us.

Ciprie

Hinckley, Peter

From: Rodrigo L. Eichwald <rleichwald@bernco.gov>
Sent: Tuesday, November 17, 2015 4:45 PM
To: Hinckley, Peter
Subject: FW: UNM homework assignment. Sunport

Pete,
I bumped in to Kristal Metro at a training and mentioned to her about the UNM homework assignment. See her response below.

Rodrigo L. Eichwald, P.E.
Engineer
Bernalillo County
(505) 848-1574 C: (505) 301-6933

From: Metro, Kristal D. [mailto:KMetro@cabq.gov]
Sent: Tuesday, November 17, 2015 4:24 PM
To: Rodrigo L. Eichwald
Subject: RE: UNM homework assignment. Sunport

Thank you Rodrigo. I've emailed the head of the Civil Engineering Department at UNM, asking him to verify in writing that student reports may not be published outside of the classroom without the consent of all students involved and does not represent a formal complaint by the UNM students who authored this report. As one of the students on the report, I can state that I was not aware that our student project was submitted as a complaint until Friday 11/13/15, and I do not support its use as a complaint against your project.

Sincerely,
Kristal Metro, P.E., City of Albuquerque Design Review and Construction

---

From: Rodrigo L. Eichwald [mailto:rleichwald@bernco.gov]
Sent: Tuesday, November 17, 2015 3:52 PM
To: Metro, Kristal D.
Subject: FW: UNM homework assignment. Sunport

The City one bounced back. I just attached the cover letter, if you didn't get it at your UNM email, let me know.

Rodrigo L. Eichwald, P.E.
Engineer
Bernalillo County
(505) 848-1574 C: (505) 301-6933

From: Rodrigo L. Eichwald
Sent: Tuesday, November 17, 2015 3:45 PM
To: Kristal D. Metro; 'kmetro@unm.edu'
Subject: UNM homework assignment. Sunport

Here is what was submitted as a comment to the project.

Rodrigo L. Eichwald, P.E.
Engineer
Technical Services Department

Hinckley, Peter

From:	Charles J. Noya <cnoyalaw@gmail.com>
Sent:	Friday, August 21, 2015 11:19 AM
To:	Hinckley, Peter
Subject:	Sunport extension project
Attachments:	suport extension comments.pdf

I am attaching my approval comments regarding the project.

As I said on the phone I really don't understand the objections.

Again my question regarding the project was to see if Arno was going to be completed through Woodard, since, it is my belief it is a dedicated right of way.

Thanks for discussing with me the project.

--
Charles J. Noya
3500 Sequoia Ct. NW
Albuquerque, NM 87120-1124
(505) 228-8424

Hinckley, Peter

From: Douglas Priestap <dspproduc@gmail.com>
Sent: Thursday, August 06, 2015 9:59 AM
To: Hinckley, Peter
Subject: Extend Sunport

Peter -

Ever try exiting Rio Bravo on a concert night like, say, Luke Bryan? Takes an hour. Whoever is the genius who designed a 1 lane exit for thousands of cars needs to be transferred to the janitor department!

Solution?

Extend Sunport 1/2 mile West to Broadway to provide further traffic solutions to an already congested area.

Locals worried about traffic?

1/2 mile from the airport?

Really?

For the thousands of us that have to navigate an already congested area, having Sunport going to Broadway will provide another avenue for better traffic.

Please extend it.

While you're at it, if there's any leftover money from that 19 million, please expand the Rio Bravo exit to 4 lanes. Or 5. Or 6.

You try exiting on it on a concert night, where traffic backs up until Sunport.

And, oh - congratulate the genius who designed 1 lane out on University from the Amphitheater after a show for 10,000 cars.

Doug Priestap
(505) 994-2267
Rio Rancho

August 5, 2015

My name is Dr Kristine Suozzi and I am here on behalf of the New Mexico Health Equity Working Group (NMHEWG). The NMHEWG is a non-profit with the goal of increasing equity for all by educating people about the social determinants of health, connecting like-minded individuals, organizations and agencies, and advocating for policies and programs that mitigate inequalities and improve health equity.

I am here tonight because the proposed Sunport Extension is neither healthy nor equitable for the community of East San Jose. This proposed project would adversely impact this low-income community of color, which already has its share of environmental burdens, including two superfund sites.

This project would increase vehicle volumes in the area, resulting in more air pollution and increases in upper respiratory diseases including asthma. Increased vehicle volumes are associated with increased chronic disease, motor vehicle-related accidents, and lower life expectancy.

The proposed expansion would also increase noise in the area. Noise is associated with a host of negative health outcomes, including sleep disturbance, hearing impairment, learning difficulties, decreases in work performance, heart disease and increased stress hormones.

These two health issues of increased traffic and noise substantiate that this project represents an environmental injustice to this community. Exacerbating these issues is the fact that the community of East San Jose has not been sufficiently involved in the decision-making processes. Adequate community participation is required of a project such as this. I request that Bernalillo County and URS meet with the community of San Jose and that the County and URS conduct an Environmental Impact Study on the entire project.

Thank you for consideration of this information and of my request,

Sincerely,
Kristine Olson Suozzi, Ph.D., Coordinator
New Mexico Health Equity Working Group

August 21, 2015

AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110

VIA EMAIL

RE: Sunport Boulevard Extension NMDOT Project No. CN A300160

Regarding the Sunport Boulevard Extension, as a landowner on Broadway, I favor the extension project. I own 3.7 acres at 3000 and 3016 Broadway southwest as well as on Wesmeco next to the PNM sub substation.

Since the east end of my property is at the corner of Wesmeco and Arno, my interest is in seeing if Arno will be completed through to Woodard. I think it would benefit my property by providing a access off of Arno as well as the already available access from Wesmeco.

I look forward to discussions concerning the right of way.

Very truly yours

Charles Noya

3500 Sequoia Ct. NW

Albuquerque, NM 87120

(505) 228 8424

PAJARITO VILLAGE ASSOCIATION

2233 DON FELIPE RD SW
ALBUQUERQUE, NM 87105

Dear Mr. Hinckley,

My name is Roberto Roibal, and I am the President of the Pajarito Village Neighborhood Association. I am writing on behalf of our Association to express our view that the proposed Sunport Extension is a very bad idea. The Association has been active for at least 35 years and it works hard to protect the safety and health of South Valley communities. We have many friends and allies who reside within the San Jose and Mountain View communities of Albuquerque. Through them we have learned about the very biased Sunport Extension Environmental Assessment process. We say biased, because it is obvious that Bernalillo County staff have prioritized industry input and desires over the repeated requests from actual community members to not build the road in their already impacted community.

In fact, it has also become obvious that community members from San Jose and Mountain View have never had an actual voice in this process as the County has not allowed them to speak at past public meetings, and aren't giving the community options in the process. It seems like the County is seeking to impose this road on the community, despite it having no actual community support. As representatives of South Valley community members, we would see it as a very wrong and unjust act if the County came into our community trying to force a road upon our community members. It's also disgraceful that this process had got to the point where the community had to file a Civil Rights complaint against the County just to be able to be acknowledged in the EA process. As a result of these non-community friendly actions of the county, we want to state that we stand with the communities of San Jose and Mountain View in their resistance to this extension being built.

There are many proposes roads, developments, and projects being pushed by Bernalillo County at the moment. The Pajarito Village Association has also sent in a letter against the Santolina development. Santolina seems like a very similar situation to the Sunport Extension process in that government officials are working closely with businesses and developers, while ignoring the pleas of the community to stop building things that don't make sense and aren't promoting sustainable development. Despite what Bernalillo County has claimed, the Sunport Extension is just one piece of a big plan the County is pushing to build out the roadways and industry in the area. Thus, this road project needs at least an Environmental Impact Statement done on it in order to see the broader impacts projects like these will have on the community.

If we truly want a vibrant and healthy South Valley community, then it must be the actual community who lead this process. Instead, this process has been led by politicians, their consultants, and the polluting industry. Not only is this morally wrong, but it also goes against many of the main tenants of the Federal NEPA process. As an association that looks to uphold community voices and their health, the Pajarito Village Association stands with the communities of San Jose and Mountain View to voice our opposition to this unneeded road. We hope you all do the right thing by, at the very least, forcing an Environmental Impact Statement on this proposed project, but ultimately we would like to see it denied.

At our September 1, 2015 monthly meeting, our Association unanimously voted to oppose the Sunport Extension and to support our sister communities in San Jose and Mountain View.

Thank you,

Roberto Roibal, President

Bernalillo County
PLACEMATTERS

August 5, 2015

Peter Hinckley,
Project Manager
URS/AECOM
6501 Americas Parkway NE # 900
Albuquerque, NM 8 7110

Attn: Sunport Boulevard Extension Project

To Whom It May Concern:

Greetings! My name is James Aranda. I work with the local chapter of PLACE MATTERS. We are a community-based non-profit organization that advocates for sound land-use, environmental, and social policies that provide equal opportunities for safe, clean and healthy neighborhoods and resolve the disproportionate environmental burdens on people of color, working poor, low-income and vulnerable communities of Bernalillo County.

Over time we have built partnerships and friendships with numerous community members throughout the County. Tonight PLACE MATTERS stands in solidarity with our friends and neighbors in San Jose and Mountain View who have grave concerns with the potential impacts of the proposed Sunport extension project. In their view, this project will likely only add on to the unreasonably high amount of traffic and polluting industries already in the area.

These two longstanding communities have long been overburdened by noise and air pollution, groundwater contamination and health problems from decades of heavy industry that is literally located in their backyards. Not only are these economically disadvantaged communities dealing with a glaring lack of adequate access to fresh healthy food, walking and biking trails, open space and other amenities that could make their neighborhood healthier, they are also dealing with the ongoing clean-up of numerous Superfund sites.

It is well known that the design of our neighborhoods impacts community health. Community members can and should be engaged in the decisions that impact their neighborhoods. Despite the many potential impacts of the proposed Sunport extension, what is of graver concern to our friends and neighbors is the way in which the County has failed to meaningfully involve those who will be most impacted by this project. Rather, the County's actions throughout the process have given community members the impression that Bernalillo County is trying to impose this road project on their neighborhoods without the community's consent or input. Let us not forget that the reason we are here tonight is because the community was forced to file a Title VI Civil Rights Complaint with the Environmental Protection Agency (EPA) for the County's failure to involve the public in the planning process.

625 Silver Avenue NW, Suite 195 ■ Albuquerque, New Mexico 87102 ■ 505-244-9505 x 102 ■ http://www.beplacematters.com/

To be fair, the County has held a number of meetings in conjunction with this project in which the public was invited to hear about the proposal, but according to community members, never have they been given an opportunity to weigh in on the merits, necessity, or any other aspects of this project. Let me be clear, public meetings that limit opportunity for public comment and disallow meaningful input is not community engagement, nor is it good government.

Because the County technically is an applicant in this case, the community feels it is only right that you address our concerns and answer our questions in an honest, transparent, and timely manner.

Tonight we join our friends and neighbors in San Jose and Mountain View to demand not only a seat in the room but a seat at the table. Only through open dialogue and a sincere willingness to work together can a partnership based on mutual trust and respect be built. Bernalillo County PLACE MATTERS is willing assist in any way we can to make this partnership a reality.

Respectfully,

James M. Aranda
Community Outreach & Education Coordinator,
Bernalillo County PLACE MATTERS

Public Comment Sheet

Sunport Boulevard Extension Project
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

Please submit your comments by September 28, 2015.

Mr. Peter Hinckley:

Please see attached letters for Public comment.

Thank you

Ruby Grze

Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110

E-mail to: Peter.Hinckley@aecom.com

Your Name: Ruby Grzelachowski
Address: 500 Tierra Muertas Loop
Alb. NM
Phone: 505-345-8651
E-mail: RUBY6@MCT-IND.COM

08.5.2015

Sent via Hand Delivery & Email To

Peter Hinckley
6501 Americas Pkwy NE
Suite 900
Albuquerque, NM 87110

Peter.Hinkley@aecom.com

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM, Bernalillo County Project No. TS 09-06, NMDOT Project No. CN A300160

Dear Mr. Hinckley,

I am a property owner of two parcels of land directly impacted by the Sunport extension project. One parcel is owned by We The People, LLC, a real estate investment company created by my family to reward 62 of our hard working coworkers who have teamed with us for 43 years on other businesses such as manufacturing vehicles and ground support equipment for the Departments of Defense and Energy. The goal of We The People is to develop investment properties into sources of economic development that sustain our community. The other parcel I own alongside my family is Sunset Solutions, LLC which shares the same economic development mission as We The People. I serve as General Counsel of both companies.

I write on behalf the companies We The People and Sunset Solutions, as well as an individual, to convey our steadfast support of the Sunport extension project. Time and cost efficient completion of this project will further our economic development mission by creating a visually appealing, productive, engaging gateway into the Land of Enchantment for our Sunport international and domestic visitors. Fortunately, each year the number of visitors to New Mexico, exports generated in New Mexico, and diversity of economic development opportunities grows year over year. Thus, it is incumbent upon us to work together as a community to foster job creation, revitalization of an environmentally blighted area, and augment New Mexico's economic

We The People, LLC & Sunset Solutions, LLC

Tel (505) 867-6045
Fax (505) 771-6676

7451 Pan American Freeway
Albuquerque, NM 87109

ClaudineMartinez@icloud.com

development draw as a state. Respectfully, our community asks that you accept the thorough, substantively responsive Environmental Assessment (EA), NMDOT Control No. A300160, Bernalillo County Project No. TA 09-06, as sufficient support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration.

Personally I have served as General Counsel for 16 years with an attorney practice that includes local, state, and federal regulatory compliance. I also serve as Vice Chair of the Department of Commerce Manufacturing Council, the principal private sector advisory committee to Secretary of Commerce Penny Pritzker on the United States Manufacturing Sector. The Council is charged with ensuring regular communication between the federal government and the manufacturing sector, advising the Secretary of Commerce on government policies and programs that affect United States manufacturing, and providing a forum for discussing and proposing solutions to industry-related problems and to ensure that the United States remains the preeminent destination for investment in manufacturing throughout the world. Finally, I also serve on the Congressional Business Advisory Councils of Congresswoman Michelle Lujan Grisham, and Congressman Ben Ray Lujan. Thus, I take my responsibility for assisting in stewarding economic development both in New Mexico and the United States very seriously.

Responsible stewardship of the US and State tax payer investment in an environmentally protective manner is the primary reason I support the expansion of the Sunport roadway. Specifically the exhaustive EA addresses my primary

concerns which include compliance with stringent requirements, a thorough vetting of community concerns surrounding the project (particularly because the history of this community has seen significant environmental challenges), and providing various forum to facilitate communication between the Federal, State, Local, and Community interested parties.

First, I address EA's strict compliance with the complex requirements. The extensive report clearly delineates the project's sound cost-benefit analysis for connectivity, access, and congestion relief. The "no build alternative" thoroughly addressed in Section 3 of the EA is clearly not an option given population increase, antiquated designs of Gibson (1960s) and Rio Bravo interchanges, and urgent need for revitalization of this area. Section 4 adequately addresses the affected environment, effects, and mitigation of the project setting. More specifically, the build alternative takes into consideration water resources, cultural resources, air quality, noise, traffic, and land use. Dating back to 1988 in the Southwest Area Plan, the need for the access that will be provided by the Sunport extension has been well documented (including in Plan updates in 2001, 2005, and 2007). In addition to the many other plans cited in conformance with this project, also of note is its inclusion in the MRCOG FY 2014 to FY 2019 TIP and the regional transportation plan MRCOG 2035 MTP.

Second I address my concern for community protection. Because this is a Superfund site, development has not occurred, leaving community members with a blighted area with no good paying jobs. Marring the gateway to

Albuquerque, the first impression visitors have of Albuquerque is this blighted area. As stated in the EA, Environmental Justice concerns were addressed, and the extension creates no disproportionate impact on any populations of minority or low income groups. In contrast, not developing this area would be a disservice to all community members. We must engage in long-term planning of our community with a focus on sustainability.

My final concern has to do with communication amongst all the interested parties, after personally attending the public meeting on 8/15/15, our team was encouraged by all participants' willingness to express their issues with the project both positive and negative. Community members that spoke with concerns listed the following: health issues including asthma and lower life expectancy, traffic, noise, eradication of polluting industries, groundwater contamination, economic disadvantages, and open space. After hearing these concerns our team and I studied the EA to ensure these concerns were addressed, and in our opinion they are.

It was also brought up that a public meeting was not held in the San Jose neighborhood, so a follow up meeting was held on 8/27/15, and two of my coworkers attended, further convincing us of the EA's compliance. Finally, the community asked for an extended comment period, and one was granted to our relief as well. Thus, all in all we applaud the efforts at community participation and encourage this brainstorming to continue.

In sum, We The People, Sunset Solutions, and I thank each and every interested community member for their dedication to our community. Respectfully, we ask that you accept the thorough, substantively responsive Environmental Assessment as sufficient support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration. Please let us know how we may be of further assistance.

Sincerely,

Claudine Martinez
General Counsel
We The People, LLC
Sunset Solutions, LLC

August 25, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Robert Archuleta and I own a parcel of land that is impacted by the Sunport extension project. I write this letter in support of the Sunport extension.

I really feel like the Sunport extension project is something that is needed in this area to allow economic development. The Sunport is the South gateway to the City of Albuquerque and the South side of town which includes Rio Bravo, Sunport and Gibson needs much improvement in terms of beautification. When tourists arrive at the Airport and drive down Sunport their first impression of the city is an area that has old buildings with no landscaping and the looks of a not so promising future. With this extension project I believe that developers will come in and develop the area around Sunport Boulevard with hotels, restaurants, and other places that tourists can enjoy when staying in Albuquerque.

We the People, LLC is an employee owned company that purchased some property off Woodward and Edmunds with the hopes that this area would be developed much like North Albuquerque and the Balloon Fiesta area. There is much potential for this area and with the restrictions that the Schwartzman's have put in the property they are selling, the companies that would move in would be much improved from the types of businesses that began in this area.

Sincerely,

Robert Archuleta
304 Plaza Muchomas
Bernalillo, NM 87004

September 25, 2015

Re: Sunport Boulevard Extension Plan Comments

To whom it may concern,

After reviewing a handout provided at one of the previous community meetings, and the Environmental Assessment posted on the Bernalillo County website, I concur that the build alternative is the most viable option.

Most apparent to furthering the build alternative, is the traffic historical pattern reflecting an upward trend of the local roadway system that if left unchecked, would create an undesirable result of future grid lock especially when the age and projected reconstruction of the Gibson & Rio Bravo interchanges are taken into full consideration.

In the event that build alternative is realized, the Environmental Assessment referencing of environmental impacts and possible procedures to follow is sufficient.

As a professional engineer, concerned citizen and as part owner of land in the area close to the Sunport extension I would like to reiterate my approval of the project and find that the process of identifying the project as moving forward for submittal for a Finding of No Significant Impact (FONSI) is acceptable.

Sincerely,

John Drake
2490 Nantucket Ct. NE
Rio Rancho, NM 87124

To Whom it May Concern,

I am in support of the Sunport Boulevard Extension build alternative.

The Sunport Boulevard Extension plan has described various conditions and mitigation measures with comparison to build or no build impacts in regards to affected environment, effects, and mitigation for 25 areas of concern in detail in sections 4.1-4.25 of the Environmental Assessment. I have reviewed the proposed plan and have the following comments as follows:

The build alternative implies environmental impacts are improved or not changed with the engineered improvements proposed and has potential positive indirect impacts such as:

- Provide an additional transportation link to the area
- Woodward Road built as a separate project prior to opening the Sunport Extension
- Multimodal transportation features to be included
- Create an economic development opportunity for existing and future land use

The no build alternative has negative potential impacts such as:

- no changes to the area
- Further degradation of air quality in the project area due to Heavy Industrial use
- Would not create any economic development opportunity
- Continuance of localized Erosion in the area
- No improvements to traffic congestion
- No required commitments from Bernalillo County Public Works Division, NMDOT, and FHWA

Please consider my professional review as a Mechanical Engineer and lifetime resident of Albuquerque, New Mexico.

Sincerely,

Richard Samberson

Mechanical Engineer
526 Sandler Dr NE
Albuquerque, NM 87123

Rafael Valdepena
2316 Dietz Farm RD NW
Albuquerque NM 87107

Comments to the Sunport Boulevard Extension

As a concerned citizen with a background dealing with miscellaneous regulatory compliance issues for the past 29 years, I attended the public meetings on August 27th and September 8th, 2015 regarding the Sunport Boulevard proposed extension (SBE).

I have reviewed the Environmental Assessment (EA) with the build or no build alternatives, the long-term transportation plan 1989 study and the 2014-2019 Mid Region Council of Governments (MRCOG) Transportation Improvement Program (TIP) with Bernalillo County and New Mexico Department of Transportation (NMDOT).

MRCOG Traffic flow maps referred to in the EA, reflect an increase of traffic surrounding the adjacent area of the SBE project. The current Sunport interchange built in 1997 was a welcomed eastbound relief route for the traffic that had previously needed to rely on either the Gibson/I-25 or Rio Bravo/ I-25 interchanges. With construction of a westbound off ramp, and accessing I-25 north & south, the traffic impact of the immediate area would realize a third freeway alternative for the area assisting in congestion relief.

The EA points out that the current Gibson Interchange built in the 60's is functionally obsolete and the Rio Bravo interchange, also built in the 60's, reconstructed thru 2012, is at best a parking lot during rush hours.

Discussion of the area in the last two public meetings was the possibility that heavy truck traffic would not be able to travel the portion of the SBE with a proposed 7% grade. As pointed out by County Staff, Rio Bravo has a portion of the roadway similar to the 7% grade proposed and has not been an issue for any type of traffic.

The SBE also recognizes traffic capacity increasing on Woodward Road within 10-15 years. It is important to recognize that an interdependent project for Woodward improvements is included and required before opening the SBE. It includes multimodal transportation improvements with bicycle lanes and sidewalks, which will be helpful in the long range planning and development for the area.

The EA is a technically acceptable document that is responsive to requirements and concerns of the process of the SBE signifying the build option as the most appropriate action. With that, the EA is ready to be finalized, and advanced for submittal for a Finding of No Significant Impact (FONSI) decision.

Sincerely,

Rafael Valdepena

Matt Clarke
6800 Vista Del Norte #418
Albuquerque, NM 87113

September, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

I am writing this letter to voice my support of the extension of the Sunport exit. I feel that by adding this exit it would greatly increase the access to local businesses & also be a benefit to the community. The Sunport exit, I feel, is a major hub for people coming into & out of our great city. Why restrict access of such an important exit? I say with a good design & layout, the proposed extension would be a valuable addition to our community.

Thanks for your time,

Matt Clarke

September 24, 2015

Hello,

I am part owner of some property that will benefit from this extension. I don't write this just because of this reason but also because I feel that this is the right thing to do. For years this area has been neglected and forgotten about. By extending Sunport Road with the plan that the County has in place it is going to bring new life to this area. When I come home from a trip and land at our airport I see this beautiful landscaped road that the City provided but then it stops at I-25. What do the hundreds of visitors think when they arrive here? They don't have a great view of what a beautiful city we have. This extension will beautify the existing landscape and help encourage tourism and growth to our city.
This will also help with traffic in the area as well as make it attractive for companies to come and build and settle in our great city which will help to boost our economy and bring much needed employment to our city.

These are just a few reasons I support this project.

Thank you,

Leroy Gutierrez
6809 La Lucena NE
Albuquerque, NM 87113

September 24, 2015

RE: Letter of support for Sunport Extension,

As part owner of land in the area close to the Sunport Extension I would like to extend my approval of the project.

I feel that the County has addressed my concerns regarding Air Quality and Traffic Impact by the materials they provided.

I can see how this project will have such a high economic impact to the area as well as the city therefore I submit this letter of support.

Elias Castro

Elias Castro
937 Aztec NW
Albuquerque, NM

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

As a property owner in the area I am in full support of this project. I feel that this will be good for the city. It will help with traffic congestion and help make that part of the city look better. I feel that the County did a great job in providing the Environmental Assessment Study that addresses my items of concern such as Hazardous Waste, Air Quality as well as the Traffic Impact Study.

That area of town is an older neighborhood with this project it will bring newness and help clean it up some. With the extension it will help new business come to the area and bring jobs to the area.

I see this as a good thing for Albuquerque.

Thank you,

Anthony Pena
2244 Angel Road
Corrales, NM 87048

Sept. 25, 2015

RE: Sunport Extension Letter in Support of

Hello, I am part owner of land in the area of the Sunport Extension and would like to extend my approval of the project as it would be a great benefit to the City of Albuquerque. It will give relief to the crowded traffic on the Gibson and Rio Bravo interchanges. It will provide relief to the traffic on I-25 and will add a link from the airport to the SW residents. I feel that the traffic impact study was very precise as to how this will transpire.

I also had concern with Air Quality and Noise as I live not far from the area. I feel they addressed these issues well in the EA. It would also be a lot better for out of town guest arriving at the airport to see a more appealing road way than a dead end with no development at the present Sunport West end.

When developed, I believe that new jobs will be created and the community would benefit not only with a new interchange but with economic growth.

Sincerely,

Nghia, Nguyen
901 Wellesley Drive SE
Albuquerque, NM 87114

9.16.15

Hello my name is Sang Giang, I am part owner of land in the area of the Sunport Extension and would like to extend my approval of the project that would be a benefit to many and give relief to the crowded traffic on the Gibson and Rio Bravo interchanges.

When developed, I believe that new jobs will be created and the community would benefit not only with a new interchange but future land development.

It would also be a lot better for out of town guest arriving at the airport to see a more appealing road way than a dead end with no development at the present Sunport West end.

Thank you for taking time to read my letter,

Sincerely,

Sang Giang
10509 Bitter Creek NW
Albuquerque, NM 87114

August 21, 2015

Re: Sunport Interchange Extension

Dear sirs,

The Bernalillo County web site provides some interesting facts about the Sunport interchange. I feel that the project is long overdue and will be a relief for traffic in the area. The addition of bike lanes is good idea too.

As part owner of property in the area, I would like to see the project go forward and be built.

Thank you,

Andrew Blea

2551 Clear Sky St SW
Los Lunas, NM 87031

9/25/2015

Re: Sunport Extension Letter of Support

Mr. Hinckley,

I believe that the Sunport Extension is a good plan. I feel that the County has provided a well thought out plan and has done a great job of providing data to support the issues such as Air Quality, Traffic, Environmental Justice and Land use.

These projects are so crucial for the benefit of Economic Growth and I feel that this project opens up many directions in growth to the surrounding areas as well as the city itself.

This project has been put on hold in the past and I hope that with all the information received from the County will be enough for it to move forward.

Thank you,

Adrian Diaz
9250 Eagle Ranch Road Apt. 116
Albuquerque, NM 87114

9.14.15

To whom it may concern,

The Sunport Extension is a good plan. It would help traffic and create development and jobs. As part owner of land in the area, I would like to see this project get approved and built as soon as possible.

Traffic on Broadway would certainly be spread out between three freeway interchanges vs. the two that already are congested and needing repairs or rebuilding.

Sincerely,

Arturo Garcia.

Arturo Garcia
213 Vallejos Lane
Bernalillo, NM 87102

Sept, 28, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Sam Desai and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees

I'm writing this memo to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the Albuquerque area as well as bring a more attractive landscape to the area. Albuquerque and the surrounding cities welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Sincerely.

Sam Desai

209 Cerro De Ortega Dr. SE

Rio Rancho NM, 87124

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Frank A. Duran and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a member of a company called We the People, LLC, a real estate investment company created by my employer as a benefit for his employees

I write to convey my support of the Sunport extension project, because the vacant industrial land in the area will become more attractive to employers who need to find locations for new manufacturing, distribution or service locations. Completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Frank A Duran

Sincerely Frank A. Duran

9/24/2015

Re: Sunport Extension letter of Support,

To whom it may concern:

I am a member of an LLC called We the People and we own a parcel of land that would be impacted by this project. I am in support of this project because I feel that these types of projects add to the growth if our City.

Over the years I have watched road improvement projects and as inconvenient that the project may be during the process the outcome has always been of great benefit.

This is why I am in support of this project.

Thank you,

Kerwin Willie

P.O. Box 237
Acoma, NM 87034

Matt Clarke
6800 Vista Del Norte #418
Albuquerque, NM 87113

September, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

I am writing this letter to voice my support of the extension of the Sunport exit. I feel that by adding this exit it would greatly increase the access to local businesses & also be a benefit to the community. The Sunport exit, I feel, is a major hub for people coming into & out of our great city. Why restrict access of such an important exit? I say with a good design & layout, the proposed extension would be a valuable addition to our community.

Thank you,

August 25, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, New Mexico

To Whom It May Concern,

My name is Kristy Tadgell and I am writing this letter in support of the proposed Sunport Boulevard Extension Project. I am a property owner because I am a partner in We the People LLC, a real estate investment company created by my employer as a benefit for his employees. A piece of land owned by this company and the surrounding property owners will be positively impacted should this proposal be approved.

I support this project because I feel improvement to any area that a visitor to Albuquerque will see first is a good thing. It would make access easier to the revitalized downtown area, the rail yards, the zoo and other businesses in the vicinity. More industrial opportunity may be afforded if the area of the proposed Sunport Extension Project is made to be fit for the modern business scene. Please support this extension for the benefit of Albuquerque residents and visitors.

Sincerely,

Kristy Tadgell

12709 Calle Amado NE
Albuquerque, NM 87111

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

As a property owner in the area I am in full support of this project. I feel that this will be good for the city. It will help with traffic congestion and help make that part of the city look better.

That area of town is an older neighborhood with this project it will bring newness and help clean it up some. With the extension it will help new business come to the area and bring jobs to the area.

I see this as a good thing for Albuquerque.

Thank you,

Santiago Hernandez- Velasquez
6210 Indian School Dr # D212
Albuquerque, NM 87110

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

I am a property owner because I am a member of an LLC called We the People. We purchased land in this area and I fully support this project. The City needs to have projects like this to keep ahead of the constant growth. I see the benefits of this project in how it will make the area attractive for business to come to the area. This will also bring jobs to the area.

This area of town needs to have newness to it. I am glad to see that there is a chance for that to happen.

Thank you,

Diego Montes,

1005 Del Monte SW
Albuquerque, NM 87121

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

As a property owner in the area I think this will be a really good improvement for the City of Albuquerque. It will bring businesses and then it will bring new jobs to the area. I drive thru that area often and it will be good to have another access as the others are always backed up.

I really hope that this project is not delayed again this is long overdue and it is needed.

Thank you,

Ruben Garcia
10401 Central NW #126
Albuquerque, NM 87121

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Paul Dawes and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees.

I write to give my support of the Sunport extension project, upon completion of this project we will enhance economic development to the area as well as bring a more attractive landscape to the area. Our City of Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. I feel it is a huge step in improving the area visually and economically, and by this I do support this extension.

Sincerely Paul Dawes,

Paul A. Dawes Jr.
7923 Greythorn Rd. S.W.
Albuquerque, New Mexico
-87121-

Robert Delgado

1321 Wilkes Way

Rio Rancho, NM 87124

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Robert Delgado and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees.

It is my intention to convey my overwhelming support of the Sunport extension project. I support the extension for several reasons. First, I speak to the positive economic impact for the area which would result from the enhancement. Second, the city's commuters would surely benefit as this would reduce the traffic and congestion that city airport generates. Third, the extension would be a needed improvement to the existing transit infrastructure, creating more options as the citizens of Albuquerque navigate the city. I believe that not only the surrounding community but the entire city would benefit from this endeavor. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

I have been a citizen of the city Albuquerque for over twenty years. It makes me proud to be a part of this initiative. I gladly welcome all of the benefits that would result from the extension of the Sunport Blvd. Supporting this would be economically beneficial and an improvement to the area, resulting in a more attractive city.

Sincerely Robert Delgado

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Ray Garcia and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees

I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Sincerely Ray Garcia,

6217 Sunset Gardens Rd SW
Alb NM 87121

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Brandy Patton and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees

I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Currently in that area we have a huge metal recycling company, several junk yards, a waste and portable restroom pumping company, and another waste removal company which are all harmful to the environment 10 fold of what a road will be and an eyesore on people arriving to the Albuquerque area because there is currently no economic growth and development to aid in hiding these companies. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Sincerely Brandy Patton

Brandy Patton
713 Broadway Blvd SE
ABQ NM, 87102

September 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I also feel that this extension project is good for the economy to bring forth more employment and make the area more captivating to attract more businesses to the area.

Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually as we all know the area is not appealing from birds eye view. This will make our County and City more attractive to visitors, in hopes that we can bring forth more direct flights to Albuquerque to help stimulate growth as we know that companies have bypassed our state due to the lack of direct flights. This would be a win-win situation for all.

Sincerely,

Marie Barreras
2790 Clear Sky SW
Los Lunas, NM 87031

August, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Tina M. Romero and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees.

I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Along with this expansion, would be a new addition to our City that would help the commute of New Mexicans every day. With that in mind, the extension would allow easier access to the freeway and by passers as well. I am a firm believer that improvements such as the Sunport extension would only value our City, businesses and surrounding neighborhoods.

Sincerely,

Tina M. Romero
10221 La Paz Drive NW
Albuquerque, NM 87114
PH: (505) 615-2338

September 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Greta Wanek; I am a property owner of a parcel of land that is impacted by the Sunport extension project. This letter of support is because I am a partner of a company called We the People, LLC which is a real estate investment company created by my employer as a benefit for his employees

I am writing to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area economically and visually.

Sincerely,

Greta Wanek

Greta Wanek
5041 Sanbusco Dr. NE
Rio Rancho, NM

September 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Fermin Maes and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees

I write to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the area as well as bring a more attractive landscape to the area. Albuquerque welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Sincerely,

Fermin Maes 9-24-15

Fermin Maes
1224 Western Meadows Rd NW
Albqu NMex 87114

August 24, 2015

Re: Sunport Extension Project

I am in support of the expansion of Sunport Blvd from I-25 to Broadway. Living on the Westside this expansion would relieve a lot of traffic congestion, and also create economic opportunities as well as needed beautification in the area.

Sincerely

Mary P Canady

601 El Torero Dr SE

Rio Rancho, NM 87124

August 24, 2015

Re: In support of expansion of Sun-port Boulevard from I-25 thru Broadway in Bernalillo County

To whom it may concern,

I Mary Wang a resident of Albuquerque New Mexico strongly support the expansion of Sun-port Blvd over I-25 and down to Broadway thru a parcel of land owned by members of We the People.

I strongly feel the completion of this project would enhance the beauty of our Airport and make it easier for traffic to flow. It would also give residents and visitors from the NW, SW, NE, SE an alternate route. Please note, that I – 25 has some serious traffic flow issues, and if it's not traffic its construction. .

I would like to stress that while the president of the United States was visiting our land of Enchantment he was stuck in traffic on I -25 & Sun-port Blvd due to repairs on our seriously eroded off ramp.

Yes, I believe this area is focal point of our city and I strongly believe this improvement would enhance the area .

Sincerely

Mary A. Wang

Mary A. Wang
10608 Rigoletto Dr. NW
Albuquerque NM 87114

September, 24, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

I recently attended one of the meetings at Mountain View Community Center concerning the Sunport Boulevard Extension. It was very interesting about all the people who attended and all the comments that were made. I am a supporter of this extension even more after the meeting. I learned so much and was so excited about all the good it will do for that area. There will be so many economic opportunities for that area and jobs which every state needs. There will be less traffic, 5 bike lanes, 6 foot wide sidewalk and 2 bridges. This extension will help the San Jose neighborhood area also. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees. I also believe the Airport area will benefit from the extension to give tourists and anyone living here to get through that area without any problems some which I have experienced as I am a resident for 60 plus years. By supporting the extension I feel it is a huge step for the future for development for our state and community. Thank you.

Sincerely,

Jenny Velasquez

Jenny Velasquez

13216 Oriente NE

Albuquerque, New Mexico 87123

9/24/2015

Sunport Extension letter of Support

To whom it may concern:

I write this letter of support for this project as a valued property owner. I have read the information that the County provided regarding this project and I feel that they have done their homework regarding this project and I am glad to support it.

I drive a truck and utilize I-25 and Gibson and Rio Bravo exits. I am constantly having to back track as neither of these exits are where I need to be. I will now be able to save money on fuel as I will not have to drive so far out of the way. This extension will relieve some congestion of the traffic and will help to keep the roads running smoother.

With this project I see huge potential for economic growth. Which will also bring jobs to the area. I am in support of this.

Thank you,

Fernando Griego
180 La Media SW
Albuquerque, NM 87105

9/24/2015

Sunport Extension letter of Support

To whom it may concern:

I am a property owner because as a member of an LLC called We the People. I am in support of this project because I believe that our city needs these type of projects to help keep our city growing and thriving.

I feel that this project will bring opportunity to the area. New industry will consider coming to that area which in turns means more jobs for the people.

We need this if we don't want to become a city full of poverty. Opportunities like this helps sustain growth to an area that needs it desperately. I hope that this project is not delayed anymore. This is a positive improvement.

Thank you,

Juan Carlos Vargas

2207 Leonard Street
Rio Rancho, NM 87124

9/24/2015

Sunport Extension letter of Support

Hello,

I want to take the time to let you know that I support this project. I am a property owner because as a member of an LLC called We the People. I have been to a meeting and have heard everything the County proposes to do on this project and I am impressed with all the background information they supplied.

I feel that this project will bring opportunity to the area. This gives opportunity for new industry to come to the area which in turns means more jobs for the people.

I am happy to support this as I feel these are the types of projects that keep improving our current state. Our highways and roads are paths to growth we must encourage.

Thank you,

Jesus Munoz

Jesus Munoz
2504 Evita Way SW
Albuquerque, NM 87121

September 24, 2015

Re: Sunport Extension Project Letter of Support.

To whom it may concern:

My name is Ruby Grzelachowski, I am a member of a company called We the People LLC. It is a company that my employer formed for his employees and as a member I own a parcel of land that would be impacted by this project. I write this letter because as an interested party I felt it my obligation to do my due diligence regarding this project. I was pleased to see the extent that the County had gone to with the Traffic Impact Study, Environmental Assessment as well as the fact that they put together several meetings with the community to discuss the concerns.

I attended one of the Community meetings and I listened to both parties and feel that the County addressed the concerns that were brought up and were able to respond with supporting data. The County shared a power point with the attendees that gave detailed information about the project they were able to show studies regarding how this improvement would affect the community. They had studied alternate routes and provided results which showed why those alternate routes would not be feasible. I was especially impressed with the Environmental Justice section of their presentation. I see the benefits to these neighborhoods and how this project will bring opportunity to those that live in the neighborhood. This project is much needed relief to the very congested roads that are nearby and this project is far overdue.

We live in a beautiful City and State, and we continue to attract new residents to move here. In the past we have been able to compete with many states to bring in new businesses to our state. If we are going to continue to compete with some of the larger cities in Arizona, Colorado and Texas economically, we will need to continue to grow as a city, as a community and as New Mexicans. We must

continue to develop projects such as these to be able to sustain the demands for growth if we want to stay competitive. That is why I have decided to submit this letter of support for The Sunport Extension Project and I hope that the Federal Highway Administration supports a FONSI so that we can move ahead.

Thank you,

Ruby Grzelachowski
1540 33rd Circle SE
Rio Rancho, NM 87124

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

I have been following the Sunport Extension project and would like to offer my letter of support for it to go thru.

When I see how traffic backs up at Gibson and I-25 or really backs up at Rio Bravo and I-25, I feel like this project is long overdue. Not to mention airport car traffic travelling to the far South Valley. I live in the South Valley and I hope that this opens up the door to continue Sunport Blvd. across the Rio Grande River.

The County has done a good job in addressing many concerns such as Traffic, Air Quality and Land Use in the Environmental Assessment therefore I strongly support this Project

Thank you,

Juan C. Hernandez

Juan Hernandez
3151 La Junta Road SW
Albuquerque, NM 87121

September 13, 2015

To whom it may concern,

I am an owner of land near the Sunport Extension planned. I support of the proposed extension and see this as a positive land use. With the extension east, it will allow traffic a new way to get on I-25.

I think that if built, it would bring new construction of buildings in the area creating jobs for contractors and new employees. We have needed this for a long time and I am glad to see it move forward

Sincerely,

Ray Saiz
051 Westend St.
Zia Pueblo, NM 87053

8.18.15

Sunport Extension

To whom it may concern:

I feel that the project is a benefit to the area and all of Albuquerque. I am a property owner and I am very happy to support it.

Thank you,

Ramon Garcia

Ramon Garcia
438 Salazar CT SE
Albuquerque, NM 87102

September 25, 2015

Re: Support of Sunport Extension Project

To whom it may concern:

As a property owner in the area I am in full support of this project. I feel that this will be good for the city for several reasons.

1. It would better serve everyone as a quicker route when going to the business in that area.
2. It will allow traffic a new way to get to I-25.
3. It would bring in New Development.
4. And new development means more jobs.
5. Building the extension is good for the contactors and employees who build it.
6. It would improve the appearance of the area.

There are more reasons for allowing the Sunport Blvd to be built, but as a concerned landowner, I am in support of the project.

Thank you,

Jaime Valadez

Jaime Valadez
2025 Los Luceros NW
Albuquerque, NM 87104

Sept, 28, 2015

Re: Support for a Finding of No Significant Impact (FONSI) by the Federal Highways Administration on the Sunport Boulevard Extension in Bernalillo County, NM

To Whom It May Concern,

My name is Sam Desai and I am a property owner of a parcel of land that is impacted by the Sunport extension project. I write this letter of support because I am a partner of a company called We the People, LLC a real estate investment company created by my employer as a benefit for his employees

I'm writing this memo to convey my support of the Sunport extension project, because completion of this project will enhance economic development to the Albuquerque area as well as bring a more attractive landscape to the area. Albuquerque and the surrounding cities welcomes nearly 5 million people a year utilizing the Albuquerque Sunport. By supporting the extension I feel it is a huge step in improving the area visually and economically.

Sincerely,

Sam Desai

209 Cerro De Ortega Dr. SE

Rio Rancho NM, 87124

PAJARITO VILLAGE ASSOCIATION

2233 DON FELIPE RD SW
ALBUQUERQUE, NM 87105

Dear Mr. Hinckley,

My name is Roberto Roibal, and I am the President of the Pajarito Village Neighborhood Association. I am writing on behalf of our Association to express our view that the proposed Sunport Extension is a very bad idea. The Association has been active for at least 35 years and it works hard to protect the safety and health of South Valley communities. We have many friends and allies who reside within the San Jose and Mountain View communities of Albuquerque. Through them we have learned about the very biased Sunport Extension Environmental Assessment process. We say biased, because it is obvious that Bernalillo County staff have prioritized industry input and desires over the repeated requests from actual community members to not build the road in their already impacted community.

In fact, it has also become obvious that community members from San Jose and Mountain View have never had an actual voice in this process as the County has not allowed them to speak at past public meetings, and aren't giving the community options in the process. It seems like the County is seeking to impose this road on the community, despite it having no actual community support. As representatives of South Valley community members, we would see it as a very wrong and unjust act if the County came into our community trying to force a road upon our community members. It's also disgraceful that this process had got to the point where the community had to file a Civil Rights complaint against the County just to be able to be acknowledged in the EA process. As a result of these non-community friendly actions of the county, we want to state that we stand with the communities of San Jose and Mountain View in their resistance to this extension being built.

There are many proposes roads, developments, and projects being pushed by Bernalillo County at the moment. The Pajarito Village Association has also sent in a letter against the Santolina development. Santolina seems like a very similar situation to the Sunport Extension process in that government officials are working closely with businesses and developers, while ignoring the pleas of the community to stop building things that don't make sense and aren't promoting sustainable development. Despite what Bernalillo County has claimed, the Sunport Extension is just one piece of a big plan the County is pushing to build out the roadways and industry in the area. Thus, this road project needs at least an Environmental Impact Statement done on it in order to see the broader impacts projects like these will have on the community.

If we truly want a vibrant and healthy South Valley community, then it must be the actual community who lead this process. Instead, this process has been led by politicians, their consultants, and the polluting industry. Not only is this morally wrong, but it also goes against many of the main tenants of the Federal NEPA process. As an association that looks to uphold community voices and their health, the Pajarito Village Association stands with the communities of San Jose and Mountain View to voice our opposition to this unneeded road. We hope you all do the right thing by, at the very least, forcing an Environmental Impact Statement on this proposed project, but ultimately we would like to see it denied.

At our September 1, 2015 monthly meeting, our Association unanimously voted to oppose the Sunport Extension and to support our sister communities in San Jose and Mountain View.

Thank you,

Roberto Roibal, President

Hinckley, Peter

From: Nolan Bennett <nbennett@bernco.gov>
Sent: Friday, August 28, 2015 2:17 PM
To: Rodrigo L. Eichwald; Hinckley, Peter; Roger Paul
Cc: Diane Sholtis
Subject: FW: Sunport Extension Thoughts

FYI...this is what Scott Hale sent to Benton and me after the meeting...Scott refers to a "Maria" but it was Marla Painter that he was talking with...

Nolan Bennett, P.E.
Construction Manager
Bernalillo County
(505) 848-1534

-----Original Message-----
From: SCOTT HALE [mailto:scott_hale@me.com]
Sent: Friday, August 28, 2015 12:02 AM
To: Nolan Bennett; Isaac Benton
Subject: Sunport Extension Thoughts

I didn't get out of that parking lot till after 9. Had good ride home through bosque though which gave me some time to process what I have observed in my limited involvement and what Michael and Maria were/are saying afterwards and are deeply invested in.

The question I have (because suddenly I am a little confused) is what is the next step or trigger to get a decision on whether to proceed or waste even more time and resources on EIS (Even dirty friggin hippy in me thinks that would be travesty)? I thought it was FHWA decision but suddenly wonder if dragging this out is more political than technical.

Anyway, if we just have to convince powers that be that fringes (pro and con) are fringes and will not change, how about we convince community that it's now time to run the middle. I also think there is a clear misunderstanding that transportation projects and funding is a much different beast than a superfund project. I feel for those folks and think their concerns are valid and deserve consideration. But in the right forum. Having been involved in some pretty heavy duty health risk assessments at Hanford, and quite a few NEPA roadway processes, why are we allowing the two to be confused as they have been the last two meetings. The fellow from Mountain View and Maria have some good points, I just don't see how they are germane to a transportation discussion like the Sunport extension. Right or wrong, isn't the CE/EA phases in roadway projects more of a checklist type process to determine if time and expense of additional data and study of EIS level of effort is warranted? If so, why are we still discussing?

Another issue I found troubling was Michael and Maria repeatedly pointing out afterwards that "powers" that be and BernCo were not listening to neighborhood. They are smarter than that (I really don't know Maria, but Michael is very savvy) so what is the problem? I think it has a lot to do with not understanding how highway projects, especially interstate interchanges, work. I thik we all get that they may not like the answer, but this is not the realm of DOI/National Parks level bugs and bunny, stones and bones NEPA stuff, especially with this alignment through Industrial wasteland. The whole environmental discussion is just going to be an ongoing leg weight till community moves on and the reality is (to me) these road improvements will be significant enhancements, especially for San Jose. That brings up the last observation, I fail to see why the roadway/extension concerns I have heard the last two meetings can't be

addressed during design phase of project. In fact, I found that quite troublesome at last meeting. Half the concerns were out of roadway scope environmental/EJ type stuff; the rest were things that could and should be discussed during design phase so it felt like cart was way out ahead of horse.

Before I forget, Maria did mention something I have heard a few times and that's that a refinery could be on some hidden Martinez Administration agenda. Even if this is valid fear, how is it germane as Sunport extension isn't going to make or break that kind of investment? Also, in that battle (RCRA Operating Permit), I think the community would have a lot more traction than they have here.

Anyway, I think it's past time to call. If it will sweeten the pot at all, I would be willing to give that area a year on some sort of advisory, steering or transportation project group/committee tasked with facilitating/working with County/Consultants to get the best possible project for the remaining money available ($18M seems like lots but it's been a while). I say put Ester and Mr. Risk Assessor on it, someone from Swartzmans, 6-8 from middle including the Michael's and Maria's and I would bet we could turn the community tide before ground is even broke. I also think that might help with the community education component. That community has been ill treated and was subject to CERCLA level scrutiny and regulatory interest. That is not a road context and it's really not this projects problem or interest. In the context of future industrial uses, that regulatory framework is RCRA which is a whole lot different that Superfund/CERCLA. Again, I think the thing to stress to community (and just once, it is not a discussion) is that Sunport Extension is roadway project and it's much smarter and beneficial to community to consider it as such. In the event that a M3 or whatever designated industrial property does find a willing investor/tenant/manager, all industrial uses will require a RCRA operating permit which is a process that community will be most welcome and an integral part of.

I don't think I can handle these meetings/decisions dragging on and do not see the need. It's a project that should positively benefit the entire area if managed properly so I'd like to see the money and effort focused on the best project possible. I can't help but think that what I observed tonight, especially the folks that attacked in the room but wanted to discuss afterwards as I was talking to Michael in hall, were more the product of fear and community concern, than any outright rejection. Let's get them a decision and then show them how it's done. They are way past due for some air and support in their sails.

scott

Scott Hale
scott_hale@me.com
505.301.9083

Hinckley, Peter

From: Lusk, Joel <joel_lusk@fws.gov>
Sent: Monday, August 31, 2015 5:43 PM
To: Hinckley, Peter
Subject: Public Comment Sheet Sunport Boulevard Extension Project Environmental Assessment Bernalillo County Project No. TS 09-06 NMDOT Project No. CN A300160

Public Comment Sheet Sunport Boulevard Extension Project Environmental Assessment Bernalillo County Project No. TS 09-06 NMDOT Project No. CN A300160

Regarding the subject proposed project. The seven percent grade (of Sunport/Woodward Road) of the proposed project (as well as any additional impervious surfaces in the area between the grade and Broadway Boulevard), has the potential to generate a large volume with fast velocity stormwater perhaps making its treatment challenging. Please consider using best management practices, additional or alternative stormwater treatment methods (either on site, nearby, or associated with any impervious surfaces), as well as appropriate pollution prevention practices to reduce the potential for impacts from any oxygen-demanding substances, associated pollutants, and/or solid waste attributable to the project, (or indirectly, from subsequent development or interrelated to the project), from entering, running off, or indirectly entering (that is, through transport by wind, aerial redeposition, and/or storm runoff) the South Diversion Channel or other jurisdictional water bodies.

Pollutants, if discharged or deposited, if left untreated or in excess, could potentially affect nearby or downstream water bodies and perhaps, wildlife. Please consider using percent oxygen demanding substances and their removal as an indicator of stormwater quality impacts in your evaluations, as well as in any of your identified best management practices or treatments, to determine their performance on the amount, frequency, or timing of oxygen demanding substances from project-associated stormwater from demonstrably reducing oxygen content in nearby or downstream water bodies. Additionally, the creation of structures over water bodies can attract wildlife, such as bats, swallows, and rock doves that may nest, reside, or otherwise increase their association with such structures. While these animals may contribute to reducing local insect populations, unfortunately, increases in the location of magnitude of their fecal matter above water bodies may also affect stormwater quality and therefore their occupancy and residence on such structures should be considered and best-managed during your project evaluation and development to reduce those impacts too, if any.

This comment is technical assistance. Thank you for your consideration.

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Joel D. Lusk, Senior Fish and Wildlife Biologist
US Fish and Wildlife Service, New Mexico Ecological Services
2105 Osuna Road NE, Albuquerque, NM 87113-1001
T: 505-761-4709 F: 505-346-2542 Email: joel_lusk@fws.gov
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Hinckley, Peter

From: Rodrigo L. Eichwald <rleichwald@bernco.gov>
Sent: Monday, August 10, 2015 2:30 PM
To: Hinckley, Peter
Subject: FW: I am in a quandary

FYI

Rodrigo L. Eichwald, P.E.
Engineer
Bernalillo County
(505) 848-1574 C: (505) 301-6933

From: Richard Meadows
Sent: Monday, August 10, 2015 2:07 PM
To: Nolan Bennett; Rodrigo L. Eichwald
Subject: FW: I am in a quandary

Passing along...

From: Enrico Gradi
Sent: Monday, August 10, 2015 1:47 PM
To: Richard Meadows
Subject: Fwd: I am in a quandary

FYI

Sent from my iPhone

Begin forwarded message:

> **From:** Marla Painter <marladesk@gmail.com>
> **Date:** August 10, 2015 at 12:57:26 PM MDT
> **To:** Alfred Volden <a.volden@usa.net>, Enrico Gradi <egradi@bernco.gov>
> **Subject: I am in a quandary**
>
> Hello:
>
> First- and above all- I want to tell you, Alfred, that you are a prince. To have waited all these years to develop your family's very valuable land until acceptable proposals presented themselves to your family is the most honorable and extraordinary act I have ever witnessed in the world of land development.
>
> I don't know where you all get your grit but it is amazing. I hope you and the Trust and your family know that people in Mountain View know what courage and fortitude and resolve you have maintained all of these years.
>
> I know we fought you on the recycling facility; however, I do not believe that Friedman and the NMRT was being forthright with you on their intentions for that development and we are

grateful that we were able to ward it off. I know you must be angry with us for making a huge fuss over that proposal. However, we are all extremely relieved that we aren't living with that facility right now.

I am in a quandary because I do not understand the Sunport extension. I testified against it the other night because I don't feel we are getting the real story behind it. The justification we are getting just doesn't make sense.

Given the huge need to improve Second Street and the Second Street and Rio Bravo intersection, why does a new road take precedence over the poor quality of those roads/intersections? There is no plan to work on Second Street and the Second St./RB intersection. Why would we build anything that dumps more traffic onto Second Street, which is now backed up in both directions multiple times a day?

Somehow I am not convinced that the Sunport Extension is intended to filter traffic from the freeway to Second Street. The people who use Second St. north of Rio Bravo are going to and from downtown and their destinations are not on Second Street north of Rio Bravo. People coming off the I-25 would not take the Sunport exit to Second Street to go home further south (and vice versa) as the EA states. Nor would they use the Sunport Extension to go to the Wildlife Refuge, as stated in the EA. No, it is clear to everyone that the purpose of the Extension is related to access the vacant industrially zoned land.

I understand that it would facilitate development on the Schwartzman properties on Broadway. I understand that you have covenants on the property you sell.

I understand that the land on Broadway (and also the big parcel east of the Railrunner station) lies within an overlay zone but I also have been told that there is no guarantee that the conditions of the overlay Transportation Oriented Development zone can be legally applied to applications for development within that M1, M2 zone. Is this correct?
There was reference to the Sector Plan at the Sunport Extension hearing, made by Commissioner De La Cruz. This was interesting because Commissioner De La Cruz pulled the draft Sector Plan many years ago and no other plan has ever been put before the County Commissioners to approve. We have no plan for our community.

If one were to draw a line down the middle of Broadway from where the new Sunport extension ends on Broadway and Rio Bravo Blvd. I think one could assume that the vehicles associated with a business on Broadway to the south of that imaginary line would use the Rio Bravo Interchange and the vehicles to the north of that imaginary line would use the Sunport Extension. So, any new developments on Broadway would impact Rio Bravo as well as the new Sunport extension. If there were businesses that require heavy trucks, this would be a large impact on Rio Bravo and until the new interchange is put in, an almost impossible added burden. No so much if it were commercial operations that did not generate more truck traffic. But how to guarantee lighter use rather than more heavy industry, such as the Friedman NMRT would have generated.

What I do not understand and would like clarification about is the following:

Is it your vision to make easier access to your ditch/ riverfront property in order to facilitate development there? Are you still committed to residential development or neighborhood commercial development on the ditch/riverfront property?

What happens with the covenants if you were to be gone tomorrow? Are the covenants in the Trust? Is the Trust revocable?

What is the relationship, legally, between the conditions set forth in the Trust and county zoning law? Which takes precedence? Could a developer sue the County if they permitted something outside of the covenants because of the primary M1/M2 zoning?

And most painfully, I have to ask why you both think that the properties have not sold thus far? Is it because of the Covenants? How would a Sunport extension change that situation? How can we work together to improve the image of the San Jose/Mountain View area to attract the kinds of development that you envision?

We fear that you might revoke the covenants in order to make your properties more attractive to heavy industry, salvage yards. tank farms and transloader facilities. That is very scary.

Again, we are aware that you could have sold off this primo industrially zoned land a long time ago and be living luxuriously, far away. Instead, you have stuck firm and with the community. That is honorable beyond compare.

I hope you two can elucidate on these questions.

Many thanks,

Marla Painter
Mountain View Community Action
--
Marla Painter
506 Valley High St. SW
Albuquerque, New Mexico 87105
USA
505-877-5017

NOTICE OF MEETING

Woodard Extension Project

(Planned extension from I25 to 2nd St.)

This is a positive project for our area as
This project will immediately improve business and commerce
To our area.

Please show your support for our community at the public meeting
To be held at: US FOODS Thursday April 2, 2015 6PM

As a business owner/neighbor I support the above mentioned planned extension.

Bill Roberson Agent

Name Bill Roberson Agent

Address: 3410 Broadway SE

Business Name: Republic (NMRD LLC Formerly)

31

RETURN TO
242-1613

NOTICE OF MEETING

Woodard Extension Project

(Planned extension from I25 to 2nd St.)

This is a positive project for our area as

This project will immediately improve business and commerce

To our area.

Please show your support for our community at the public meeting

To be held at: US FOODS Thursday April 2, 2015 6PM

As a business owner/neighbor I support the above mentioned planned extension.

James Doyle

Name JAMES DOYLE

Address: 2905 BROADWAY SE.

Business Name: DOYLE ROOF MASTERS INC.

NOTICE OF MEETING

Woodard Extension Project

(Planned extension from I25 to 2nd St.)

This is a positive project for our area as

This project will immediately improve business and commerce

To our area.

Please show your support for our community at the public meeting

To be held at: US FOODS Thursday April 2, 2015 6PM

As a business owner/neighbor I support the above mentioned planned extension.

Name RITEWAY PALLET

Address: 3524 Broadway SE

Business Name: Riteway Pallet

33

NOTICE OF MEETING

Woodard Extension Project

(Planned extension from I25 to 2nd St.)

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Please show your support for our community at the public meeting

To be held at: US FOODS Thursday April 2, 2015 6PM

As a business owner/neighbor I support the above mentioned planned extension.

owner

Name M. Nichi

Address: 2709 Broadway SE

Business Name: Sunny Fence

September 28, 2015

Peter Hinckley URS/AECOM
6501 Americas Parkway NE, #900
Albuquerque, NM 87110

Attn: Sunport Boulevard Extension
NMDOT Control No. A3001630
Bernalillo County Project No. TS 09-06

RE: Sunport Blvd Extension -- Petition Opposing the Proposed Project Route of the Sunport Extension

Dear Mr. Peter Hinckley,

My name is Rosa Garcia, I would like to submit for the record the following petitions from the residents of San Jose and concerned citizens of Albuquerque, NM in opposing of proposed Sunport Blvd Extension.

Thank you,

Rosa Garcia

Rosa Garcia
305 Wheeler SE
Albuquerque, NM 87102

Petition Opposing The Proposed Project Route of the Sunport Extension

We the undersigned residents of the San Jose community oppose the Sunport Boulevard Extension Project No. A300160, Bernalillo County Project N0 TS06-06, NMDOT Project No. CN A300160, Fed ID 09NM02006. We are concerned about the significant impacts the Sunport Extension will have on our community and families in terms of our health, safety, general welfare, social, economic and environment well-being. We are requesting that the New Mexico Department of Transportation and the Federal Highway Administration either approve the "no build alternative" for this project or require that Bernalillo County conduct a full-scale Environmental Impact Study. We are making this request because our community has not been given open and transparent opportunities for public participation in the decision as to whether this project is necessary, whether there are, in fact, alternatives that avoid the impacts the current project proposal on the San Jose community, and what the full ramifications of this project are upon the San Jose Community in terms of integrity of the community, health of the community, safety of the community, and the well-being of the environment over the long-term. We specifically request the following actions:

- Inclusion of low-income and minority participation in discussions on how to avoid or reduce of the disproportionately high and adverse effect(s) the Sunport Extension will have on the residents of San Jose.
- That NMDOT and FHWA not give Bernalillo County Public Works a third time to revise the Environmental Assessment report.
- That NMDOT and the FHWA either require that Bernalillo County Public Works conduct a full-scale Environmental Impact Study or the "No Build Alternative" for the Sunport Boulevard Extension road project.

Name (Print)	Name (Signature)	Address
Reyes C. Salas	Reyes C. Salas	235 Descanso Rd. SE.
Tony Saavedra	Tony Saavedra	235 1/2 Descanso Rd SE
Josie Chavez	Josie Chavez	311 Descanso Rd SE
Guadalupe Campe	Guadalupe Campe	315 Descanso SE
EVA Baca	Eva Baca	353 Descanso SE
Jonathan Salas	Jonathan Salas	226 Abajo Rd SE
Michael Salas	Michael Salas	226 ABAJO RD S.E
Jaime Torres	Jaime Torres	329 1/2 descanso rd se.
Agustin Torres	Agustin Torres	329 1/2 descanso rd se.
Frank A Quintana	Frank A Quintana	320 Harvard Dr SE
Ted Batz	T Batz	320 Harvard dr #95

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Name (Print)	Name (Signature)	Address
Brenda Talamante	Brenda Talamante	2820 John St SE
Brandon Talamante	Brandon Talamante	2820 John St SE
Gabriel Talamante	Gabriel Talamante	2820 John St SE
Nathan Talamante	Nathan Talamante	2820 John St SE
Jesus Trujillo	Jesus Trujillo	2820 John St SE
Moses Marsh	Moses Marsh	2818 John St S.E.
rhia j. johns	[illegible]	416 14th SW UNIT B 87102
Mary L. Steele	Mary L. Steele	1115 Edith Blvd NE #77 87107
Roberto Reibal	Roberto Reibal	211-10th St SW 87102
Javier Benavidez	Javier B. Benavidez	716 Luna Rd. SW 87102

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Name (Print)	Name (Signature)	Address
Olivia M. Price	Olivia M Price	408 Bethel Dr SE
Donnie R Greathouse	Donnie R Greathouse	408 Bethel Dr S.E
Stephanie Armijo	Stephanie Armijo	2829 John St. SE
DAVID SHANNON	David Shannon	2839 JOHN ST SE
KARIE RYDER	Karie Ryder	2839 JOHN ST SE
Pam Sanchez	Pam Sanchez	2923 John St SE
Jerry Ortiz	Jerry Ortiz	2925 John ST SE
Elroy Murphy	Elroy Murphy	2922 John Street SE.
MATTHEW SANDOVAL	Matthew Sandoval	2830 JOHN S.E
Constance Talamante	Constance Talamante	2820 John St SE

Petition Opposing The Proposed Project Route of the Sunport Extension

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Name (Print)	Name (Signature)	Address
Luis M. Gonzalez	[signature]	418 Maria Ct. SE
Juan C. Torres	Juan C. Alamo	408 Alamo SE
Marti Gurule	Marti Gurule	409 Alamo SE
Jose L MACIAS	[signature]	436 salazar ct SE 87102
Benito Torres	[signature]	225 Katwyn SE 87102
Lucille G Rodriguez	Lucille G Rodriguez	429 SAN JOSE AVE.
M. Christie Roe	[signature]	806 11th St. NW, ABQ
VERONICA ARAGON	Veronica Aragon	1324 SAN LORENZO NW
Patricia Gallegos	Patricia Gallegos	539 Field Hawk Tk Alb, NM 87115
Barb Karbel	[signature]	805 11th St NW

87102

Petition Opposing The Proposed Project Route of the Sunport Extension

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Name (Print)	Name (Signature)	Address
☆ Adrian Borrego	[signature]	227 Abajo SE
☆ Diana Torres	D Torres	227 Abajo SE
☆ Jo Torres	J Torres	227 Abajo SE
☆ LAURA Torres	[signature]	227 Abajo SE
☆ Shu Chavez	Shu Chavez	227 Abajo SE
☆ Pola		247 Abajo SE
☆ Lopia del Trafico	JOE CHAVEZ [signature]	341 Abajo SE
[illegible]		343 Abajo SE
Jose A. Chavez	Jose Chavez	1933 High st. S.E.
Mariah Lucero	[signature]	323 Abajo rd S.E.

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Name (Print)	Name (Signature)	Address
Guadalupe Sanchez	Guadalupe Sanchez	100 Alamo SE
Hisrael R Enriquez	Hisrael R Enriquez	2601 ½ Topeka SE
Victoria Chavez	[illegible]	2631 Topeka SE
Zamantha Villa M	Zamantha Villa Mtz	215 San Jose Ave SE
Luis Miranda	[illegible]	215 San Jose Ave
MARY AMADOR	Mary Amador	307 SAN JOSE AVE SE
Esther Abeyta	Esther Abeyta	2419 William SE
Steven Abeyta	Steven R. [illegible]	2419 William St SE
Bernadette Garcia	Bernadette Garcia	1721 Vermont NE
Kay Giles	Kay Giles	1321 Jeanette SW, ABQ 87105

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Name (Print)	Name (Signature)	Address
Reynaldo A Lucero	[illegible]	2430 William S SE
Serena Naranjo Lopez	Serena Naranjo Lopez	1127 Walter NE 87102
Anthony F Lopez	Anthony F. Lopez	228 Bethel Ave S.E 87102
Rosa Garcia	Rosa [illegible]	305 Wheeler St ALN ABQ
Connie D	Connie [illegible]	209 Abajo Rd SE 87102
Irene Anzures	Irene Anzures	305 Wheeler S.E 87102

Petición en oposición a la ruta propuesta para la extensión Sunport

Nosotros, los residentes de la comunidad de San José nos oponemos a la extensión de la calle Sunport, Numero de Proyecto A300160, Numero del proyecto del Condado de Bernalillo TS06.06, Numero del Proyecto NMDOT CN A300160, Identificación federal 09NM02006. Estamos preocupados por los impactos significantes que la extensión de la Sunport tendrá sobre nuestra comunidad y las familias en cuanto a nuestra salud, la seguridad, el bienestar general, el bienestar social, económico y medio ambiente. Le pedimos al Departamento de Transporte de Nuevo México y a la Administración Federal de Carreteras que se apruebe la opción de "No Construir " para este proyecto o que se le exija al Condado de Bernalillo que realice un Estudio de Impacto Ambiental a gran escala. Estamos realizando esta solicitud porque nuestra comunidad no se le han dado oportunidades abiertas y transparentes para la participación pública en la decisión sobre si este proyecto es necesario, si existen, de hecho, las alternativas que eviten los impactos de la propuesta de proyecto actual en la Comunidad de San José, y cuáles son las ramificaciones de este proyecto hacia la Comunidad de San José en términos de integridad de la comunidad, la salud de la comunidad, la seguridad de la comunidad y el bienestar del medio ambiente a largo plazo. Pedimos específicamente las siguientes acciones:

• Incluir la participación de residentes de bajos ingresos y de grupos minoritarios en los diálogos sobre las opciones para evitar o reducir los efectos desproporcionadamente altos y adversos que la extensión Sunport tendrá sobre los vecinos de San José.

•Que el NMDOT y FHWA no le den al Condado de Bernalillo y su Departamento de Obras Publicas una tercera oportunidad para revisar el informe de evaluación ambiental.

• Que NMDOT y la FHWA le requieren al departamento de Obras Públicas del Condado de Bernalillo realizar un Estudio de Impacto Ambiental a gran escala o que elijan la opción de "no construir" para el proyecto de la extensión carretera Sunport.

Name (Print)	Name (Signature)	Address
MARUACZ	MARUACZ	2632 JOHN.
MARIA CHAVEZ	Maria Chavez	2624 JOHN.
* Mary F. Vigil	Mary F. Vigil	2608 Jackson St. SE. Albuq. N.M
Silvia Holguin	Silvia Holguin	483 Alamo S.E.
Rodolfo Holguin	Rodolfo Holguin	483 ALAMO SE
José Rangel	José Rangel	426 Maria SE
Paola Gamboa	Paola Gamboa	430 Salazar
Catalina Moreno	Catalina Moreno	430 Salazar Ct SW
Pauline Cisneros	Paulina Cisneros	2609 John St. SE
Sergio Cisneros	Sergio Cisneros	2916 Williams

Petición en oposición a la ruta propuesta para la extensión Sunport

Nosotros, los residentes de la comunidad de San José nos oponemos a la extensión de la calle Sunport, Numero de Proyecto A300160, Numero del proyecto del Condado de Bernalillo TS06.06, Numero del Proyecto NMDOT CN A300160, Identificación federal 09NM02006. Estamos preocupados por los impactos significantes que la extensión de la Sunport tendrá sobre nuestra comunidad y las familias en cuanto a nuestra salud, la seguridad, el bienestar general, el bienestar social, económico y medio ambiente. Le pedimos al Departamento de Transporte de Nuevo México y a la Administración Federal de Carreteras que se apruebe la opción de "No Construir " para este proyecto o que se le exija al Condado de Bernalillo que realice un Estudio de Impacto Ambiental a gran escala. Estamos realizando esta solicitud porque nuestra comunidad no se le han dado oportunidades abiertas y transparentes para la participación pública en la decisión sobre si este proyecto es necesario, si existen, de hecho, las alternativas que eviten los impactos de la propuesta de proyecto actual en la Comunidad de San José, y cuáles son las ramificaciones de este proyecto hacia la Comunidad de San José en términos de integridad de la comunidad, la salud de la comunidad, la seguridad de la comunidad y el bienestar del medio ambiente a largo plazo. Pedimos específicamente las siguientes acciones:

• Incluir la participación de residentes de bajos ingresos y de grupos minoritarios en los diálogos sobre las opciones para evitar o reducir los efectos desproporcionadamente altos y adversos que la extensión Sunport tendrá sobre los vecinos de San José.

•Que el NMDOT y FHWA no le den al Condado de Bernalillo y su Departamento de Obras Publicas una tercera oportunidad para revisar el informe de evaluación ambiental.

• Que NMDOT y la FHWA le requieren al departamento de Obras Públicas del Condado de Bernalillo realizar un Estudio de Impacto Ambiental a gran escala o que elijan la opción de "no construir" para el proyecto de la extensión carretera Sunport.

Name (Print)	Name (Signature)	Address
Merlin F. Norman III	Merlin F. Norman III	301 Wheeler Ave Alb. N.M. 87102
Merlin F. Norman	Merlin F. Norman	301 wheeler AVE. SE ALBUQ, NM 87102
Andres Arrizo		308 Wheeler N.M. 87102
María S Arrizo		308 WHEELER. ave SE
x Raul Sifuentes	Raul Sifuentes	305 Alamo SE
Irma Sifuentes	Irma Sifuentes	305 Alamo AVE SE
Mary Ann Garcia	[illegible] Ave SE	224 ALAMO AVE SE
(1) George Ortiz III	George Ortiz III	2501 Topeka SE

Petición para oponerse a la ruta del proyecto propuesto para la extensión Sunport

Nosotros, los residentes de la comunidad de San Jose nos oponemos a la extensión de la calle Sunport, Numero de Proyecto A300160, Numero del proyecto del Condado de Bernalillo TS06.06, Numero del Proyecto NMDOT CN A300160, Identificación federal 09NM02006. Estamos preocupados por los impactos significativos de la extensión Sunport tendrá sobre nuestra comunidad y las familias en cuanto a nuestra salud, la seguridad, el bienestar general, el bienestar social, económico y medio ambiente. Estamos solicitando al departamento de Nuevo México del transporte y de la Administración Federal de Carreteras ya sea aprobar el "no alternativa de construcción " para este proyecto o exigir que el Condado de Bernalillo realice un estudio de impacto ambiental a gran escala. Estamos realizando esta solicitud porque nuestra comunidad no se le ha dado oportunidades abiertas y transparentes para la participación pública en la decisión sobre si este proyecto es necesario, si existen, de hecho, las alternativas que eviten los impactos de la propuesta de proyecto actual en la Comunidad de San José, y cuáles son las ramificaciones de este proyecto hacia la Comunidad de San José en términos de integridad de la comunidad, la salud de la comunidad, la seguridad de la comunidad y el bienestar del medio ambiente en el largo plazo. Pedimos específicamente las siguientes acciones:

- Inclusión de bajos ingresos y de participación de las minorías en los debates sobre la forma de evitar o reducir el efecto(s) desproporcionadamente altos y adversos de la extensión Sunport tendrá sobre los vecinos de San José.
- Que el NMDOT y FHWA no den al Condado de Bernalillo Obras Públicas por tercera vez para revisar el informe de evaluación ambiental.
- Que NMDOT y la FHWA bien requieren las Obras Públicas del Condado de Bernalillo realizar un estudio de impacto ambiental a gran escala o de la "no construcción alternativa" para el proyecto de la extensión carretera Sunport.

Nombre (Impresion)	Nombre (Firma)	Direccion
Bernice D. Torrez	Bernice D. Torrez	123 Bethel Dr SE
[illegible]	[illegible]	208 Bethel [illegible]
Jessica Stephens	[illegible]	333 Bethel SE
* Victor Moya	Edwina	337 " "
Edwyn Moya		337 Bethel Dr SE
Nick Olguin	Nick Olguin	411 Bethel
[illegible]	Roseann Arguin	411 Bethel

Petición en oposición a la ruta propuesta para la extensión Sunport

Nosotros, los residentes de la comunidad de San José nos oponemos a la extensión de la calle Sunport, Numero de Proyecto A300160, Numero del proyecto del Condado de Bernalillo TS06.06, Numero del Proyecto NMDOT CN A300160, Identificación federal 09NM02006. Estamos preocupados por los impactos significantes que la extensión de la Sunport tendrá sobre nuestra comunidad y las familias en cuanto a nuestra salud, la seguridad, el bienestar general, el bienestar social, económico y medio ambiente. Le pedimos al Departamento de Transporte de Nuevo México y a la Administración Federal de Carreteras que se apruebe la opción de "No Construir " para este proyecto o que se le exija al Condado de Bernalillo que realice un Estudio de Impacto Ambiental a gran escala. Estamos realizando esta solicitud porque nuestra comunidad no se le han dado oportunidades abiertas y transparentes para la participación pública en la decisión sobre si este proyecto es necesario, si existen, de hecho, las alternativas que eviten los impactos de la propuesta de proyecto actual en la Comunidad de San José, y cuáles son las ramificaciones de este proyecto hacia la Comunidad de San José en términos de integridad de la comunidad, la salud de la comunidad, la seguridad de la comunidad y el bienestar del medio ambiente a largo plazo. Pedimos específicamente las siguientes acciones:

• Incluir la participación de residentes de bajos ingresos y de grupos minoritarios en los diálogos sobre las opciones para evitar o reducir los efectos desproporcionadamente altos y adversos que la extensión Sunport tendrá sobre los vecinos de San José.

•Que el NMDOT y FHWA no le den al Condado de Bernalillo y su Departamento de Obras Publicas una tercera oportunidad para revisar el informe de evaluación ambiental.

• Que NMDOT y la FHWA le requieren al departamento de Obras Públicas del Condado de Bernalillo realizar un Estudio de Impacto Ambiental a gran escala o que elijan la opción de "no construir" para el proyecto de la extensión carretera Sunport.

Name (Print)	Name (Signature)	Address
Marialuisa Guzmán	Maria L. G.	2815 John st SE Alb NM

Petición en oposición a la ruta propuesta para la extensión Sunport

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• Que NMDOT y la FHWA le requieren al departamento de Obras Públicas del Condado de Bernalillo realizar un Estudio de Impacto Ambiental a gran escala o que elijan la opción de "no construir" para el proyecto de la extensión carretera Sunport.

Name (Print)	Name (Signature)	Address
CLIFFORD Evans	CLIFFORD Evans	2609 John St SE

Petición en oposición a la ruta propuesta para la extensión Sunport

Nosotros, los residentes de la comunidad de San José nos oponemos a la extensión de la calle Sunport, Numero de Proyecto A300160, Numero del proyecto del Condado de Bernalillo TS06.06, Numero del Proyecto NMDOT CN A300160, Identificación federal 09NM02006. Estamos preocupados por los impactos significantes que la extensión de la Sunport tendrá sobre nuestra comunidad y las familias en cuanto a nuestra salud, la seguridad, el bienestar general, el bienestar social, económico y medio ambiente. Le pedimos al Departamento de Transporte de Nuevo México y a la Administración Federal de Carreteras que se apruebe la opción de "No Construir " para este proyecto o que se le exija al Condado de Bernalillo que realice un Estudio de Impacto Ambiental a gran escala. Estamos realizando esta solicitud porque nuestra comunidad no se le han dado oportunidades abiertas y transparentes para la participación pública en la decisión sobre si este proyecto es necesario, si existen, de hecho, las alternativas que eviten los impactos de la propuesta de proyecto actual en la Comunidad de San José, y cuáles son las ramificaciones de este proyecto hacia la Comunidad de San José en términos de integridad de la comunidad, la salud de la comunidad, la seguridad de la comunidad y el bienestar del medio ambiente a largo plazo. Pedimos específicamente las siguientes acciones:

• Incluir la participación de residentes de bajos ingresos y de grupos minoritarios en los diálogos sobre las opciones para evitar o reducir los efectos desproporcionadamente altos y adversos que la extensión Sunport tendrá sobre los vecinos de San José.

•Que el NMDOT y FHWA no le den al Condado de Bernalillo y su Departamento de Obras Publicas una tercera oportunidad para revisar el informe de evaluación ambiental.

• Que NMDOT y la FHWA le requieren al departamento de Obras Públicas del Condado de Bernalillo realizar un Estudio de Impacto Ambiental a gran escala o que elijan la opción de "no construir" para el proyecto de la extensión carretera Sunport.

Name (Print)	Name (Signature)	Address
Maria Vazquez	Maria Vazquez	2601 Topeka SE ABQ 87102
Maria Salas	Maria Sala	2603 Topeka SE #A 8710

Hinckley, Peter

From: Jonathan Block <jblock@nmelc.org>
Sent: Monday, September 21, 2015 3:49 PM
To: Hinckley, Peter
Cc: Juan Reynosa - SWOP; Esther Abeyta; Steven Abeyta; Javier - SWOP; Sara Satinsky; Lili Farhang; Jacque Garcia; James Aranda
Subject: COMMENTS ON THE SUNPORT EXTENSION PROJECT REVISED ENVIRONMENTAL ASSESSMENT [REA]
Attachments: COMMENTS OF SWOP AND THE ABEYTAS ON SUNPORT REA 20150921.pdf

Dear Mr. Hinckley:

Attached in PDF, please find the above referenced set of comments filed on behalf of SouthWest Organizing Project and two representative members of the organization, Esther and Steven Abeyta, who live in the San Jose neighborhood.

These comments have an incorporated, attached exhibit with additional comments therein. That attachment is the Health Impact Partners *Health Impact Assessment* (Sept. 21, 2015) of the project. It was prepared by Health Impact Partners in cooperation with Bernalillo County Place Matters, New Mexico Department of Health, New Mexico Health Equity Partnership, members of the San Jose neighborhood, and the SouthWest Organizing Project.

We have, for your convenience, also sent to you on this day, USPS Priority Mail, Certified, a printed copy of the attached PDF.

Kindly confirm receipt of this email and that you are able to open the attached PDF (which has been tested to open using Acrobat Reader 8

.0 or higher).

Thank you for your cooperation.

Jon Block

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Jon Block
Staff Attorney
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New Mexico
Environmental Law Center
TM

September 21, 2015

Mr. Peter Hinckley, URS/AECOM,
6501 Americas Parkway NE, #900
Albuquerque, NM 87110
By email to: peter.hinckley@aecom.com

RE: Critical Comments of SouthWest Organizing Project [SWOP] and Esther and Steven Abeyta on the Bernalillo County-URS/AECOM ["BernCo/URS"] Sunport Extension Project Revised Environmental Assessment ["REA"]

Dear Mr. Hinckley:

New Mexico Environmental Law Center (Jon Block, Staff Attorney) hereby submits the following critical comments on the Sunport Extension project REA on behalf of the SouthWest Organizing Project ["SWOP"] and two representative members of the organization, Esther and Steven Abeyta, who are residents of the San Jose community--a community adjacent to the project that would receive potential project impacts.

SWOP was founded in 1980 by young activists of color to empower communities in the Southwest to achieve racial and gender equality and social and economic justice. SWOP is a multi-racial, membership organization with a Board of Directors elected directly from its membership. SWOP seeks to redefine power relationships by bringing together the collective action, talents, and resources of people within the communities with which it works. These are, primarily, low-income communities of color. SWOP helps these communities take control of their land and resources based upon the notion that all families have the right to healthy, sustainable environments in which to live, work, and play.

Esther Abeyta is former President of the San Jose Neighborhood Association. She and her husband Steven, who are members of SWOP, have been concerned with environmental issues in their community for a number of years. Most recently, they have been working to address issues surrounding the impacts of the Sunport Project on the San Jose community, and cumulative impacts on San Jose from industrial and transportation air pollution.

New Mexico Environmental Law Center 1405 Luisa Street, Suite 5, Santa Fe, NM 87505
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I. SUMMARY OF OBJECTIONS TO THE REA.

The Bernalillo County/URS ["BernCo/URS]" (Revised) Environmental Assessment dated June 2015 ["REA"] fails to adequately assess and address mitigation of the impacts of the proposed extension of Sunport Boulevard (the "proposed project") on the residents of the San Jose neighborhood and residents of adjacent areas of the Albuquerque's south valley between I-25 and the Rio Grande River (the "project study area" or "project area") in the following significant ways (which are supplemented by additional critical comments after this preliminary section and in the Health Impact Assessment ["HIA"] attached hereto as Exhibit 1):

1. **The REA fails to adequately demonstrate the need for the proposed project and fails to justify having only Alternative 'A' or "No build."** The REA does not support the need for transportation system connectivity, access, congestion relief, improved access to yet to be defined economic centers, or create (within the proposed project) improved pedestrian and bicycle connectivity. There was no true group of alternatives presented to the public in the Environmental Assessment [EA] Process. Alternative 'A' was pre-selected as the sole possible alternative. This choice was made without providing any meaningful cost-benefit analysis to support it. Moreover, the 2015 Revised EA eliminates all of the alternatives presented in the 2010 EA except 'A'--leaving the sole alternatives as "build" (using alternative A) or "no build." *See generally and compare* the 2010 EA *and* the 2015 Revised EA.

2. **The REA fails to assess, evaluate and mitigate the cumulative impacts of the project.** The "codependent" project to improve Woodward Road ("Woodward") is not included or evaluated by the REA. In addition, numerous other related projects are mentioned in relation to the Sunport Extension project, yet there is no cumulative impact analysis of these projects. Furthermore, the assessment of the impacts of the proposed project on the project study area is also flawed and incomplete. An Environmental Impact Statement ("EIS") assessing the cumulative impact of all of these projects—including, but not limited to, enhanced noise, traffic, air quality studies--are necessary to determine whether these projects will significantly affect the human and natural environment, and, if so, what mitigation measures are necessary.

3. **The REA fails to assess the impact of the proposed project on the foreseeable redevelopment of the project study area for industrial use.** No State or local regulations are in place to guide such foreseeable development. The REA does not address the consequences of the unplanned and unregulated industrial development of the project study area. The mitigation of the proposed project's impact on the project study area cannot be evaluated until substantive land use plans and regulations are developed and adopted. An EIS is needed to evaluate the impacts of the yet-to-be-developed plans and regulations. The air quality analysis in the REA only covers

Carbon Monoxide ["CO"] despite complaints from the San Jose community concerning increased diesel emissions from semi trucks, large semi-trailer rigs, tank trucks and heavy equipment trucks. The community has voiced concern about additional chemicals in the already polluted air that will also follow the increase in heavy industrial facilities in the now vacant brownfield areas near San Jose. This is overlooked by the County in its pollution projections. There is no cumulative impact analysis of this likely scenario--and segmenting out Woodward only allows these real impacts to be disregarded in the REA.

4. **The REA fails to address the feasibility, costs and consequences of the proposed project, which has impacts upon two active Superfund remediation sites and at least one historic closed landfill.** Without a defined plan for the required relocation of remediation facilities, and an incursion into an inactive, pre-Resource Conservation and Recovery Act ["RCRA"], i.e., unregulated landfill, it is impossible to gauge the extent of potential impacts the alignment of the proposed project may have on the project study area and, significantly, upon the ongoing required remediation and landfill control efforts. Of particular concern is a potential methane explosion during construction. This poses a substantial occupational and public health and safety risk.

5. **The REA fails to adequately address the impacts upon the environmental justice communities adjacent to the project area.** The REA fails to consider the potential adverse project impacts on the public health and safety of persons residing in the San Jose community. These potential adverse health impacts on an already pollution-burdened environmental justice community are extensively addressed in the attached HIA, the comments, criticisms and recommended findings of which are incorporated by reference (along with the entire study) in these critical comments. *See generally,* HIA, Exhibit 1, attached hereto.

6. **In the course of the REA process, BernCo/URS failed to consider and adapt to the special needs of the residents and families comprising the environmental justice communities around the project study area, denying these communities meaningful public participation in the National Environmental Policy Act ["NEPA"] process for this project.** When dealing with environmental justice communities, particularly communities in which there are English language communication difficulties for many of the residents, additional steps need to be taken to assure that the greatest number of interested persons is able to participate in the NEPA process. BernCo/URS failed to provide adequate notice and an opportunity for public hearing, in part by failing to adequately address the language communication issues, failing to provide Spanish language translations of the REA and relevant documents for the predominantly Spanish-speaking communities, and failing to hold public meetings and hearings at times and locations suited to the needs to working

families. This failure existed throughout the process and should be the basis for the Federal Highway Administration ["FHWA"] directing BernCo/URS to conduct a full-scale EIS on the projects at issue that is designed to be inclusive, given the special needs of the potentially more affected communities.

II. DEFFICIENCIES IN THE REA.

A. Project Purpose and Need Are Lacking In The REA.

1. REA provides no evidence of the need to "fill a gap"— a regional transportation plan is needed.

The REA claims that the project is needed to connect the Sunport to north/south access on Broadway and 2nd and that a "gap" now exists. REA at 7. Yet, such a connector now exists just one mile North of the proposed project. *Id.* at 8. But the proposed "gap" that is allegedly being filled stops before the yet-to-be-approved-and-evaluated improvements to Woodard Road. It then proposes that this new traffic route proceed on minor state highways--Broadway and 2nd--with no plan for improvements on Broadway and 2nd that would bring traffic from I-40 West, thereby creating a real connector which avoids the I-40/I-25 interchange.

Rather than "filling a gap", the proposed project is, plainly, one small piece of a yet-to-be-developed regional transportation plan. Hence, it is premature and not needed now. Moreover, in the context of a "piece" along with the others described in the REA cumulative impacts section, there is a clear indication that the Sunport Extension project is but a segment of a much larger group of projects with unevaluated individual and cumulative impacts.[1] *See generally* section **G** below. Without planning and the assessment of the impacts of an enhanced connection, there is no basis to contend that the proposed project is needed at this time, and it does not fulfill its stated purpose.

2. REA provides no evidence of the need for "improved access".

The stated purpose of the improved access has not been documented. REA at 8. No traffic studies were done to show how congestion might be relieved. No studies were done on whether the proposed project improves access when it proceeds along minor highways and neighborhood streets. The REA claims the traffic study "illustrates certain failing conditions "(LOF- F). REA at 10. In fact, the table shows LOF-

[1] NMDOT and FHWA must realize that the proposed short section of highway from I-25 down Woodward Road--which terminates at the Rio Grande--is intended to be "improved" by a bridge across the river? Given the on-going and scheduled highway improvements for the west side of the river—and the proposed, enormous Santolina development–a bridge would provide a more direct route for delivering road-building materials made in the South Valley (cement, asphalt, etc.) to the projects on the western side of the river.

F on only three (3) of sixteen (16) routes studied. The need to relieve congestion as a purpose of the project has not been established.

There is no evidence provided in the REA to support the purpose of the project delineated therein for "long range connectivity," "completing a link" or to "balance traffic" within the South Valley—or that such purposes will ever be achieved. REA at 10. No study has established that access to "economic centers" will be improved. In fact, no such "economic centers" have even been identified, nor is the impact on the project study area of "enhanced access" been addressed. *See generally* sections **E** and **F** below.

3. The REA provides no evidence to support "secondary needs".

The REA provides no data to support the alleged "secondary" needs for "improved bicycle and pedestrian facilities" and "connectivity" and "emergency access.". REA at 11-12. The REA contains no evaluation of how such alleged improvements will connect to anything outside the proposed project area. The claimed connectivity can only be realized, if at all, with the construction of the Woodward improvements. Ironically, there are not within the scope of the REA. As no firm assurances exist that the "improvements" will be made, these secondary purposes are not needed at this time, nor will the project meet those stated purposes.

B. "No Build" Alternative Inadequately Addressed -- REA §3.2 – at 24.

Since the REA has not established that the needs and purposes of the proposed project will be met, the "No Build" alternative should be adopted. Significantly, the "No Build" alternative, which BernCo/URS offer to the public, contains no analysis of potential positive impacts of not undertaking the project. It comes across to REA readers—as was stated in the Public Hearing in Mountain View on August--as a veiled threat to the affected community: if you do not accept this project your roads will never be upgraded, you will get no curbs or sidewalks, your flooding and drainage issues will not be addressed, you will get no bike lanes, etc. Given the fact that this project, as noted below and in the attached HIA, will result in an increase of noise, traffic and pollution, it is a major defect that the REA lacks any analysis of positive impacts of "No Build" and poses that alternative in solely negative terms. In short, the REA provides no meaningful analysis or even fair representation of the impacts of "No Build."

C. No Evidence In The REA Supports The "Preferred Alternative— It Is Just A *Very Expensive* Road To Nowhere -- REA §3.3 – at 24-25.

After eliminating the other alternatives, the preferred alternative (Alternative A) is a costly one, requiring a grade of 7% (the "maximum" allowable) with twin bridges over the existing AMAFCA South Diversion Channel, twin bridges over Edmunds Street, and a storm drainage system. REA at 25. It also requires land acquisition from

two active Superfund remediation sites and an historic landfill, the relocation of remediation wells and the construction of a "codependent" improvement project on Woodward that is not analyzed in the REA.

The REA states that the Woodward improvements "are **likely** to consist of four travel lanes, along with pedestrian and bicycle facilities.' REA at 29 (emphasis added). No firm plans are in place, nor has the Woodward project been officially agreed to or funded by BernCo. Moreover, the original 1991 EA, an extremely detailed engineering analysis of the alternatives, chose Alternatives D or H--a choice to which the BernCo raised no objection at the time. The engineered projections for the roads, grades and costs of those choices are compared with other alternatives in the 1991 EA--yet BernCo/URS chose not use this comprehensive study as a starting point for the REA. Instead, it raises issues with these alternative as if they were never viable—despite the direct evidence to the contrary contained in the 1991 EA. *Compare* Molzen-Corbin & Associates, *Sunport Transportation Corridor Study - Broadway Boulevard To Albuquerque International Airport - Environmental Assessment* ["1991 EA"] (July 1991) at 3-4 to 3-8; engineering plats Exhibits 1.3, 1.4. 3.14 through 3.27 *with* REA at 5; §3.1 at 21-23.

It is highly unlikely that the analysis and bases for the engineered choice of D or H in 1991 have changed substantially. In fact, given the changed status of what is now the BNSF yard, there could be fewer issues with these previously preferred alternatives than existed at the time they were selected as the best alternatives. At the same time, no consideration is given in the REA for the potential impacts of traffic waiting for train crossings due to the "improvements" to Woodward Road. The "improvements" will use traffic channelization. This is essentially a barrier. Residents utilizing William Street to access Woodward Road will have only one directional option: turn west. When freight trains use the Inter-Modal to move railcars in and out of that facility--a process takes as long as 20 minutes but could be even longer--traffic will be forced to turn on William Street. Traffic seeking an alternative route will be funneled into the San Jose neighborhood. One reason for this is that road channelization will not allow U-turns. Thus, the use of the Woodward Road "improvements" --a necessary segment of the entire Sunport Extension project -- will create additional traffic in the San Jose neighborhood, traffic snarls at the railroad crossing, and dangerous driving by frustrated drivers attempting to find a way to turn East.

With no evidence in the REA as to how or when this costly one-half mile road will serve area-wide transportation needs, the proposed project remains premature, lacking the necessary connection to area-wide transportation needs to justify the cost and expense of the project.

D. REA Inadequately Addresses Environment, Effects and Mitigations.

1. Air Quality is inadequately addressed – §4.10.

Air Quality data for CO was only obtained south of the project area and not within it. REA at 44-45. Air Quality baseline data for the project study area should be established and modeling done to measure the impact of the proposed project. The REA states that the modeling done demonstrates that the project development "would not cause or contribute to air quality exceedances." *Id.* at 46. This in no way measures the air quality impacts upon the residents of the project study area due to increased traffic the REA concedes will occur. *Id.* at 28. No assessment is made of the impact of increased truck traffic to and from foreseeable industrial development in the study area. An EIS is needed to make this assessment and to pose and evaluate possible mitigation measures-- such as the regulation of truck routes and truck weight limitations. *See also* HIA at iv, 24. The REA relies solely on area-wide regulation of transportation related pollutants. REA at 46. This in no way addresses the site-specific impacts of increased traffic on the project area. As no assessment has been made, no mitigation alternatives have been posed and analyzed. This needs to be done in an EIS for the proposed project, the projected Woodward improvements, and all of the related and reasonably foreseeable projects. *See* section **G** below (addressing cumulative impacts).

Similarly, the REA does not address the impacts of toxic pollutants on the project study area. Instead, it relies solely on area-wide modeling. The REA states, in pertinent part, that, "under the build and no build scenarios there may be localized areas where VMT [Vehicle Miles Traveled] would increase...and therefore it is possible increases and decreases in MSAT [Mobile Source Air Toxics] may occur." *Id.* at 48. Without supporting these assertions with data, the REA merely conjectures where increases and decreases might occur in the study area, then asserts "even where increases do occur, they will be substantially reduced in the future due to the implementation of EPA's vehicle and fuel regulation." If this were in fact true, the conclusion only pertains to the metropolitan area. There is no data to supporting this conclusion--and no modeling to indicate that such a forecast can be said to apply—in relation to a particular neighborhood facing increased traffic and new development by heavy, polluting industries. An EIS must be conducted to evaluate the impacts of this situation upon the communities that are near the project area. It should include a site-specific analysis assessing the potential for increased toxic air pollutants that would affect a population that already receives a disproportionate share of the impacts of "discharged pollutants." HIP at iv-v, 6.

2. Noise inadequately addressed --REA §4.11 at 49

The REA noise impact analysis and related traffic projections were performed on within an extremely limited site-specific portion of the project area. No area-wide

analysis was performed. There is no evaluation of the noise impacts related to the Woodward project—or the many other projects connected to the Sunport Extension Project. *See* **G** below (cumulative impacts). The modeling that was done addresses the intersections affecting only nine (9) residences. Even that highly restricted study reveals noise levels exceeding 67dBA in two (2) out of six (6) samples. In all cases, undertaking the proposed project results in noise levels that are higher than those under the "no build" alternative. Yet, the REA neither provides nor evaluates any mitigation measures. In some cases, the REA concedes that there are no viable mitigation measures. REA at 51. In an utterly bizarre twist, the described traffic analysis reaches the conclusion that these nine (9) residences will suffer increased noise from increased traffic on Broadway rather than from the proposed project. REA at 50. This is no way addresses the impacts of the proposed project and the conceded increased traffic it will generate in the project study area as a whole. Nor does it evaluate the noise impacts of the Woodward improvements, other scheduled and reasonably foreseeable road projects, and the foreseeable industrial redevelopment that have been "segmented" out of the scope of the project. *See* **G** below (discussing segmentation). An EIS with a noise analysis that includes the noise impacts of all of this development needs to be conducted and it needs to include, as Category B receptors, the San Jose residences along Bethel Avenue, that is, west of Broadway and north of the proposed project. REA at 62.

The REA points out that BernCo code does not specify noise limits for transportation source. Absent such limits, coupled with effective truck restrictions and related controls, noise mitigation cannot be achieved. BernCo needs to implement effective land use and transportation codes through comprehensive planning for the industrial redevelopment likely to result from the proposed project. These should be required to be in place prior to the FHWA and NMDOT approving any federally funded road project in this area.

E. Communities and Use Inadequately Addressed -- REA §4.13 at 54-56.

The REA states that the preferred alternative is consistent with existing and proposed land use plans. REA at 54. However, none of the approved land use plans directly address the project study area. The REA concedes that the plan referred to--Bernalillo County/International Sunport Area Plan--is south of the project study area. The REA relies on a yet-to-be approved and adopted Design Overlay Plan. No such proposed overlay plan was available to the public prior to or during the Public Hearing and is not part of the REA. The REA offers this yet-to-be approved and adopted plan as evidence of both compliance with existing plans and as a mitigating factor in the implementation of the proposed project.

Despite frequent summaries of its content, no copy of the proposed plan is included in the REA and, significantly, was not part of the public process on the REA. The REA claims that the Design Overlay Plan provides standards and guidelines for "architectural character, building design, parking and access, and landscaping, fencing and walls; lighting and signage...." REA at 56. These are merely aesthetic and design regulations. They do not and cannot address the issues of increased noise, air pollution and disparate land uses that will accompany the industrial redevelopment of the project area absent a zoning classification change. The zoning in the area has not been updated in many years and favors highly industrial, polluting uses. Although the REA admits that, "while the zoning will articulate the allowable uses" it "cannot be predicted with certainty whether or what businesses might move to the area...." REA at 62.

As noted in comments to the earlier draft REA, Gregory Heitmann, FHWA, in his letter dated May 23, 2014 to Blake Roxlau, New Mexico Department of Transportation ["NMDOT"], stated, in pertinent part, "The Design Overlay may have a positive impact but they are not enacted. Also, what if they don't work? Isn't the Design Overlay a voluntary program with incentives? The REA acknowledges that the design overlay is strictly voluntary. REA at 55.

No protections are in place or being implemented to prevent the project study area from repeating its history of "unsightly vacant land and legacy industrial uses." REA at 62. Without changing zoning, "overlays" are no more effective in eliminating heavy industrial eyesores than is lipstick used to "beautify" a pig.

Bernalillo County has the authority and resources to adopt substantive controls such as a revised land use plan specifying coherent requirements for locating new industrial uses, traffic flow restrictions including weight limits, and noise controls including operating hour restriction for truck traffic and loading dock operations.

To effectively deal with these issues, BernCo must prepare an EIS for the proposed project, the Woodward improvements, the numerous other related projects listed in the REA cumulative impacts section, and the reasonably foreseeable project that will follow all of these. BernCo also needs make an advance and firm funding commitment that include money for the development of a comprehensive land use plan and the re-zoning of the project study area. These should be implemented prior to FHWA and NMDOT approval for the undertaking any of these projects.

F. Indirect and Cumulative Impacts Inadequately Addressed - REA § § 4.22 & 4.23 – at 70-79.

The REA is flawed in failing to address indirect and cumulative impacts because it fails to assess the impacts of the Woodward improvements and all of the other known and reasonably foreseeable regional highway improvements that will have a significant

environmental impact on the project study area, and which flow from the Sunport Extension project. The REA cites federal regulations that define indirect impacts as "project effects that occur later in time or away from the immediate project area" (REA at 74). It makes no mention here of the "codependent" Woodward improvements which would abut the proposed project. Furthermore, the impacts of the Woodward project on the Sunport project have not been assessed. REA at 74-76.

Failure to include the Woodward improvements, the other already approved and scheduled projects, and other reasonably foreseeable future regional highway improvements within a cumulative impact evaluation, violates the intent, if not the substance, of Federal Highway Administration (FHWA) directives and guidelines. In his letter of January 28, 2015, Blake Roxlau, NMDOT, "in consultation with the FHWA" insisted upon certain "conditions" BernCo/URS had to meet to "ensure that the Sunport Blvd. [R]EA is completed adequately." He further stated, in pertinent part, "An analysis of traffic impacts to Woodward and specific mitigation plans shall be included in the [R]EA". This has not been done. Instead, the REA references the Environmental Commitment in Section 5 of the REA. REA at 76-77. That section simply asserts that a "stand alone" NEPA document will be prepared for the Woodward improvements the effort associated with it will be a Categorical Exclusion ["CE"]. This entirely schematic and superficial treatment of the requirements set out by the FHWA (and passed on to BernCo/URS by the NMDOT) is a major deficiency in the REA and shows that this project is "not ready for prime time".

Mr. Roxlau also required, in pertinent part, that, "The project termini shall be described in the [R]EA and include all Woodward Ave. improvements." This is consistent with FHWA guidance in *Development and Evaluation of Alternatives*[2] requiring that an EIS or FONSI "connect logical termini and be of sufficient length to address environmental matters on a broad scope" and "have independent utility or independent significance". *See generally*, FHWA Environmental Review Toolkit - NEPA and Transportation Decisionmaking.[3] This has not been done here and violates the intent of FHWA guidance on "segmentation" whereby smaller projects are evaluated separately without considering the cumulative impacts of the related foreseeable or, in this case, "codependent" projects.

Mr. Roxlau also stated that a "signed agreement between the County and City of Albuquerque shall be completed that outlines jurisdiction and maintenance responsibilities for Woodward Ave. This agreement shall include a commitment to fund the Woodward improvements and outline sources of funding". This agreement is not in place. Existing correspondence does not evidence a legal agreement by the

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[2] https://www.environment.fhwa.dot.gov/projdev/tdmalts.asp (accessed September 18, 2015).

[3] https://www.environment.fhwa.dot.gov/projdev/pd3tdm.asp (accessed September 18, 2015).

respective authorities of the two governing bodies to fund and maintain the Woodward improvements. Agreements to agree by lesser public officials do not constitute the City-County Memorandum of Understanding ["MOU"] that Mr. Roxlau (and Mr. Heitmann of the FHWA) stated as one of the necessary requirements prior to approvals and construction on Woodward Road—which they also state must be completed prior to the Sunport Extension project.

The REA fails to meet both explicit requirements and the directives of the FHWA. Thus, it cannot be the basis for a FONSI. An EIS must be prepared which demonstrates that all these requirements have been met, else the project would not be approved. Moreover, the REA fails to assess "the incremental impact of an action when added to other past, present or reasonably foreseeable actions regardless of what agency or person undertakes such action. REA at 76 (citing 40 CFR 1508.8(b)). As it stands now, the REA does not meet the Council on Environmental Quality ("CEQ") requirements under the NEPA for addressing cumulative impacts. BernCo/URS need to conduct a full-scale EIS to correct that deficiency.

G. Project Segmentation And Inadequate Cumulative Impact Analysis.

The fact that the REA forecasts that the Woodward analysis will be conducted as a CE further illustrates that a non-cumulative segmentation of two interdependent projects is underway. According to FHWA guidance a CE is not appropriate where there are "significant environmental impacts "and/or "substantial controversy on environmental grounds." 23 CFR 771.117(b)(1) and (2); *see also*, FHWA - NEPA Toolkit.[4]

The White House CEQ guidance dated November 23, 2010 calls for a CE to be supported by documentation showing that similar actions in the past have not produced significant impacts. It encourages agencies to review their CE issuances. The United States Department of Transportation has done that as part of a study completed November 27, 2012 (FHWA Publication No. FWHA-HEP 13-003). That study surveys the recent history of CE issuances under 23 CFR 77.117 (c) and (d). An examination of the survey reveals that CE issuances constitute 90% to 99% of the NEPA decisions in transportation programs of the majority of State DOTs and transit activities. However, none of the activities approved through the use of CE's by State agencies would cover the magnitude of the improvements contemplated by the Woodward project. When coupled with the proposed project, the use of a CE is clearly inappropriate. Moreover, it is also questionable as to whether a CE is appropriate in a project area--such as Woodward Road—where there is a documented history of improper hazardous waste disposal and a closed, unregulated landfill.

[4] https://www.environment.fhwa.dot.gov/projdev/docuce.asp (accessed September 18, 2015).

Significantly, whether by design or not, a separate EA for the proposed project and a CE on the adjacent necessary interdependent Woodward improvements assures that, through segmentation, the cumulative impact of these two projects will not the examined.

Within the REA cumulative impacts section, there are a host of related projects without any analysis of the cumulative impacts of these projects, individually and collectively, upon the communities adjacent to the project area. Among these are the following funded and near-term projects, which are, clearly, directly related to the Sunport Extension project and the Woodward Road project, yet cumulative impacts have not been analyzed—and this is only list of the approved projects:

- 2nd Street, County Line to Woodward Bike/Ped facilities (Late term)
- 2nd Street, Sandia Salida to Woodward Multi-use Trail (Near term Phase 1 funded)
- San Jose Drain, Rio Bravo to Woodward Bike/Ped facilities (Near term)
- S. Diversion Channel, Rio Bravo to Gibson Bike/Ped facilities (Late term)
- University Blvd, Rio Bravo to Gibson Bike/Ped facilities (Funded)
- 2nd Street, Sandia Salida to Woodward Roadway improvements (Near term)
- I-25/Gibson Interchange reconstruction (Near term)
- 2nd Street/Rio Bravo Intersection improvements (Near term)
- Rio Bravo, Coors to University Adaptive traffic signals (Near term)
- I-25, Sunport to Gibson Auxiliary Lanes(Funded)
- NMRX Railroad, Crossing Broadway Safety improvements (Funded)

The proposed project and the Woodward improvements should be part of an EIS which includes both projects and assesses the cumulative impacts of both projects as well as all of the other transportation projects described in the REA § 4.23 and those reasonably foreseeable as a consequence of going forward on all these projects.

H. Inadequate Consideration Of Superfund Sites, Landfills, Hazardous Materials -- §4.20 at 68-73.

1. The REA does not assess potential hazardous waste impacts.

The REA fails to assess the impact the proposed project will have on ongoing remediation at the GE site, the Chevron site, and the Schwartzman landfill. There is neither evidence the project area is "ready for reuse" under the Superfund Redevelopment Initiative, nor is there a plans to fund projects to support the reuse or development of a Master Plan for redevelopment. REA at 73.

The original City of Albuquerque Environmental Assessment for the Sunport Transportation Corridor (1991) recognized that there were a variety of environmental hazards associated with the landfills, superfund sites, and the properties that would be in within the right-of-ways of the various proposed roads across I-25 and into the South Valley. The study includes detailed plats of these issues as well as a chart showing each type of problem with a reference number to the plat. *See* 1991 EA at Exhibits 4.9 and 4.11. There was also an additional study conducted to assay the "impaired" properties traversed by the chosen route. Marron, Taschek & Knight, Inc., *Supplemental Report on the Identification of Potentially Impaired Properties Along The D, H, and B Alternatives of the Sunport Project Area* (June 1991).[5]

No assessment has been made regarding the feasibility, cost or potential consequences of intruding on these sites. In fact, the Initial Site Assessment takes note (without analyzing or referencing any research or actual data) of the existence of hazardous waste issues throughout the project area. *See* Sunport Boulevard Extension, Phase 1 Initial Assessment (June 9, 2010) at 4-4 through 4-10. This listing of items in the EDR and RCRA CORRACTS databases--when taken in light of the earlier studies of the site for the 1991 EA--indicates that there are very serious potential public health and safety hazards involved in this project that should be fully analyzed under an EIS.

As should be clear from both these references, Woodward Road is also known to have hazardous materials on the properties and, potentially, in the construction right-of-way. These, too, will not be assayed properly absent an EIS including Woodward Road (and any scheduled or reasonably foreseeable projects that have potential hazardous waste issues). Caution in dealing with the historic conditions of the project area—much of which was occupied by an unregulated landfill and may contain methane gas—is imperative to assuring occupational and public and health and safety.

2. South Valley Superfund Remediation System Inadequately Addressed -- REA at 71-72.

Here, the REA calls for avoidance of wells "where possible" and projects that, prior to any specific design, the proposed project will, with regard to one monitoring well, "space over the well," and that access to the well for maintenance will not be

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[5] As noted above, the 1991 EA recommended a D/H alternative--a route BernCo/URS rejects in the REA, yet one to which the County had no objection in 1991. It is a southern route with intersections on Broadway. Significantly, Woodward Road (Alternative 'C') was considered in 1991 and rejected at the preliminary phase. *Compare* 1991 EA at 1-7 to 1-11, 2-1 to 3-8, Exhibits 1.3 and 1.4, Exhibits 3.14 to 3.27 (engineering analysis showing D & H viable); *and* REA at 5 and §3.1, at 21-23; *with* City of Albuquerque, *Responses to Comments on the Environmental Assessment and Study Recommendations - Sunport Transportation Corridor Study* (September 1991).

affected. There is no evidence that this can be accomplished nor is there any discussion of which remediation water lines and wells will be relocated, what the costs might be, and whether it could adversely affect the remediation system as a whole. The REA states that this will be done "per guidance by GE and EPA." REA at 72 and 83.

The REA asserts that planning for these unknown impacts has occurred by meetings between the parties. But examination of the referenced "Appendix B-Superfund Stakeholder Meeting Minutes" reveals that no coordinated effort has been undertaken to assess the relocation of the remediation lines and wells or the impact on the landfill site. The minutes of the April 1, 2010 meeting list numerous "action items" none of which are produced or evaluated in the REA. Similarly, the minutes of the December 13, 2010 meeting, entitled "Location Facility on **Woodward Avenue"** (emphasis added), lists a host of issues to be resolved, and which call for generalized assurances to be forwarded to EPA. REA Appendix B, 2d page of minutes, item VI(h). Although some preliminary cost estimates were prepared, many issues remain unresolved. The actual projections are vague. REA Appendix B (January 12, 2011, Email from John Billiard to Roxanne Blatz).

Based on this incomplete record, EPA issued a letter dated April 5, 2010, "acknowledging" that the County of Bernalillo has met with GE representatives and identified various items…." REA Appendix A. Although EPA goes on to say that the County "has made due diligence **to date,**" the letter, from Michael Hebert, EPA Region 6, Remedial Project Manager, completely fails to examine any of the specific efforts undertaken (or those undertaken and not completed) nor does it constitute an affirmative declaration that the proposed project will not have a significant environmental impact on the project study area and its residents. *Id.* (emphasis added). The information offered regarding the GE site clearly demonstrates that an EIS is required to assess the yet undisclosed remediation facility reconfiguration and its impact.

3. Inadequate analysis on impacts to or from the Chevron site.

Based on the REA, the impacts of and on the wells associated with the former Chevron bulk fuels terminal have not been adequately planned. Such impacts as might result cannot be assessed. Chevron may or may not request formal closure of the remediation site. REA at 72. The sole analysis of possible impacts is found in the referenced minutes to the Superfund Stakeholder meeting. Those minutes indicate uncompleted tasks, incomplete coordination, and no firm mitigation plans. For example, in the minutes of December 13, 2010, it states "The Department of Defense and Department of Energy will need to be informed." REA, Appendix B, 2d page of minutes, IV (f). There is no evidence this has been done or what the results of such a consultation might entail.

It is clear that there is one active well (designated HL-02) south of the proposed alignment. How the project may have an impact upon the well is not addressed except to say that it will be "protected." REA at 72. Significantly, and contrary to this assertion in the REA, the letter of April 5, 2011 from the EPA makes no reference to the Chevron facility (or the Schwartzman Landfill) and only addresses the GE site. Hebert letter, *supra*, REA Appendix A. The EPA has not reviewed this aspect of the proposed project and an EIS should be prepared to disclose the potential impacts and mitigation measures needed to protect this remediation facility and safeguard and protect the residents of the neighborhood and the South Valley.

4. No assessment of closed landfill impacts -- REA at 73-74.

The REA is devoid of any assessment of the impact intrusions by the proposed project will have on the Schwartzman Landfill. A study of such impacts apparently must wait for a Preliminary Design Assessment that will only take place immediately prior to construction. This lack of analysis comes despite the fact that the representative of the Landfill whom the County consulted stated, in pertinent part, "there is not a well defined boundary", and that testing would be required to look for residual waste, and that utility work must follow Landfill Interim Guidelines "in order to prevent landfill gas migration". Initial Site Assessment Update at 4-3 (reporting conversation with Suzanne Busch).

It is unclear whether the Interim Guidelines can address the potential for gas migration to an adjacent superfund remediation site or are capable of dealing with other unknown consequences that will follow upon opening a closed landfill containing undetermined waste. The REA does not address this issue. It should be assessed in an EIS. As mentioned earlier, this is a serious issue given the potential adverse consequences to occupational and public health and safety due to a construction-related methane gas explosion. Failure to conduct any analysis of the impacts of intruding into a closed, pre-RCRA, unregulated and undefined landfill clearly ignores significant potential adverse environmental impacts within the project area and provides a compelling reason for a full-scale EIS on this project, Woodward and all related ones.

I. REA Fails To Consider Adverse Health Impacts.

The Health Impact Assessment attached hereto as Exhibit 1, and incorporated by reference herein as part of and supplementing these critical comments on the Sunport Extension project, sets out specific findings on adverse, unconsidered or improperly evaluated health impacts of the proposed project. These are summarized in the following table:

HUMAN IMPACT PARTNERS

Summary Table: Significant Issues with the Revised Environmental Assessment (REA)	
Traffic congestion	- Evidence does not support or is insufficient to support the stated purpose and need for the extension to relieve congestion - Data generally demonstrates traffic volumes have stayed the same or decreased in recent years - The REA recommends building the extension even though data it provides suggests benefits if the extension is not built compared to if Alternative A is built. These benefits include: 1) greater reduction in vehicles for roadways predicted to have poor Level of Service in 2035 and 2) less traffic in 2035 for a segment of 2nd Street south of Woodward Rd – an important segment where increased volumes could contribute to new congestion, which the REA does not discuss - Data is inconsistent or absent; for example: 1) using different roadway segments in tables that model 2035 data for the No Build Alternative and Alternative A and 2) providing projected 2018 traffic volumes only for Alternative A, but not other alternatives - Fails to provide substantive data on how improved access to economic centers will further contribute to vehicle traffic
Air quality	- Fails to provide data on the amount or type of emissions permitted for sources in the neighborhood today, where a Health Impact Assessment found residents who make up less than one percent of the city's population bear much greater shares – from six to 11% – of permitted levels for seven pollutants that affect health - Fails to provide monitoring or modeling data on pollutants associated with vehicle traffic, such as particulate matter, ozone, and nitrogen dioxide - Fails to predict future emissions for areas impacted by the project, including future industrial air emissions
Cumulative impacts	- Fails to consider cumulative impacts as defined in the spirit of the EPA definition for the NEPA process - Fails to describe cumulative impacts to each subject area in the REA or the additive effect from combining these individual cumulative impacts - Fails to consider negative cumulative impacts from Alternative A or positive cumulative impacts from other alternatives - States that a Design Overlay Plan will mitigate negative impacts of the extension. However, the Plan is proposed – not adopted – and has not been made available to the public prior to the comment period for the REA
Multi-Modal Access	- Fails to consider negative impacts of Alternative A on multi-modal accessibility from increased vehicle traffic - Does not achieve a stated aim of the project to improve pedestrian and bicycle connectivity by not including sidewalks for the entire length of the extension
Transparency of Data	- Does not provide important data, including: o Impacts to congestion from increased traffic on 2nd Street after the preferred alternative is implemented o Parallel data to compare traffic on Alternative A and other alternatives in 2018 o Data to compare 2035 traffic projections for the same roadway segments under Alternative A and No Build o Air quality monitoring – with the exception of carbon monoxide – or modeling o Data to compare cumulative impacts between Alternative A and other alternatives o Data to compare impacts in multi-modal access for the alternatives o Impacts of the extension to the health and well-being of neighbors living adjacent to the extension, including those it mentions are in six single-family homes located 550 feet north of Alternative A
Alternative Routes Considered	- Insufficiently demonstrates that Alternative A should be the preferred option (*see issues in this table*) - Fails to provide transparent justification for eliminating the TSM/TDM Alternative

J. REA's Consideration of Environmental Justice Is Inadequate.

Although the REA notes that San Jose is a low-income, minority community and has some of the highest concentrations of low-income, minority residents in the South Valley, the REA does not even take cognizance of this fact as indicative of there being more severe economic and environmental justice impacts on this community--and then actually looking at them in relation to the project at issue. While the REA acknowledges that San Jose is a community subject to special consideration of environmental justice issues, the entire REA §4.14 merely makes blanket descriptive statements without any substantive analysis of the potential impacts of the Sunport Project upon the residents of San Jose and Mountain View. It is they who already suffer disproportionately adverse environmental conditions as compared to persons living in other Albuquerque communities.

This lack of substance is telling: not only is there no analysis and discussion of existing data showing adverse health conditions on persons living in San Jose, there is no discussion of the adverse impacts which BernCo/URS admit will exist due to this project--increased traffic, noise, and related pollution. This is discussed in more detail within the HIA incorporated in these comments. *See generally,* HIA attached hereto. At the same time, the shallowness and inadequacy of the REA is highlighted in this regard where the authors note that there is data showing the adverse health conditions in the San Jose community.

This failure of BernCo/URS to properly consider the San Jose community was no sudden change or temporary lapse. From the inception of EA process--when the San Jose Neighborhood association was not invited to participate in meetings and notices were sent to someone who was neither a member of the organization or its leadership--through a series of meetings with the community which were on short notice, held at times when working people had difficulty attending, discussed documents not translated into Spanish, did not allow people to ask questions or comment, and, ultimately, a Title VI investigation of the BernCo/URS conduct of the NEPA process---all of which and more is properly part of the record of this project--BernCo/URS has shown defensiveness, hostility and a lack of respect for the people of San Jose.

The REA acknowledges San Jose and Mountain View as environmental justice communities and cites health statistics from the 2011 Place Matters HIA, stating, in pertinent part, "There have been demonstrated community and public health concerns in San Jose and Mountain View." REA at 57. Yet, other than observing these statements to be facts, it does nothing with them--it does not review or analyze them to see what can be learned about the health of these communities and then relate that information to the proposed project impacts. The intention of the NEPA is to require a public process in which agencies at all levels of government cooperate to provide the decision-

maker with the information necessary to give a hard look at the effects of federally funded, undertaken, or permitted actions upon the human and natural environment. The intention was that there be adequate information to take such a hard look rather than hardly looking at all as is the case with the REA.

The REA notes that public health improvements will come with sidewalks and bike lanes on Woodward. REA at 63. However, there is no analysis of the potential *adverse* health and safety impacts of increased foot and bicycle traffic along a street that will be filled with semi-trucks, double and triple semi-trailers, oil tank trucks, heavy equipment trucks and a variety of other vehicle traffic in an area that already has air carrying cement dust, asphalt related chemicals and other petrochemicals, as well as pm2 through pm10 particulates. The REA gives no consideration to the negative health and safety impacts of the project that creates this situation.

The REA states, in pertinent part, "There are transportation facility concerns that impact public health. Sunport Blvd. and Woodward Rd. lack facilities for pedestrians and non-motorized vehicle use. There are no sidewalk or bike lanes." *Id.* at 58. Yet, as the community already told BernCo in earlier comments, bike lanes and sidewalks--on a highway with a steep grade and many 18-wheelers--are not safe options for bikers or pedestrians. Moreover, there is no reason why constructing such facilities could not take place without a Sunport Extension project. *See, e.g.* REA at 62, stating in pertinent part, "No change to existing conditions would occur with "No Build"--which is no more than a veiled threat: if you do not support this project, you do not get any improvements—no improved drainage, no curbs, no sidewalks, no bike lanes.

Why should it take a highway project to provide an environmental justice community with sidewalks and bike lanes--and perhaps even locate these in a manner that improves public health and safety rather than further jeopardizing it by bringing in more pollution from heavy industries and traffic?

Executive Order ["EO"] 13045, Protection of Children From Environmental Health and Safety Risks, requires federal agencies -- such as the Department of Transportation -- to access health risks to children. The Sunport Extension project REA does not access risks. The REA states that East San Jose Elementary would not experience an environmental health and safety risk from the project that would have a disproportionate impact upon the children. REA at 58. However there is no assessment or data to back up this assertion. The Department of Transportation, as an agency subject to EO13045, has an obligation to require more than such blanket assertions where there may be health and safety risks to children. An Environmental Impact Study of the project would properly include the necessary data collection and a proper assessment.

EO 13166 addresses the need for federal agencies to provide access to persons with limited English proficiency. The BernCo/URS EA and REA process failed to provide access to persons with limited English proficiency, especially at the public hearing on the REA and the public meeting held in San Jose. REA at 58. No translation of the entire REA and related documents was available to persons for a reasonable period of time prior to an adequately noticed public hearing.[6]

Providing only the executive summary of an over 500-page document in one's first language is like being told you have to sit at the back of the bus. Moreover, holding meetings on short notice, during the dinner hour of working families--many of which have both parents working different shifts, many of whom have English as a second language and low-levels of English language proficiency—does not meet the intentions CEQ guidelines for conducting such meetings, nor the intention of EO 13166—or the Congressional intentions underlying the NEPA. In fact, whether by design or not, the net effect of such actions is to shut out a large portion of the population from the communities which would received the greatest adverse impacts of the project at issue and are already receiving disproportionately large adverse environmental impacts from nearby heavy, polluting industry and superfund sites. The working residents of San Jose and Mountain View—no matter where they are from, no matter what language is their first language--deserve to receive the same notice and opportunity to be heard that would, no doubt, be accorded to residents of the more affluent Albuquerque neighborhoods.

The REA attempts to minimize (unfortunately in words only) the potential adverse impacts that will follow on the Sunport Extension and Woodward Road projects. REA at 62. The language used, however, notes that San Jose is an industrial area and that BernCo/URS cannot guarantee the type of business that will move into the area as the result of the development. It also says that overlay zoning "may" result in positive impacts. However, overlay zoning—requiring the *voluntary* beautification of a chlorine gas plant parking lot or the façade of petrochemical plant is no more effective in mitigating the odors than painting flowers on a pigsty. It is also important to note that even if it were substantive, the overlay zoning referred to in the REA has not been approved--it is just window-dressing to make it *appear* that BernCo/URS plan to mitigate impacts on the affected communities.

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[6] The transcript of the August 2015 Public Hearing held in Mountain View is also replete with citizen complaints—as well as those of elected officials and past and present community leaders pointing out the lack of notice, document availability, time to read the key documents, and the lack of a public hearing held in San Jose on the revised, substantially enlarged EA.

Without going through the public approval process for overlay zoning, going through that same process to change the existing industrial zoning, or even obtaining agreements from "brown field" property owners to put covenants in their respective deeds limiting the uses to no more than light, non-polluting industry--the BernCo/URS plans will just place more adverse environmental impacts upon the already disproportionately burdened environmental justice communities that will receive the brunt of the Sunport Extension, Woodward Road and numerous other related and reasonably foreseeable projects that flow from the Sunport project.

The bottom line is that only a full-scale Environmental Impact Study could, at this stage, provide an opportunity for people in the most affected communities to have a voice in shaping these projects--and provide them with an opportunity to find ways to mitigate the additional adverse impacts on their already burdened communities.

III. CONCLUSIONS

The REA "Conclusions" are incorrect. REA at 89-90. The foregoing critical review and that in the HIA reveal, in pertinent part, but not limited to, the following:

1. The REA fails to adequately demonstrate the need for the proposed project; therefore, the "No Build" alternative should be selected;

2. The conclusion that yet-to-be specified avoidance and mitigation techniques would not significantly impact groundwater, hazardous materials or remediation efforts underway in the superfund sites and adjacent properties within the project area, is not supported by the analysis done to date; an EIS is required and necessary to perform this analysis;

3. The reliance on yet to be determined projected Woodward improvements, where no firm agreements exist and where no cumulative analysis of the codependent project has been completed, necessitates an EIS which assesses the cumulative impact of both projects taken together;

4. The air quality analysis fails to consider hazardous air pollutants and cumulative impacts of air pollutants, does not adequately address CO "hot spots", is limited to the project study area, and places unwarranted reliance on area-wide air quality controls. A comprehensive air quality analysis needs to be performed as part of an EIS to determine whether there are significant air quality impacts from the projects;

5. No land use plan or transportation related regulations exist to mitigate the potential for significant adverse environmental impacts associated with what is a foreseeable reindustrialization of a neighborhood already burdened with a "legacy" of heavy, polluting industrial uses;

6. It is patent that the environmental justice considerations dovetail with adequate consideration and analysis of the cumulative impacts of the proposed projects. By artificially dividing the project into two parts (which even the project proponents describe as "co-dependent"), it is evident that what should properly be recognized as a single project has been segmented to avoid an adequate analysis of the impacts of the whole project upon the residents of nearby communities. These communities are recognized—even within the REA—as already burdened by economic disadvantages, air pollution, noise, adverse health impacts, lack of sidewalks, traffic controls, and situated in an area zoned to allow heavy, polluting industries. Moreover, the REA indicates that there are a number of other road projects in the works —projects the REA links to the project at issue and the Woodward project—yet, significantly, it makes no attempt to analyze the direct, indirect, individual and cumulative impacts of these projects upon the residents of the adjacent communities.

From the foregoing, the FHWA should conclude with that either this project should not be built, or that a full-scale environmental impact study is necessary.

Respectfully submitted:

SOUTHWEST ORGANIZING PROJECT
&
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Incorporated attachment:
Exhibit 1, Health Impact Assessment of Sunport Project

HUMAN IMPACT PARTNERS

September 21, 2015

Dear reader:

This document summarizes: 1) significant issues that are insufficiently addressed in the revised Environmental Assessment for the proposed Sunport Boulevard extension and 2) relevant key findings from a Health Impact Assessment (HIA) of the proposed extension.

Human Impact Partners conducted the HIA with residents of the San Jose neighborhood, local advocacy organizations, and the New Mexico Department of Health, from June to November 2013. The draft HIA analyzed Bernalillo County's first publicly available Environmental Assessment for the Sunport Boulevard extension project, which was released in September 2011, in anticipation of an expected public comment period. However, the comment period was postponed, and nearly two years later in July 2015, the county released a revised Environmental Assessment (REA). After a review of the REA, the HIA report was finalized in September 2015. Although updated data for measures gathered in 2013 for the HIA may be available, the data presented in the HIA remains valid and supports the findings described in this summary. The full HIA follows this summary.

Please contact Sara Satinsky at 510-452-9442, ext. 104 should you have any questions.

Sincerely,

Sara Satinsky

Sara Satinsky, MPH, MCRP
Senior Research Associate
Human Impact Partners

SUMMARY OF SIGNIFICANT ISSUES

The Bernalillo County Public Works Division is proposing to extend Sunport Boulevard from its current end at Interstate 25 to the intersection of Broadway Boulevard and Woodward Road. However, residents of the San Jose neighborhood are concerned that the project, planned as a four-lane divided highway connecting to roads that go through the neighborhood, will increase traffic, harming their health and well-being.

The neighborhood of about 4,000 people in south Albuquerque already bears a disproportionate environmental burden, from past hazardous chemicals and other materials that contaminated soil and water, and air pollution from traffic and industry. San Jose is racially and ethnically diverse, younger, with lower income and higher unemployment than the county as a whole, and meets the U.S. Environmental Protection Agency's criteria for an environmental justice neighborhood. The neighborhood is in an area that has among the highest death rates in the county from several health conditions, including cancer, diabetes, and conditions related to heart disease.

Findings

The summary table below lists significant issues with the revised Environmental Assessment (REA) that are described in this document.

Summary Table: Significant Issues with the Revised Environmental Assessment (REA)	
Traffic congestion	- Evidence does not support or is insufficient to support the stated purpose and need for the extension to relieve congestion - Data generally demonstrates traffic volumes have stayed the same or decreased in recent years - The REA recommends building the extension even though data it provides suggests benefits if the extension is not built compared to if Alternative A is built. These benefits include: 1) greater reduction in vehicles for roadways predicted to have poor Level of Service in 2035 and 2) less traffic in 2035 for a segment of 2nd Street south of Woodward Rd – an important segment where increased volumes could contribute to new congestion, which the REA does not discuss - Data is inconsistent or absent; for example: 1) using different roadway segments in tables that model 2035 data for the No Build Alternative and Alternative A and 2) providing projected 2018 traffic volumes only for Alternative A, but not other alternatives - Fails to provide substantive data on how improved access to economic centers will further contribute to vehicle traffic
Air quality	- Fails to provide data on the amount or type of emissions permitted for sources in the neighborhood today, where a Health Impact Assessment found residents who make up less than one percent of the city's population bear much greater shares – from six to 11% – of permitted levels for seven pollutants that affect health - Fails to provide monitoring or modeling data on pollutants associated with vehicle traffic, such as particulate matter, ozone, and nitrogen dioxide - Fails to predict future emissions for areas impacted by the project, including future industrial air emissions
Cumulative impacts	- Fails to consider cumulative impacts as defined in the spirit of the EPA definition for the NEPA process - Fails to describe cumulative impacts to each subject area in the REA or the additive effect from combining these individual cumulative impacts - Fails to consider negative cumulative impacts from Alternative A or positive cumulative impacts from other alternatives - States that a Design Overlay Plan will mitigate negative impacts of the extension. However, the Plan is proposed – not adopted – and has not been made available to the public prior to the comment period for the REA
Multi-Modal Access	- Fails to consider negative impacts of Alternative A on multi-modal accessibility from increased vehicle traffic - Does not achieve a stated aim of the project to improve pedestrian and bicycle connectivity by not including sidewalks for the entire length of the extension
Transparency of Data	- Does not provide important data, including: o Impacts to congestion from increased traffic on 2nd Street after the preferred alternative is implemented o Parallel data to compare traffic on Alternative A and other alternatives in 2018 o Data to compare 2035 traffic projections for the same roadway segments under Alternative A and No Build o Air quality monitoring – with the exception of carbon monoxide – or modeling o Data to compare cumulative impacts between Alternative A and other alternatives o Data to compare impacts in multi-modal access for the alternatives o Impacts of the extension to the health and well-being of neighbors living adjacent to the extension, including those it mentions are in six single-family homes located 550 feet north of Alternative A
Alternative Routes Considered	- Insufficiently demonstrates that Alternative A should be the preferred option (*see issues in this table*) - Fails to provide transparent justification for eliminating the TSM/TDM Alternative

Based on findings from our Heath Impact Assessment (HIA) conducted on the first Environmental Assessment released in September 2011, as well as an analysis of the revised Environmental Assessment, Human Impact Partners concludes that the county's proposed project and revised Environmental Assessment of the project is lacking in key areas. Not only does the San Jose neighborhood ***not appear*** to suffer from the traffic congestion used to justify the extension, but the extension could harm public health, through increased air emissions and unsafe streets. Additionally, despite requirements from the Council on Environmental Quality that cumulative impacts be considered in an environmental assessment, the revised Environmental Assessment fails to undertake meaningful cumulative impacts analyses in each of the subject areas it covers, nor does it discuss the additive effect of these individual impacts.

Congestion and Stated Need for the Extension

The REA identifies congestion relief as one major reason for the extension (page 1, paragraph 5). However, the evidence presented does not support this stated need and is insufficient in at least three ways.

First, the REA states that over the past few years, traffic volumes have decreased due to the economic recession and a significant drop in air travel through the Sunport airport (page 18, paragraph 1). With the exception of the Rio Bravo Boulevard road segment, data provided in the REA generally demonstrates a historical trend of traffic volumes that have either stayed the same or have decreased over time from 2008 to 2011 (page 18, table 2-2).[1] Recent construction on Rio Bravo Boulevard in 2011 and 2012 (page 25, paragraph 2) has likely improved volume-to-capacity ratios for this roadway segment, though the REA does not provide current traffic volume data for Rio Bravo Boulevard after the construction.

Second, data in the REA for future traffic volumes suggests greater reduction in vehicles – an estimated 397 vehicles total during peak hours and for roadways having a Level of Service (LOS) of D, E, or F for 2035 – if the extension is not built compared to if the preferred version (Alternative A) is built, based on data provided.[2] Further data cited by the REA suggests the 2nd Street road segment south of Woodward Road will have less traffic in 2035 under the No Build Alternative compared to if the preferred version of the extension were built (tables 2-1 and 3-2).[3] Increased volumes on this particular segment of 2nd Street could contribute to new congestion by increasing traffic backups in two ways: while more vehicles wait at Woodward Road and William Street for railcar changes at the nearby BNSF intermodal rail, or while more vehicles wait to begin to navigate the Rio Grande bridge crossing near 2nd Street and Rio Bravo Boulevard. The REA fails to discuss either of these potential impacts. It simply states, "The No Build Alternative would not meet the purpose and need for connectivity, improving the transportation system continuity or easing area traffic congestion" (page 25, paragraph 3).

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[1] Comparing 2008 with 2011 data, average weekday traffic volumes have increased only for the Rio Bravo Boulevard roadway segment, between Broadway Boulevard and I-25, from 30,820 vehicles per day in 2008 to 32,345 vehicles per day in 2011.

[2] The preferred alternative will reduce congestion (as measured by 2035 projected traffic volumes and poor Level of Service) for Broadway Boulevard, north of Woodward Road and for Rio Bravo Boulevard, Broadway Boulevard to I-25, while the No Build Alternative will reduce congestion for Broadway Boulevard, south of Woodward Road; Woodward Road, east of 2nd Street; and 2nd Street, from Rio Bravo Boulevard to Woodward Road.

[3] As noted in this summary, the REA is not systematic in how it refers to the same road segments under different alternatives. In the absence of data in different years for the same road segments, this statement must assume that where Table 2-1 refers to "2nd Street, Rio Bravo to Woodward" and Table 3-2 refers to "2nd Street, south of Woodward" it refers to the same segment of road.

Third, traffic data is sometimes absent and when provided is inconsistent. A comparison of the preferred alternative (Alternative A) with the No Build Alternative is modeled for 2035, but the REA uses different roadway segments for both 2nd Street and Woodward Road, making it impossible to compare projected traffic volumes under the two alternatives for each of these roadways without assuming they refer to the same segment of road, which they may not. For 2nd Street, table 2-1 refers to the segment from Rio Bravo Boulevard to Woodward Road but table 3-2 refers to the segment south of Woodward Road. For Woodward Road, table 2-1 refers to the segments from 2nd Street to Broadway Boulevard but table 3-2 refers to the segment east of 2nd Street. Further, the REA only provides projected 2018 traffic volumes for Alternative A and does not provide projected 2018 traffic volumes for the No Build Alternative or for other alternatives.

The REA also fails to provide substantive data on whether and how improved access to area economic centers, which could encourage more development, may add to traffic congestion.

Air Quality

The REA acknowledges air emissions sources in the area today – including industry, an airport, and Air Force base – but does not provide data on the amount or type of emissions permitted for each source. It also fails to provide monitoring or modeling data on pollutants associated with vehicle traffic, such as particulate matter, ozone, and nitrogen dioxide. Absent monitoring or modeling data for these pollutants, it is difficult to evaluate the air quality impacts from the combination of existing sources, future traffic, and emissions related to development.

Indeed, the REA fails to predict future emissions for the neighborhood adjacent to the extension or the wider area impacted by the project. Instead, it generally states that the extension meets the federal National Ambient Air Quality Standards for carbon monoxide (page 46), and "the proposed Sunport Extension project is included in the MRCOG FY 2014 to FY 2019 TIP. The TIP conforms to the current State Implementation Plan for Air Quality developed by the Albuquerque – Bernalillo County Air Quality Control Board as required by the CAA." (page 46, paragraph 2). It further states that modeling of air emissions associated with future industrial air emissions was considered outside the scope of the REA (page 88), discounting the necessity of considering cumulative impacts for air quality.

Based on data provided by Human Impact Partners, the resident panel involved in the HIA came to the conclusion that the proposed project was likely to harm the health of San Jose residents – particularly children, older people and other sensitive populations – in a place that already permitted high levels of air pollution and has other contaminants. The table below highlights that ***while San Jose residents make up less than one percent of the City of Albuquerque's population, the community bears a much greater share of permitted pollution for seven important types of pollutants.*** The REA also does not address how the proposed project may contribute to this existing disparity.

Total tons of emissions allowed in San Jose and percent for City of Albuquerque, by pollutant, 2012

Hazardous Air Pollutants (HAPS)	Sulfur Oxides (SOx)	Particulate Matter 2.5 (PM2.5)	Carbon Monoxide (CO)	Nitrogen Oxides (NOx)	Particulate Matter 10 (PM10)	Volatile organic compounds (VOCs)
76.8 **(11%)**	76.8 **(11%)**	57.0 **(11%)**	734.4 **(10%)**	571.3 **(7%)**	65.0 **(7%)**	295.3 **(6%)**

Source: City of Albuquerque Environmental Health Department, July 2012.

It is imperative, said one resident, to "protect the health, safety, (and) lifestyle of the people that live in the community," and the extension is an opportunity to illustrate how future development can protect and improve spaces where residents gather.

Cumulative Impacts

The county's REA consistently fails to consider the *cumulative* impacts of adding more traffic and pollution to existing conditions. It fails to describe impacts to each of the subject areas that it covers – such as air quality, noise, socioeconomics and environmental justice that include public health and safety – as well as the additive effect from combining these individual cumulative impacts. Cumulative is defined here in the spirit of the Environmental Protection Agency definition for the NEPA process, as *incremental environmental impacts of an individual project combined with the environmental impacts caused by past projects, the environmental impacts caused by other current projects and the environmental impacts caused by reasonably foreseeable future projects.*

In assessing cumulative impacts, the REA states that the extension will result in positive cumulative impacts from increased economic development, without providing data to support the statement (page 79, paragraphs 2 and 5). It fails to consider possible negative cumulative impacts, stating, "The County has prepared the San Jose/Mountain View Design Overlay plan, which when adopted could mitigate impacts from future new development" (page 79, paragraph 2). Details of the Design Overlay Plan and how it may mitigate impacts are absent.

Without changes to the underlying zoning designation, it is unlikely the Design Overlay Plan will mitigate environmental pollutants from future businesses locating along Woodward Road. Design overlay only addresses the visual aesthetics of design, rather than operational elements of businesses. In fact, the REA states, "Although adherence to adopted design overlay requirements would not be a voluntary process, the presence of the design overlay does not erode property rights of landowners within existing zoning controls" (page 55, paragraph 4).

The REA states that the County's proposed – but not adopted – Design Overlay Plan will also mitigate negative impacts of Alternative A. The Design Overlay Plan was not completed and made available to the public for review or input prior to the comment period for the REA. The not yet adopted document remains an idea but not a definite plan until it is approved. Further, the REA states that Alternative A is in close proximity – approximately 550 feet – to six single-family homes located east of Broadway Boulevard on the north side of Wesmeco Drive (page 62, paragraph 3).

Multi-Modal Access

Through the HIA process, residents found that the proposed extension would make streets less safe for pedestrians and bicyclists through increased traffic. The REA fails to consider negative impacts of Alternative A to multi-modal accessibility from increased vehicular traffic. Additionally, by not providing sidewalks for the entire length of the extension – only 700 feet of it – the REA misses an opportunity to realize a stated aim of the project to improve pedestrian and bicycle facilities and connectivity (page 9, paragraph 3). The REA cites lack of demand for accessing businesses on the east side of Interstate 25 as the reason without providing information to support the statement (page 27, paragraph 2).

Alternative Routes Considered

The REA does not sufficiently demonstrate that Alternative A should be the preferred route for the extension. According to projections provided in the REA, when compared to the No Build Alternative, total vehicles per hour during peak hours would increase under Alternative A

along roadways having a Level of Service of D, E, or F. The REA also does not provide transparent justification for eliminating an alternative for Transportation System Management/Transportation Demand Management (TSM/TDM). Of the TDM, the REA states that no large employers are actively sponsoring TDM initiatives in the study area and of the TSM, it says the alternative would provide "modest and localized improvements" in the operations of the overall existing transportation system, without providing data to substantiate the statement or to compare the TSM alternative with other alternatives (page 23, paragraphs 4 and 5). The REA also fails to consider the negative cumulative impacts that might result from Alternative A and the positive cumulative impacts that might result from the selection of alternatives D or H, both located further from residential areas, a TSM/TDM Alternative, or No Build Alternative.

Transparency of Data

The REA does not provide the data needed to substantiate a number of statements made in the report. The REA does not include data to assess: 1) impacts to congestion from increased traffic along 2nd Street as a consequence of implementing the preferred alternative; 2) parallel traffic comparisons between Alternative A and other alternatives for 2018; 3) 2035 traffic projections under Alternative A compared to the No Build Alternative for the same roadway segments; 4) air quality monitoring – with the exception of carbon monoxide – or modeling; 5) a comparison of cumulative impacts between Alternative A and other alternatives; 6) a comparison of projected improvements, or detractions, in multi-modal access for Alternative A and other alternatives; and 7) impacts of the extension to the health and well-being of neighbors living adjacent to it - residents living in six single family homes 550 feet north of Alternative A.

RECOMMENDATIONS*

The recommendations below come from a variety of sources. Fourteen were developed by the HIA resident panel in response to their analysis of the impacts of the first environmental assessment released in September 2011. They are included here because they continue to be relevant to the significant issues that remain in the REA (as described in this document).

In making these recommendations, we take a broad perspective that includes both the half-mile extension itself and the future economic development that will follow. As such, many recommendations would be implemented after the proposed extension is built, and with an emphasis on preventing future environmental hazards.

Overall

1. The county should more thoroughly and transparently reconsider Alternatives D and H, not only Alternative A, and mitigations.

2. The city and county should improve public information-sharing about the proposed extension and related planning. Specific actions include:
   a. Publicly share plans to meaningfully involve the San Jose neighborhood in ongoing planning for the Sunport Boulevard Extension, to ensure that resident perspectives help shape future development.
   b. Increase communication between city and county, as well as directly to residents, including but not only through the San Jose Neighborhood Association, and ensure communication is in culturally appropriate methods and languages. Publicly and immediately share formal and informal plans for the extension and development in the surrounding area. Specifically, share information on whether there is a vision – and what it is – for promotion of commercial and industrial development along the

extension, such as zoning documents or plans ranging from the short-term to long-term (e.g., five-year plans, thirty-year plans, and so forth).

If the Sunport Boulevard Extension is built:

Environmental Hazards

3. The city and county should require that future permitting processes for the San Jose neighborhood include the completion of cumulative impact assessments that more accurately consider health impacts. Cumulative is defined in the spirit of the Environmental Protection Agency definition for the NEPA process, as *incremental environmental impacts of an individual project combined with the environmental impacts caused by past projects, the environmental impacts caused by other current projects and the environmental impacts caused by reasonably foreseeable future projects.*

4. The City of Albuquerque Air Quality Division should improve air quality monitoring and enforcement of existing air quality regulations in the San Jose neighborhood as follows:
   a. Collect baseline information throughout the neighborhood on actual air quality emissions. If the information is collected by City or County agencies, it should be validated by outside organizations.
   b. After the extension is completed, regularly monitor air quality at sensitive sites such as schools and community centers. Commit to retrofitting these facilities (e.g., provide upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below applicable state and federal standards, and mitigate exceedances found at baseline levels, if pollution levels surpass what is harmful to human health.
   c. Add an air monitor in San Jose where vulnerable populations congregate. The monitor should measure the six criteria pollutants (ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead), as well as volatile organic compounds.

5. The city and county should ensure compliance with and enforcement of existing noise standards. To do so, the city and county should collect baseline noise measurements in the community of San Jose to ensure standards are not being exceeded.

6. The city and county should consider revising noise control ordinances to set the standard for traffic-related noise, at 65 dBA or less for daytime and 55 dBA or less for nighttime.

Safety from Injuries and Collisions

7. The city should prohibit heavy trucks on residential streets in San Jose neighborhood.

8. The city and county should implement appropriate traffic calming features to slow trucks on roads that will see increased traffic from the Sunport Boulevard Extension.
   a. Examples of traffic calming to consider are reduced speed limits, rumble strips, and landscaping.
   b. Example locations for reduced speed limits are Broadway Boulevard traveling down the hill by Bethel Avenue and San Jose Avenue.

9. The city and county should create facilities to protect and encourage pedestrians and bicyclists on roads near the Sunport Boulevard Extension that will experience increased traffic during and after its construction. Actions include:
   a. Building sidewalks with storm drainage. Example locations are Broadway Boulevard headed to Woodward Road, on Wesmeco Drive, on Arno Street, and John Street.
   b. Extending the bike lane on Broadway further into the San Jose neighborhood.

c. Adding traffic lights at the intersections of William Street and Woodward Road, as well as Second Street and Woodward Road.[c]

10. The City of Albuquerque Transit Department should ensure that the 16/18 bus route is maintained during and after construction of the Sunport Boulevard Extension. Also, the city should build bus shelters where the bus is used but there are not currently shelters to protect riders – for example, on William Street, Woodward Road, and Broadway Boulevard.

Miscellaneous Recommendations

11. Bernalillo County Public Works should include drainage facilities when building the Sunport Boulevard Extension.

12. To advance the economic prosperity of residents in the San Jose neighborhood, the Bernalillo County Economic Development Department should require businesses locating along Sunport Boulevard Extension to develop plans and commitments for local hiring, job training, and educational programs. For example, the city and county could work with businesses to start a GED program with instructors in the community that is free for low-income residents of the San Jose neighborhood.

13. To ensure San Jose residents are actually able to access workforce development and job training programs as well as access new jobs created in the community, the Bernalillo County Economic Development Department should require that businesses locating along Sunport Boulevard Extension *not ask* about applicants' history of arrest in job applications and interviews.[d]

14. The Bernalillo County Economic Development Department should establish a living wage (e.g., modeled on the living wage ordinance in Santa Fe) and require jobs created by businesses relocating or locating along the Sunport Boulevard Extension to pay such wages. In addition to paying a living wage, all permanent jobs (including part-time and full-time permanent jobs) created by business located near the extension should provide full health benefits.

Additional Recommendations

At the conclusion of the HIA process, the Steering Committee and project partners proposed additional recommendations to supplement those from the resident panel. These recommendations were not vetted in the same way, but are listed here as they provide valuable suggestions for appropriate parties to consider as well.

They include:

- Consider completing an Environmental Impact Statement to more fully assess the environmental impacts of the extension on environmental and human health, including reasonable alternatives (including a No Action alternative) that would avoid or minimize adverse impacts or enhance the quality of the human environment.

- The county, MRCOG, or other appropriate party should do a comprehensive traffic study that includes roadways connected to or near the extension that will be affected by it. The study should assess changes in traffic and how those are expected to affect air

[c] Two members of resident panel abstained from this vote

[d] There was not unanimous agreement on this proposal; however, the majority of residents on the resident panel voted in favor of it.

quality and noise. The study should consider potential short-term and long-term development (e.g., five-year plans, thirty-year plans, and so forth) that will and/or could take place if the extension is built.

- Absent discussion of cumulative impacts in this document, planning agencies and other authorities could consider a moratorium on approving projects that will result in new environmental hazards in the community.

- The city and county should draft relevant plans and commit funding to ensure pedestrian- and bicycle-safety measures and improvements on roadways such as Second Street that connect to the extension and will experience increased traffic or congestion, regardless of the alternative chosen. Plans should redesign these roadways for neighborhood pedestrian, bicycle, and vehicular safety, and to avoid increased cumulative air emissions. This should be done prior to completion of the extension in this environmental justice community.

- A specific way to implement the Steering Committee recommendation about public input is for the county to form and fund a Community Advisory Council that regularly provides input and feedback on plans for the proposed extension.

- Improvements to pedestrian and bicycle facilities on adjacent roadways that the extension will affect, such as Woodward Road, should be put in place when the extension is built.

- The County should consider building sidewalk adjacent to the entire length of the extension, rather than for only 700 feet.

- The appropriate body should provide voluntary relocation of residents living in housing that is the closest to the extension.

- The appropriate body should involve impacted residents in identifying requirements for developments within the boundaries of the Design Overlay Plan.

Shining a Light on Health: How the Sunport Boulevard Extension Project Will Affect Health and Well-Being

September 2015

By Human Impact Partners, with the participation of residents of the San Jose neighborhood

With support from
Bernalillo County PLACE MATTERS
New Mexico Health Equity Partnership–Santa Fe Community Foundation
New Mexico Department of Health
SouthWest Organizing Project

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I. Introduction

The Bernalillo County Public Works Division is proposing to extend Sunport Boulevard approximately one-half mile from its current end at Interstate 25 to the intersection of Broadway Boulevard and Woodward Road. There it would join Woodward, which eventually ends at Second Street. The Sunport Boulevard Extension (the extension) would be a four-lane divided highway.

The county indicates that the extension will reduce congestion on Rio Bravo Boulevard, Gibson Boulevard and their interchanges with I-25; improve traffic flow by providing another east-west arterial; and continue the development of the street system envisioned in planning documents, which date to the 1980s.

If built, the extension will connect to roads that go through the neighborhood of San Jose in Albuquerque. Over the past two years, neighborhood residents have expressed concerns about the planning processes for the extension, especially the public participation process, and the scope of impacts examined in the county's environmental assessment. San Jose's population is racially and ethnically diverse, younger, lower income, and with higher unemployment than Bernalillo County overall. It has a long history of environmental degradation from industrial and auto pollution, including the designation of two Superfund sites, and meets the criteria of the U.S. Environmental Protection Agency of an environmental justice neighborhood.[·]

San Jose residents approached Human Impact Partners (HIP) about leading a Health Impact Assessment (HIA) of the proposed extension. Residents wanted to understand how the project would impact their health and well-being and to identify recommendations they could submit to the county to mitigate negative health effects or enhance positive effects.

This report summarizes the HIA. It focuses on three key areas: exposure to environmental hazards, safety from injuries and collisions, and social connectedness. Section II gives background information on San Jose, with a focus on the history of environmental issues and current demographics. Section III provides greater detail on the extension, including proposed alternatives, related planning processes, and findings from the county's environmental assessment report. Section IV describes existing conditions and predicts effects if the extension is built as proposed. Section V includes recommendations to decision makers and Section VI concludes the report.

About This HIA

Human Impact Partners led this Health Impact Assessment to understand how the proposed extension will impact the health and well-being of residents of the San Jose neighborhood. According to the National Academies of Sciences, HIA is "a combination of procedures, methods and tools that systematically judges the potential, and sometimes unintended, effects of a policy, plan, or project on the health of a population and the distribution of those effects within the population. HIA identifies appropriate actions to manage those effects." The fundamental purpose of this HIA is to inform decision-makers before they decide on the extension proposal.

[·] "To be classified as an environmental justice community, residents must be a minority and/or low income group; excluded from the environmental policy setting and/or decision-making process; subject to a disproportionate impact from one or more environmental hazards; and experience a disparate implementation of environmental regulations, requirements, practices and activities in their communities." Source: Environmental Protection Agency, Region 6. Frequently Asked Questions. http://www.epa.gov/region6/6dra/oejta/ej/ejfaq.htm

The HIA work was supported with funding from the W.K. Kellogg Foundation. Data was collected from June to November 2013, in anticipation of an environmental assessment public comment period soon after. However, the environmental assessment was revised and released approximately two years later, in July 2015. The HIA report was mainly drafted based on the original environmental assessment; however, it was completed in September 2015 to speak to significant issues identified in the original environmental assessment and still unaddressed or insufficiently addressed in the revised document.

Guiding the HIA process was a steering committee that included Human Impact Partners, a resident of the San Jose neighborhood, Bernalillo County PLACE MATTERS, New Mexico Department of Health, New Mexico Health Equity Partnership–Santa Fe Community Foundation, and the SouthWest Organizing Project. Early in the HIA planning process, the steering committee decided to use a consensus model. This approach seeks to meaningfully engage residents through a participatory research process, particularly when limited resources are available to weigh in on a proposal and a relatively short decision-making timeline is expected. The model is adapted from an approach that originated in Denmark to guide elected officials in science and technology decisions and stimulate public discussion of these issues.

For this HIA, the model included two meetings attended by a panel of residents likely to be affected by the decision (resident), members of the steering committee, and other stakeholders, as well as technical experts on the subjects under assessment (subject experts) who joined one of the meetings. The 10 panel members were all residents of the San Jose neighborhood and were identified and recruited by personal outreach from steering committee members. The HIA timing was initially targeted around an expected release of the EA in late Fall or early Winter 2013. The first meeting of the resident panel was on August 17, 2013. Panel members explored the connectedness between transportation and health, learned about the consensus process and how it could be used for the extension, and came to consensus on priority issues. From input at that meeting, the steering committee finalized the scope of the HIA.

At the second meeting, on September 14, 2013, panel members first examined demographic information about the neighborhood in the three issue areas. Then residents talked with experts in air quality and economic development, who provided a context for how these issues were relevant to the proposed extension. Residents also heard about resources for information on safety from injuries and collisions. Then they worked to reach consensus on likely effects the extension would have on factors that shape health, and came to consensus on recommendations to be included in the HIA.

HIP conducted the research and drafted the report, prepared materials for and helped facilitate the meetings and managed the overall process. Local steering committee members organized the meetings and facilitated portions of the agenda; provided feedback on the HIA's pathways and scope of research, and tracked the extension process. Resident panel members received a stipend of $100 for their participation at each meeting. At both meetings we provided breakfast and lunch, simultaneous Spanish interpretation, and all materials in English and Spanish. The second meeting also provided child care for participants.

Extensive research recognizes that health is a product of social, environmental and economic conditions that create opportunities for individuals, families and communities to lead healthy lives. We defined health in this broader context, leading the scope of research in the HIA to focus on three key areas: exposure to environmental hazards; safety from injuries and collisions; and social connectedness. See Appendix B for HIA pathway diagrams.

We examined more than 50 indicators and findings were derived through a range of methods. We reviewed the literature on the key areas of interest, conducted limited secondary data analysis and mapping of local data, and gathered statistics from administrative reports and government websites.

About Human Impact Partners

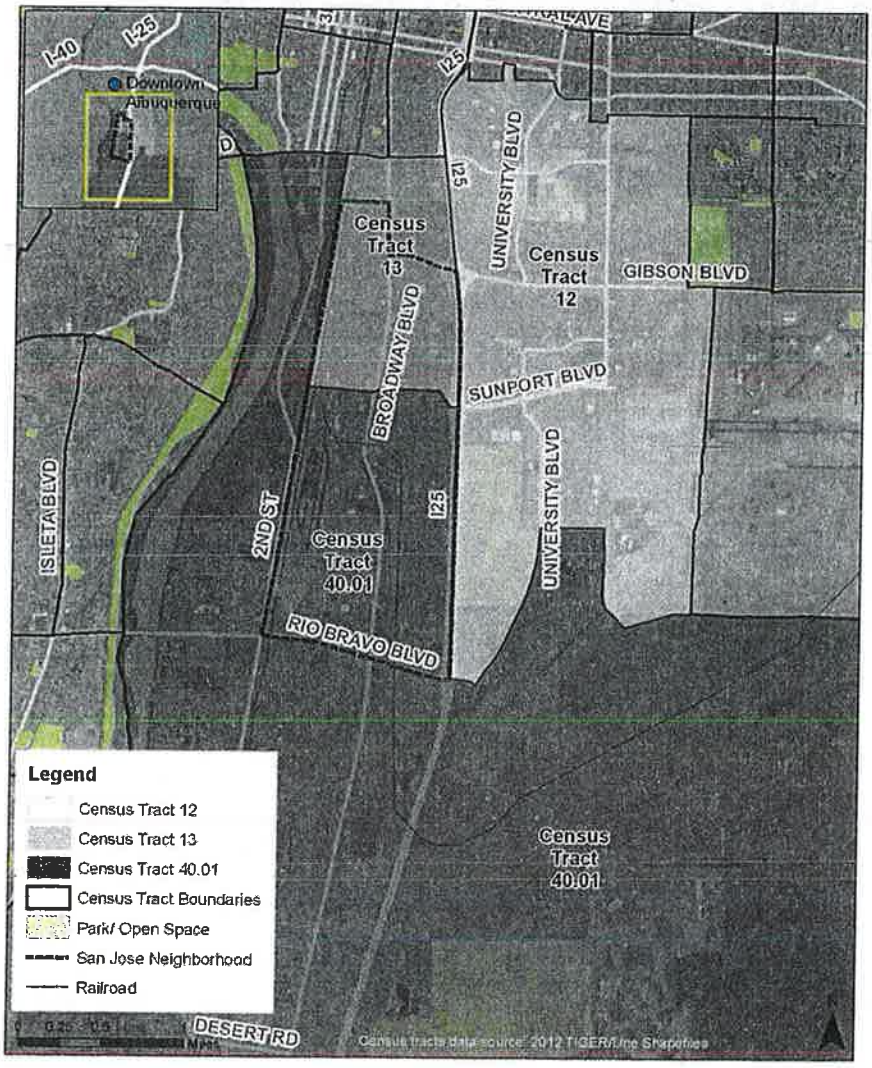
Human Impact Partners is a 501(c)3 organization based in Oakland, Calif. HIP's mission is to transform the policies and places people need to live healthy lives by increasing the consideration of health and equity in decision-making. Through research and advocacy, we help organizations and public agencies use innovative data, processes, and tools that evaluate health impacts and inequities to challenge the inequities that harm the health of our communities. Through training and mentorship we also build the capacity of impacted communities and their advocates, workers, public agencies, and elected officials to conduct health-based analyses and use them to take action.

Our work is guided by the definition of health established by the World Health Organization in 1946: "Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity." We are one of the few organizations in the United States conducting health-based analyses with an explicit focus on uncovering and then addressing the policies and practices that make communities less healthy.

II. Background

The study area for this HIA is the San Jose neighborhood of Albuquerque, as identified by the San Jose Neighborhood Association. This area is bounded on the south by Rio Bravo Boulevard, on the west by the Santa Fe railroad tracks, on the north by Kathryn Avenue, and on the east by Broadway Boulevard, Gibson Boulevard and Interstate 25.

Map 1. San Jose neighborhood



Source: Human Impact Partners, December 2013.

Below we describe a brief history of environmental issues in San Jose and an overview of the neighborhood's demographics.

IIA. History of Environmental Issues in San Jose

San Jose has been next door to industrial and commercial operations for over a century. The neighborhood began as a primarily agricultural area in the early 1800s, became an industrial area with the arrival of the Atchison, Topeka and Santa Fe Railroad in 1880, and entered a period of decline in the mid-20th century. Today, land use policies continue to reflect this legacy by permitting rail lines and industry close to homes.[1]

The Environmental Protection Agency lists two Superfund sites in San Jose, both considered national cleanup priorities. The South Valley site is a one-mile radius around a public well being treated for groundwater contamination. In 1978 testing was done in response to resident complaints and detected chemicals called volatile organic compounds, which can be toxic to humans. The contamination was attributed to historic industrial and commercial operations, in particular the byproducts of decades of chemical and manufacturing activities by Univar and General Electric.[2] In the 1980s, 20 private wells and two municipal wells were taken offline and in 1994 two municipal wells were plugged and permanently abandoned.[2,3,4] There have also been efforts to clean up underground aquifers that were contaminated. In 2009, a five-year review found signs of contaminants and recommended that treatment continue. Residences are in close proximity to the site – at least one is within the site's borders and additional residences are adjacent to the site.[2]

A second Superfund site in the neighborhood is the Atchison, Topeka & Santa Fe (AT&SF) site. It has been undergoing cleanup of groundwater and soil since 1990 to correct contamination to it and is due for review in 2013, but is not now approved for reuse. The AT&SF site is the former home to a plant where the railway used chemicals such as creosote, which is harmful to human health.[2,5]

In 1972 the plant was demolished and contaminated debris from the structure was unsafely dumped into a nearby wastewater reservoir. The resulting contamination threatened groundwater and the soil. A hazardous liquid that dissolves in groundwater and slowly seeps towards the underlying bedrock was released. Additional risks were posed by zinc in the soil and toxic concentrations of air pollutants known as polynuclear aromatic hydrocarbons (PAH). The company, renamed BNSF, was ordered to remove the debris from the reservoir in 1990. Corrective actions have included soil and water treatment, removing or capping contaminated soil and sludge, and replacing groundwater. Under an agreement between BNSF, EPA, and the New Mexico Environment Department, the site is restricted to future industrial and commercial activities as a tradeoff for relaxed on-site capping standards.[6]

There is a strong tradition in the South Valley and in San Jose of community involvement in identifying potential environmental hazards, including efforts led by organizing groups, a local church, and residents alike.

In the 1960s, two local political organizations, the Black Berets and Brown Berets, sought to address a foul-smelling sewage treatment plant affecting residences in San Jose, organizing a neighborhood tour for officials.[7] More recently, active groups have included the SouthWest Organizing Project, a national pioneer of the environmental justice movement that continues in the South Valley today.[8,9]

Separately, a local church played a key role in a lawsuit filed by the New Mexico Attorney General that resulted in a multi-million dollar settlement with Chevron-Texaco.[10,11] Similarly, in 2004, South Valley residents and Amigos Bravos, a statewide conservation organization, pushed for important revisions to the Water Quality Control Commission's surface water

quality standards.[12] As recently as 2008, South Valley residents were involved in an effort urging the Bernalillo County Air Quality Control Board to adopt an environmental justice resolution and consider cumulative impacts of pollution.[13]

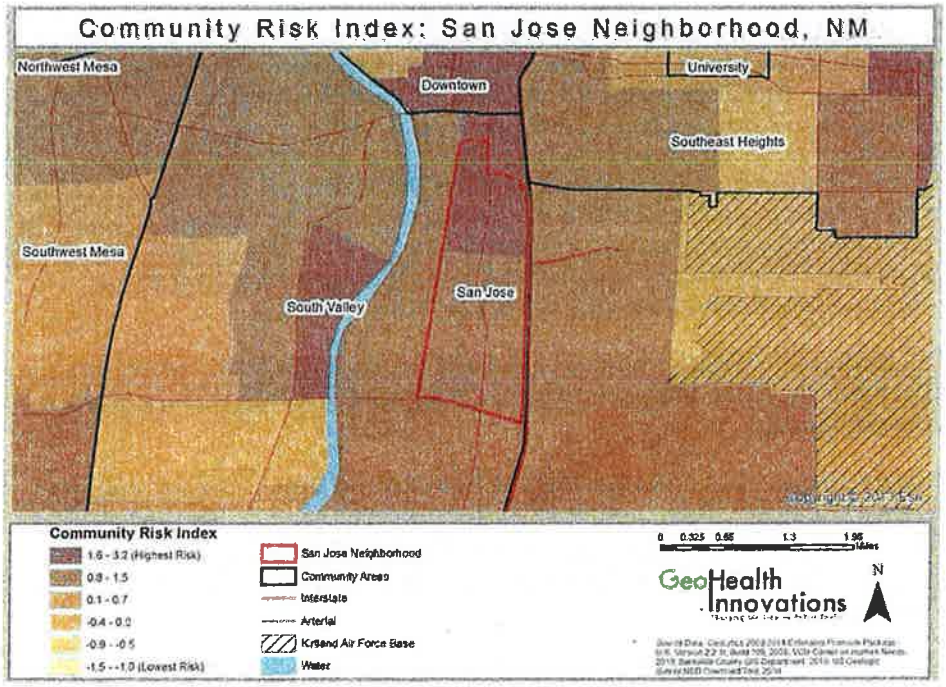
In the 1990s and 2000s, the now-defunct Albuquerque San Jose Community Awareness Council played an instrumental role in advocating for the environmental concerns of the community.[14] Growing from volunteers based in a neighborhood church to a state-funded environmental educational program, the council has been credited with many successes.[15,16] The record of public comment on the AT&SF plan shows that the council provided a strong, professionally informed presence on behalf of San Jose residents in the decision-making arena.[17]

More recently San Jose residents have urged consideration of the potential health effects of proposed projects such as an indoor dirty material recovery facility and a newly acquired Vecenergy bulk gasoline terminal.[18] Residents also have participated in a community-operated air-quality monitoring project in partnership with the SouthWest Organizing Project and Global Community Monitor.[18,19,20]

IIB. San Jose Today

A picture is worth a thousand words. The map of San Jose below depicts the neighborhood's *community risk index,* among the highest in Bernalillo County. Risk is defined here as a single measure that is created by combining several economic, educational, and social factors such as unemployment, education, and crime.[+]

Map 2. Community risk index by census tract, San Jose neighborhood, Albuquerque, 2010



[+] For the full list of factors included in the index, see: http://www.societyhealth.vcu.edu/Page.aspx?nav=214

Table 2 describes demographics in the neighborhood. (Data often are not available for this exact area, and in those cases we use the closest approximations available.[1]) Overall, San Jose makes up less than one percent of the county population. However, compared to Bernalillo County it is a younger neighborhood, with a larger portion of the population under age 18, and one with a much higher proportion of non-whites (it is predominantly Hispanic/Latino).

Nearly 1 in 4 families in San Jose lives in poverty; the median income is 60 percent that of Bernalillo County overall. Less than half of residents have a high school diploma or equivalent, in a county where jobs often require the equivalent of a high school degree or higher (see Table 1). Unemployment is nearly one-third higher in the neighborhood than within the county overall.

Table 1. Example of minimum education level required for jobs in Bernalillo County, October 2, 2013

Minimum Education Level	Percentages for Bernalillo County
Not Specified	N/A
High School Diploma or Equivalent	50 %
Vocational School Certificate	3%
Associate's Degree	11%
Bachelor's Degree	30%
Master's Degree	5%
Doctorate Degree	1%
Source: New Mexico Department of Workforce Solutions, October 2, 2013.	

San Jose residents spend less time, on average, getting to work than county residents overall. More residents take public transportation to work when compared to the county, and a larger portion does not have access to a car.

Table 2. Demographics of San Jose neighborhood and Bernalillo County, NM

Indicator	San Jose neighborhood	Bernalillo County
Population[21]	4,301	655, 306
Age[21]	33%	24%
Non-white population[21]	97%	58%
Hispanic / Latino population[21]	94%	48%
Median household income (in 2011 dollars)[22]	$28,507	$48,231
Income below poverty in the past 12 months[22]	13%	24%
Less than a high school diploma or equivalent[23]	53%	13%

[1] For health data, from the New Mexico Department of Health, and per the recommendation of staff at that agency, the report uses Small Area 7. For demographics and environmental hazards, we use census tract 13. For crime data, we use the San Jose Neighborhood Association boundary and report information only from the Albuquerque Police Department; this excludes the portion of the neighborhood in the Bernalillo County Sheriff Office's jurisdiction.

Table 2 (continued)

Indicator	San Jose neighborhood	Bernalillo County
Unemployment[22,24]	10.9%: 2007-2011 estimate 6.2%: 2006-2010 estimate	7.3%: 2007-2011 estimate 4.2%: 2006-2010 estimate
Time spent traveling to work[22]	19 minutes	22 minutes
Public transportation to commute[22]	6%	2%
Access to a motor vehicle[22]	8%	6%
Sources: American Community Survey, 2006-2010 and 2007-2011.		

High crime rates have decreased over time both in the San Jose neighborhood and Albuquerque overall, but remain an area of focus today. Recent rates for reported violent crimes are lower, but property crime rates are higher in San Jose than in the city overall.

Reported violent crimes in the neighborhood are an estimated 3 per 1,000 people compared to an estimated 8 per 1,000 people in the city overall; however are likely an undercount in the neighborhood.[6] Reported property crimes are an estimated 21 per 1,000 people in the neighborhood compared to an estimated 5 per 1,000 people in the city overall.[25]

In both Albuquerque and Bernalillo County, gross receipts dipped during the national recession in 2008, though the city experienced a larger dip than the county (see table 3).[7]

Table 3. Tax revenues for City of Albuquerque and Bernalillo County, FY2007-2011

Municipally Imposed Gross Receipts Tax Revenues, City of Albuquerque and Bernalillo County, Fiscal Years 2007 to 2011 (in millions of dollars)					
	2007	2008	2009	2010	2011
City of Albuquerque[26]	$188.6	$177.9	$154.2	$132.0	$ 144.5
Bernalillo County[27]	$100.1	$95.8	$91.7	$89.1	$89.7
Sources: City of Albuquerque, 2012 and Bernalillo County, 2008 to 2011.					

Zoning in San Jose allows various residential uses in the northern part of the neighborhood, and various types of industrial and heavy manufacturing uses in the southern part. In terms of how land is actually used, it is primarily a mix of vacant properties or other uses, industry, and homes (39% vacant or other, 29% industrial, 10% residential). There is some commercial land use (4%), but overall there are few commercial or retail opportunities for residents, either for jobs or as consumers (see map 3).[28]

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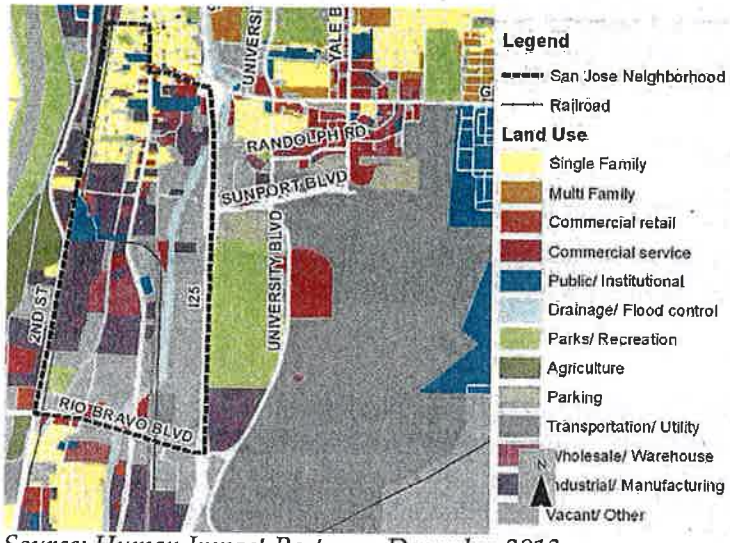
[6] For San Jose neighborhood estimated crime rates are derived from crime frequencies provided by the Albuquerque Police Department (APD) and population estimates from the U.S. Census. These numbers are likely an undercount. They include reported crimes in the APD jurisdiction, which does not include areas of San Jose that are in the jurisdiction of the Bernalillo County Sheriff's Department. Also, they include only reported crimes. Many crimes may go unreported. A limitation is that the estimates approximate the population of the area served by Albuquerque Police Department, using U.S. Census information. Estimates of crime rates for the City of Albuquerque are reported from the FBI's Uniform Crime Reporting system.

[7] Sales tax revenue is a major source of revenue for local, state, and federal governments. In New Mexico, sales tax revenue is measured in gross receipts revenue. Gross receipts revenues are not readily available at the level of the San Jose neighborhood; however, they are available for the city and county overall.

Map 3. Land use in and around San Jose neighborhood



Source: Human Impact Partners, December 2013.

Snapshot of health in San Jose

A recent study in the *American Journal of Public Health* that focused on women, summarized the importance of social conditions in thinking about demographics and health outcomes:

> *". . . Higher rates of both poor health outcomes and higher risk behaviors in women of color and low-SES women should be seen as reflective of adverse social circumstances rather than individual failing. In a similar way, data on lower rates of adverse health outcomes and risk behaviors in White and more affluent women should be seen as reflective of the privileges and advantages that accompany membership in a dominant social group."*
>
> *- Dehlendorf et al. AJPH, October 2013, vol 103, no 10*

From that perspective, we summarize current health conditions in San Jose and related costs.

San Jose's health area has among the highest rates in the county of deaths from several health conditions. It ranks first in deaths from cancer as well as conditions related to hardened arteries and high blood pressure, second in deaths from diabetes as well as respiratory diseases related to flu and pneumonia, and sixth in deaths from heart disease.[illegible]

Living with these conditions has costs for residents, and a large proportion of neighborhood residents do not have health insurance. The average cost of cancer treatment is $150,000.[illegible] One-year costs for patients with atherosclerosis, or hardened arteries, average approximately $13,000.[illegible] Costs associated with stroke average $15,000 per person, and the American Diabetes Association estimates around $8,000 in annual cost for a person with diabetes is.[illegible] For a person who experiences heart failure, costs to cover medication and hospital are an estimated $8,500.[illegible] Approximately one-fourth (24.3%) of residents in the neighborhood do not have health insurance; a higher proportion than for the county overall (19.8%).[illegible]

[illegible] Based on death rates – meaning deaths per 100,000 people – that have been adjusted for age during the period 1999-2011 across small areas in Bernalillo County.

III. About The Sunport Boulevard Extension Project

This section describes in detail the proposed Sunport Boulevard Extension, lists planning documents apart from this project that explicitly reference the proposed extension, and describes findings from the county's initial environmental assessment.

III.A. The Proposed Extension in Detail

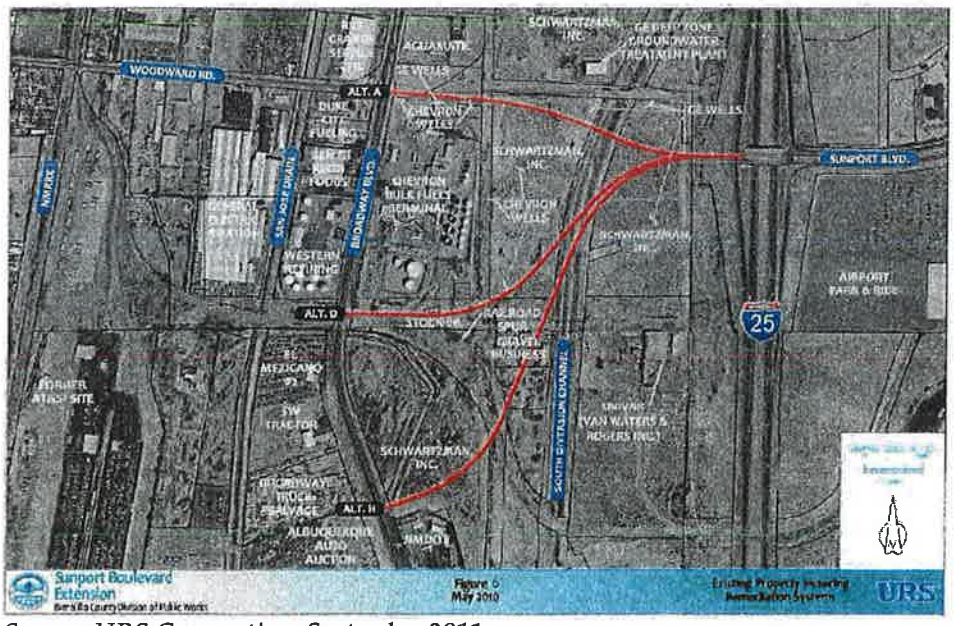
At-A-Glance (based on 2011 Environmental Assessment)

Justification: Lengthen Sunport Boulevard so it connects to Woodward Road and eventually ends at Second Street, instead of its current endpoint at the I-25 interchange
Length: Approximately half a mile
Design: 4 lanes
Cost: $17 million-plus
Funder: Federal and state transportation agencies, county public works
Location: TBD; county prefers Woodward Road option (called "Alternative A")

The county is considering three routes for the extension, all of which seek to extend Sunport Boulevard from its current end at I-25. Of the three options under consideration, the county prefers the Woodward Road option.

- Woodward Road option (Alternative A): Lengthen Sunport Boulevard to the intersection of Broadway Boulevard and Woodward Road. There it would join Woodward, which ends at Second Street.
- Stock Drive option (Alternative D): Lengthen Sunport Boulevard to the intersection of Broadway Boulevard and Stock Drive, south of the Chevron bulk fuels terminal.
- Unnamed street option (Alternative H): Lengthen Sunport Boulevard to the intersection of Broadway Boulevard and an unnamed 400-foot-long long dead-end street that is just north of an equipment yard for the New Mexico Department of Transportation.

Map 4. Alternatives under consideration, Sunport Boulevard Extension



Source: URS Corporation, September 2011.

The proposed extension would include:

- A median divider
- Bridges over the Albuquerque Metropolitan Arroyo Flood Control Authority South Diversion Channel and over Edmunds Street
- A combination of retaining walls and fill sloping to grade

The extension also crosses the South Valley Superfund site, described above.

The county is undertaking the proposed extension in cooperation with the New Mexico Department of Transportation and the Federal Highway Administration. The estimated cost is between $17.1 million and $17.9 million. Not included in the cost are proposed, but unfunded, improvements for Woodward Road, which connects to the Sunport Boulevard Extension.

Currently the project is undergoing environmental assessment. Funds have been allocated but the assessment must be completed before the county can complete design and construction by the projected fall 2017 completion date.

III.B. The Proposed Extension in Context

Over time, various planning processes for the city, county and region have shaped the San Jose neighborhood. Below are several key plans that mention the proposed extension. In these documents, the project is considered a "committed improvement," one that has dedicated funding and is expected to be built.[37]

Mid-Region Council of Governments (MRCOG) 2035 Metropolitan Transportation Plan, approved in June 2011. The Metropolitan Transportation Plan is a long-range planning document, updated every four years and projecting 20 years in the future. It identifies transportation needs, goals, and a framework to meet these needs.

MRCOG FY 2012 to FY 2017 Transportation Improvement Program. The Transportation Improvement Program is a plan for implementing needs identified in the Metropolitan Transportation Plan. It is updated twice a year and covers projects intended to begin six years into the future. It also lists anticipated federal, state, and local money for the projects.[38] For the proposed extension, the plan estimates the cost at nearly $18 million.

New Mexico Statewide Transportation Improvement Program. The state has its own version of the Transportation Improvement Program, since federal funds go through the state to regional agencies like MRCOG. The state plan, current as of September 2013, includes the proposed extension, listing state sources of funding to contribute to the nearly $18 million estimated cost.

Additional plans that touch on the San Jose neighborhood include the comprehensive plan, and various area and sector plans. See Appendix A for a summary.

About Environmental Assessments and Environmental Impact Statements[39,40,41,42]

Environmental Assessment is a brief public document that agencies use when the magnitude of impacts from a project are uncertain. It has three purposes: to provide sufficient evidence and analysis for agencies to determine whether to prepare a more in-depth report, known as an Environmental Impact Statement; to help an agency identify alternatives and mitigation measures if a more in-depth Environmental Impact Statement is not needed; and to help an agency prepare an Environmental Impact Statement, if one is needed. An Environmental

Assessment is made publicly available, and after public comments are received and considered, a final decision is made to either: 1) prepare a more in-depth Environmental Impact Statement because the Environmental Assessment showed that the project will have significant impacts, or 2) make a Finding of No Significant Impacts, known as a FONSI, meaning the project proceeds without preparing an Environmental Impact Statement. The Sunport extension project is currently in the environmental assessment phase.

Environmental Impact Statement is a detailed analysis that a federal agency must prepare if it is proposing a major federal action that will significantly affect the quality of the prospective, meaning future, human environment. The statement is prepared after an Environmental Assessment finds that the project will have significant impacts, or if an agency decides to skip an EA entirely because it considers a project environmentally controversial and goes directly to preparing the Environmental Impact Statement. The statement should discuss significant environmental impacts and reasonable alternatives (including a No Action alternative), which would avoid or minimize adverse impacts or enhance the quality of the human environment. The regulatory requirements for an Environmental Impact Statement are more detailed than the requirements for an Environmental Assessment.

Sources: Council on Environmental Quality, 2013; US Department of Transportation, 2013; US Environmental Protection Agency, 2013.

III.C. The Proposed Extension: Environmental Assessment Background and Findings

In September 2011, Bernalillo County Public Works released an environmental assessment for the Sunport Boulevard extension project. Prepared by the URS Corp., the document primarily describes the project's history, purpose and need; design alternatives for the extension; and the affected environment, projected effects and proposed mitigations. In July 2015, the county released a revised environmental assessment report for the same project.

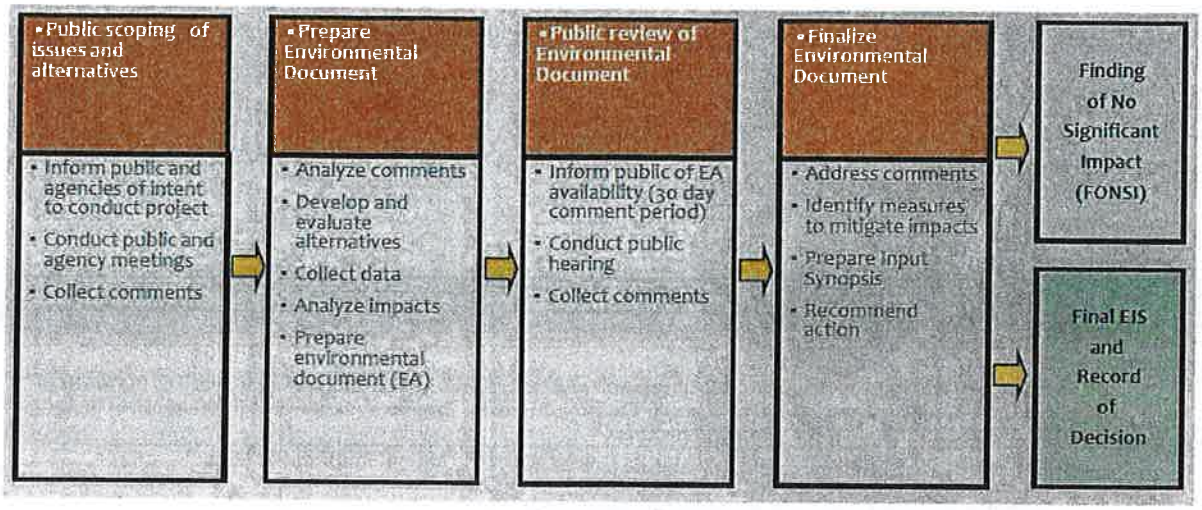
According to the 2011 assessment, the need for and purpose of the Sunport Boulevard Extension are to:

- Reduce traffic congestion on the adjacent arterial streets of Rio Bravo Boulevard, Gibson Boulevard and their interchanges with I-25.
- Connect elements of the area's transportation network by providing another east-west arterial roadway connecting Broadway Boulevard and I-25.
- Continue the development of the planned transportation system and incorporate Sunport Boulevard between Broadway Boulevard, I-25 and Albuquerque International Sunport Airport as envisioned in previous planning documents dating to the 1980s.

Draft environmental assessment findings that are particularly relevant to the HIA are described in Table 4. They include findings for traffic congestion, air quality, noise, bike lane access, bus access, economic development, monitoring of remediation on Superfund land, communities and land use, socioeconomics and environmental justice, and cumulative impacts.

The graphic below, from the county's Public Works Division, describes key points in the environmental assessment process for the extension.[a] In September 2011, the county released the first draft of the assessment. The revised assessment was made publicly available in mid-July 2015, with a subsequent public comment period ending in September 2015. The county intends to submit the report to relevant federal and state agencies for final approval with a request for a Finding of No Significant Impact (FONSI), unless significant impacts are identified during the public comment period. If a FONSI is requested, an Environmental

Impact Statement will not be required, meaning the county will be able to access allocated funds to begin design in 2014-2015 and construction in 2016-2017.



Source: Bernalillo County Public Works, (n.d.).

Table 4. Summary of Key Findings from Sunport Boulevard Extension Environmental Assessment	
Topic	**Future effects under Alternative A**
Traffic congestion	- More traffic by 2030 or 2035. - Extension will help decrease overall congestion and reduce traffic on Broadway Boulevard to the north of Sunport Boulevard and Woodward Road. Traffic volumes on Broadway Boulevard to the south of Sunport Boulevard and Woodward Road will increase.
Air quality	- Extension will not raise carbon monoxide emissions above the federal threshold criteria. - Extension is not expected to seriously affect overall air quality. - A dust control plan will be in place during construction.
Noise	- No anticipated noise impacts, so no plans to reduce noise impacts.
Bike lane access	- The half-mile extension will include five foot bike lanes on each side, to eventually connect Broadway Boulevard with University Boulevard - The bike lanes will be part of a future connectedness to the Riverside Trail.
Bus access	- Will look into making it easier to transition from one transportation type to another. - Will consider different forms of transportation, including how to get people to the airport.
Economic development	- New access to land for potential businesses will spur industrial redevelopment and the cumulative impact will be positive for economic and commercial growth.
Monitoring of remediation on Superfund land	- Road option will only impact a portion of the Superfund site and Chevron facility. - If needed, Woodward Road option (Alternative A) will relocate water lines and monitoring wells associated with remediation for the site.
Communities and land use	- Land use will not be significantly affected as it is primarily vacant land. - Preferred option is consistent with area planning and will conform to predicted growth of the area. - Extension will provide additional access to the area of the planned industrial corridor. - Preferred option will incorporate bicycle lanes and make provisions for future sidewalks
Socio-economics and environmental justice	- Residents will experience changes to traffic volumes (*see Traffic Congestion above*). Forecasted decreases in traffic volumes north of Woodward Road will result in an overall positive impact to these neighborhoods. - The preferred option is located within areas of Interstate highway right-of-way, vacant land, manufacturing, or special use zoned property, and is unlikely to disproportionately impact the neighborhood. - The project is not expected to impact community cohesion, displace people, or in other ways disproportionately and adversely impact minority or low-income populations.
Cumulative impacts	- Cumulative impact will be positive for economic growth *(see Economic Development)*. - A cumulative impact to alternative transportation will result from the preferred option. - No significant cumulative impacts are anticipated from the preferred option.

IV. Findings

The HIA focused on how the proposed extension would affect three key areas:

- Exposure to environmental hazards
- Safety from injuries and collisions
- Social connectedness

In this section we describe findings related to each of these areas – how they relate to health, what the environmental assessment says, and resident panel analysis and discussion of potential effects of the proposed extension. Table 5 briefly summarizes our findings about existing conditions.

Table 5. Summary of Existing Conditions

Exposure to Environmental Hazards

Stationary Sources:

- San Jose has numerous facilities producing hazardous environmental emissions and a high density of those facilities compared to other census tracts in the county.
- As of July 2012, the City of Albuquerque had permitted 17 sites in San Jose as stationary sources of air pollution. Data on permitted emissions illustrate that San Jose makes up less than one percent of Albuquerque's total population, yet the neighborhood bears a disproportionate share of permitted emissions for seven of eight pollutants reported.
- In 2012, the South Valley air monitor registered levels of ozone and PM10 that exceeded both primary and secondary health standards.

Mobile Sources:

- Average weekday traffic in the project area is heaviest on the east-west corridor of Rio Bravo Boulevard – about 32,000 vehicles a day– at the southern section of the neighborhood; and south of the proposed project.
- Cars are the majority of vehicles on these roadways but there are a large number of heavy trucks on Broadway Boulevard.
- The project area does not appear to suffer from traffic congestion, with exceptions such as Rio Bravo Boulevard west of I-25.

Noise:

- Despite the presence of many sources of noise, data are not available on baseline noise levels.

Safety from Injuries and Collisions

Collisions:

- Collisions between automobiles and either pedestrians or bicyclists are relatively infrequent in San Jose. Those that do occur tend to cluster in the north edge of the neighborhood.

Facilities for pedestrians and bicyclists:

- Facilities for walking and bicycling in the neighborhood are scarce. The entire project area currently has only three blocks with designated bike lanes.

Social Connectedness

- Gathering places in and near the neighborhood include churches, community centers, homes of friends and family, schools, parks and playgrounds. Residents did not mention gathering at restaurants or other retail areas.

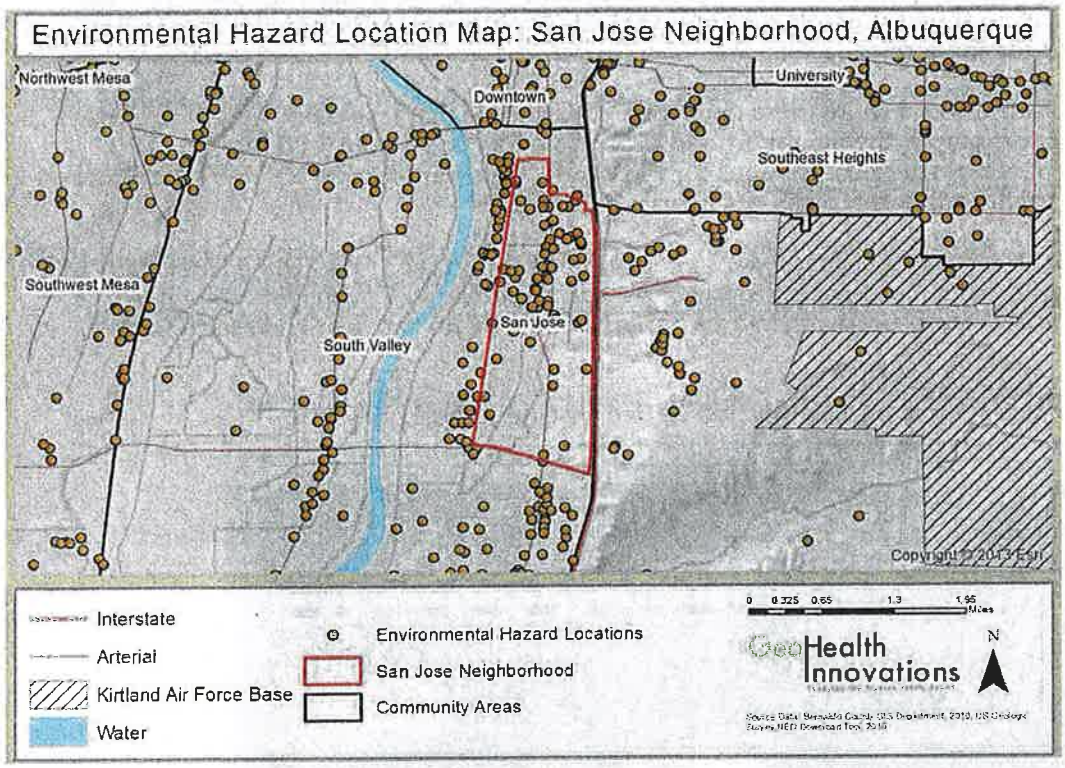
- Residents perceive the neighborhood as less close-knit today than in the past and as a place with a negative reputation owing in part to crime, which has decreased over time but remains relatively high.
- Residents want future development to protect and improve these gathering spaces, including parks and a health facilities and markets, schools and workplaces. They want to preserve and expand the ability to breathe and walk in the environment, safety from traffic and the scenery.

IVA. Exposure to Environmental Hazards

There is a wide range of potential environmental hazards in the neighborhood. Conventional practices in environmental hazards management address risks individually, segregating hazards from different chemical pollutants and from different exposure pathways. But human health depends on the cumulative effect of all exposures. As stated by Alves et al (2012):

> In reality, people are exposed to mixtures of pollutants or to the same pollutant through a variety of media, including the air, water, and food. It is now more recognized than before that environmental exposure to pollutants occurs via multiple exposure routes and pathways, including inhalation, ingestion, and dermal absorption.....Consequently, to arrive at a realistic assessment of exposure risks, regulatory authorities arguably should consider cumulative stressors and exposure data derived from cumulative risk assessment."

Map 5. Environmental hazard locations in San Jose, 2010



Map 5 shows numerous facilities producing hazardous environmental emissions throughout the neighborhood. Facilities include hazardous chemicals dumpsites, locations contaminated by hazardous materials, railroad depots, discharge permit locations, petroleum storage sites, industrial and manufacturing sites, stationary air pollution sources, Superfund sites, and interstates and arterial roads. The density of these facilities relative to the rest of the city and county is high: ***San Jose has a greater density of hazards per square mile compared to many other areas of the county.***

San Jose stands to benefit from a more holistic assessment of environmental and social risks. Given the area's many hazardous facilities, it is insufficient to only examine the incremental

contribution of a single project to the neighborhood's burden of environmental exposure and risk. Local agencies charged with analyzing proposed projects should consider how exposures from multiple sources may act together over time to expose residents to increased health risks.

With cumulative impacts in mind the next section describes conditions for various hazardous exposures in San Jose.

Existing Conditions: San Jose has a disproportionate burden of facilities producing hazardous environmental emissions

Air Quality: Exposure to Stationary Sources of Air Pollution
There are two key categories of sources for air pollution: stationary sources and mobile sources. Mobile sources include vehicles, such as cars, trucks or airplanes. Stationary sources are fixed sites such as factories or refineries.[e]

As of July 2012, the City of Albuquerque had approved permits for 17 sites in San Jose that are stationary sources of air pollution. As there is no data available on actual emissions for these sites, Table 6 below shows the total tons of pollutants (by type) permitted in the air quality permits issued for San Jose.

The table also shows what share these permitted emissions in San Jose make up of the city's overall total. For example, the neighborhood of San Jose has seven percent of the City of Albuquerque's total permitted emissions for PM10 and 11 percent for PM2.5, two types of airborne fine particles that can penetrate deep into lungs.

These data illustrate that San Jose makes up less than one percent of the City of Albuquerque's population, but bears a much greater share of permitted pollution. The neighborhood bears a disproportionate share of the permitted emissions in the city for seven of eight pollutants reported.

Map 6. Stationary sources of air pollution in San Jose neighborhood, 2010

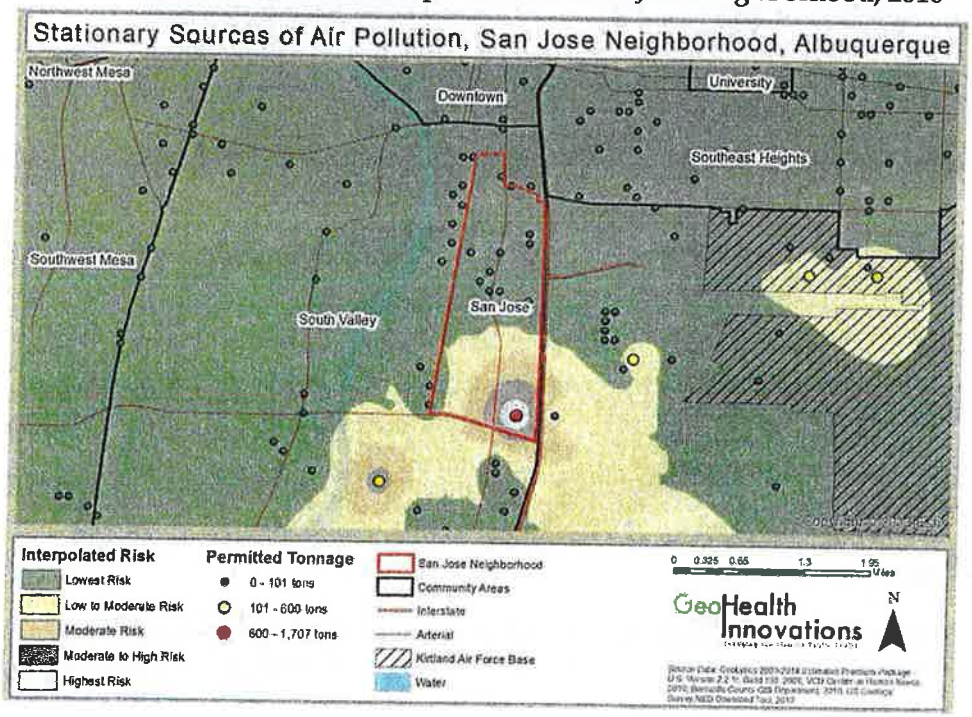


Table 6. Total tons of emissions allowed in San Jose and percent for City of Albuquerque, by pollutant, 2012

Particulate Matter 10 (PM10)	Particulate Matter 2.5 (PM2.5)	Carbon Monoxide (CO)	Nitrogen Oxides (NOx)	Hazardous Air Pollutants (HAPS)	Sulfur Oxides (SOx)	Volatile organic compounds (VOCs)	Lead (Pb)
65.0 **(7%)**	57.0 **(11%)**	734.4 **(10%)**	571.3 **(7%)**	70.0 **(28%)**	76.8 **(11%)**	295.3 **(6%)**	0.0 **(0%)**
Source: City of Albuquerque Environmental Health Department, July 2012.							

Data from the Prosperity air monitor in the South Valley – the closest monitor to San Jose, about four miles away – show that the neighborhood has recently been subject to outdoor air concentrations close to or exceeding the maximum levels accepted by national air quality standards. In 2012, the South Valley air monitor on some days exceeded both the primary and secondary standards meant to protect public health and welfare for levels of ozone and PM10, respectively.[46,47] The violations have not been consistent enough for the area to merit the EPA's official designation of non-attainment for air quality. Nevertheless, the information here suggests attention should be paid to the high levels of these pollutants.

For the last decade, the South Valley monitor has registered ozone levels approaching the national standard for all of the last decade.[a] Additionally, according to EPA data, a recent spike in PM10 levels in San Jose cannot be explained by exceptional events such as wildfires or weather.[48,49] This information directly contradicts the environmental assessment's suggestion that the excessive PM10 levels can be attributed to fires and high winds. In the context of cumulative impacts,[a] additional development that even marginally exacerbates the ambient levels of these pollutants could exceed safe margins.

There were no violations in 2012 for ambient levels of carbon monoxide (CO), a main point of focus in an Air Quality Review report for the extension.[49] Bernalillo County had high concentrations of CO in the past, but has been in attainment since 1996. According to the EPA's national database, no area in the country has been under a non-attainment designation from CO levels since 2010, reflecting advances in emissions controls.[a]

Air Quality: Exposure to Mobile Sources of Air Pollution
Nationally, nearly 20 percent of the population lives near high volume roads where daily average traffic is 25,000 vehicles or more, and where the concentration of mobile source air pollutants is typically elevated, posing health concerns.[a] In the US, minority and low-income households are more likely to live near these high volume roads or in an area with higher traffic density than white or higher income populations.[52]

The neighborhood of San Jose is adjacent to I-25 and numerous arterial roads with heavy traffic. Data from MRCOG demonstrate that average weekday traffic in the project area is highest on the east-west corridor of Rio Bravo (approximately 27,000 vehicles), which is at the southern section of the neighborhood, and south of the proposed project. Traffic along Broadway Boulevard in the project area is highest north of Gibson Boulevard headed into downtown

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[a] The EPA has proposed reducing the federal standard for PM2.5 to 12 $\mu g/m3$, following guidance from their scientific advisory committee. This is important because historic assessment of air pollution is based on prior standards. Assessment of future projects and conditions should be based on new standards that are coming into practice.

(17,000 vehicles), and is generally greater than traffic on Second Street. Traffic data for local roads are unavailable, and all of the roads between Second and Broadway Boulevard in and around Gibson Boulevard are considered local roads.[53]

In terms of what types of vehicles are traveling on these roads, MRCOG maintains limited vehicle classification data; only about 30% of traffic volume counts also collect vehicle classification counts. Table 7 reflects the total traffic volume by vehicle type for a very limited number of streets in the project area.

Table 7. Percent of traffic counts by vehicle type[54]

Street segment (year of count)	**Auto**	**Heavy trucks**	**Pick-up / Bus / 2-axle**	**Motorcycle**
2nd St, south of Avenida Cesar Chavez (2010)	65%	5%	29%	<1%
2nd St, south of Woodward (2012)	72%	4%	24%	<1%
Broadway Boulevard, south of Woodward (2011)	59%	11%	30%	<1%
Broadway Boulevard, north of Avenida Cesar Chavez (2009)	64%	8%	27%	<1%
Gibson Boulevard, west of I-25 (2010)	71%	7%	21%	<1%
Source: Mid-Region Council of Governments, 2009-2012.				

Most vehicles on these roadways are cars, but there is a large proportion of heavy trucks on Broadway Boulevard. Local residents say the official counts may undercount the trucks actually using these streets.

The environmental assessment listed traffic congestion as a main reason for the proposed extension. But the project area does not appear to suffer from traffic congestion, with a few exceptions, such as Rio Bravo Boulevard west of I-25. The MRCOG report "A Profile in Congestion" indicates:

- West of I-25, Gibson Boulevard has "minor" congestion
- West of I-25, Rio Bravo Boulevard has "severe" congestion to Second Street
- Second Street and Broadway Boulevard have no or minimal congestion

Planners expect Rio Bravo Boulevard will get more congested with future population growth. The level of congestion should be considered relative to the Albuquerque region and reflects conditions across the peak period only.[55]

Noise

Sound is frequently described in terms of peak levels or as an average over varying time periods. The City of Albuquerque Noise Ordinance[56] sets maximum allowable noise levels for residential areas as 55 A-weighted decibels, or dBA, in the daytime and 50 dBA at night (A-weighted decibels express the relative loudness of sounds. High frequencies, which our ears are more sensitive to, are given more weight.) For industrial areas the maximums are 75 dBA in the daytime and 70 dBA at night. Bernalillo County sets maximum levels for residential areas as 55 dBA in the daytime and 45 dBA at night, with the same higher levels for industrial areas as in the city. The County also has specific regulations for motor vehicles.

No noise data are available for San Jose. The environmental assessment identifies noise sources in the vicinity as traffic on I-25 and Broadway Boulevard, aircraft at the airport and Kirtland Air Force Base, trains on the rail spurs servicing the bulk fuels terminals, and noise associated with industrial and commercial activities of the area. Similarly, the Albuquerque/Bernalillo County

Comprehensive plan found excessive noise levels near several residential areas, specifically in neighborhoods near the airport, adjacent to I-25, by certain arterial streets, as well as industrial areas. However, staff at the city's planning and environmental health departments were unable to provide the data behind these findings or more recent information, highlighting an opportunity for stronger data collection and publication.

Why It Matters: Exposure to environmental hazards affects health and well-being, particularly for vulnerable populations

Exposure to Air Pollution
The EPA identifies six criteria air pollutants that can be detrimental to human health, and for which the EPA is required by the Clean Air Act to set standards to protect public health and welfare. They are ozone, carbon monoxide, particulate matter, nitrogen dioxide (NO2), sulfur dioxide, and lead. The EPA also identifies six priority mobile source air toxics but there are no standards for these contaminants, which include benzene, butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust.

Information about current levels of criteria air pollutants comes from a network of air quality monitors across the nation. Exposure to air pollutants at levels below existing standards also may result in health impacts for those with existing health conditions. The EPA regulates both mobile and stationary emissions of these pollutants. A 2013 study reported that that very few monitors used to enforce the priority air pollutant standards are located near populations along high-volume roadways, adding that although "current federal law requires 'hotspot' analysis for CO and PM2.5 when building new transportation infrastructure in non-attainment areas there is currently no method to enforce possible violations of the NAAQS alongside existing transportation corridors or in attainment areas lacking air quality monitors."[52]

Studies on the health effects associated with distance from traffic look at air pollutants as a mixture to examine their cumulative effects.[57] In 2008 a report by the Health Effects Institute concluded that current evidence is sufficient to say that exposure to traffic-related air pollution exacerbates asthma. The report adds that although evidence is yet sufficient, traffic-related air pollution could cause onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, and premature death.

Studies link vehicle emissions to lung disease;[58] asthma symptoms;[59,60,61] medical visits for asthma;[62] asthma prevalence and incidence;[63,64,65,66,67] and heart disease.[68,69] It's not yet possible to attribute the cumulative effects of roadway proximity and non-cancer health effects to one or more specific kinds of vehicles or pollutants. Table 8 is a summary of health effects of selected urban air pollutants relevant to the proposed extension.

Table 8. Summary of health effects of selected urban air pollutants relevant to Sunport

Pollutant	Examples of Sources	Health Effects	Maximum Allowed*
Nitrogen Dioxide (NO_2)	Combustion processes in vehicles and industrial operations	Increased risk of acute and chronic respiratory disease; reduced visibility.	100 ppb (1hr) 53 ppb (annual average)

Table 8 (continued)

Pollutant	Examples of Sources	Health Effects	Maximum Allowed*
Particulate Matter ($PM_{2.5}$)	Motor vehicles, fireplaces, cooking stoves, power generation, construction, and industrial activities	Impaired lung function; exacerbation of acute and chronic respiratory ailments including bronchitis and asthma; excess emergency room visits and hospital admissions; premature arteriosclerosis; premature death.	15 ug/m3 (annual average)
Diesel exhaust	Diesel engines	Probable increased risk of cancers (see: International Agency for Research on Cancer list for Group 2A substances). Health effects associated with particulate matter (see list above) that is emitted in combustion.	N/A

** Under Federal Air Quality Standards*

Air quality does not affect everyone the same way, and some groups are more sensitive to adverse health effects. Groups of people that are particularly sensitive to the health effects of air pollutants include the elderly and the young, those with asthma, and groups with other exposures linked to cardiovascular or respiratory diseases.[illegible] Poorer populations and people of color tend to live closer to sources of air pollution, and poverty may increase susceptibility to the health effects.[illegible]

Exposure to noise

According to the World Health Organization's Guidelines for Community Noise,[illegible] which reviews a substantial amount of the research on noise and health, long-term exposure to moderate levels of noise can harm sleep, school and work performance, raise blood pressure and increase the chance of cardiovascular disease. A significant body of research in that report and in other public health literature looks at traffic noise. According to the literature:

- *Sleep:* Traffic noise has been linked to poor sleep.[illegible] A lack of sleep may have consequences including fatigue, impaired endocrine and immune system and psychological effects.[illegible]
- *Annoyance:* Reports of annoyance are the most widely studied noise impact[illegible] and the relationship has been quantified.[illegible] Annoyance is related to several health effects associated with noise, including elevated blood pressure, circulatory disease, ulcer and colitis.[75]
- *Learning and educational performance:* Chronic road noise can affect cognitive performance of children, including attention span, concentration, memory and reading ability.[illegible]
- *Hypertension:* Traffic noise and high blood pressure have a dose-response relationship; increased traffic noise increases the likelihood and severity of high blood pressure. .[illegible] People who live near chronic road noise (more than 20,000 vehicles a day) are twice as likely to have hypertension – men almost four times as likely.[illegible]
- *Heart attack:* Increases in neighborhood noise, including traffic, at levels above 50 to 60 dBA increase the risk of heart attack.[illegible]

Review of Environmental Assessment: The assessment of impacts Sunport Boulevard Extension will have on air quality, noise and cumulative impacts is incomplete

Air Quality
The environmental assessment and accompanying air quality review state that the EPA designates Bernalillo County as an attainment area for all air pollutants identified in federal standards, and that previously carbon monoxide was the largest pollutant of concern in the county. However, the discussion of traffic-related air quality impacts focuses solely on carbon monoxide notably omitting nitrogen dioxide and PM2.5, which are associated with traffic. These could also be assessed to understand whether overall emissions and exposure levels may change. Focusing attention on a pollutant that is already successfully managed obscures more significant hazardous pollutants that are less well managed, including ozone and particulate matter.

Importantly, federal standards for maximum acceptable levels of both nitrogen dioxide and PM2.5 were recently lowered, reflecting scientific consensus that current standards do not protect health. While the county's modeling methodology for carbon monoxide is acceptable, there are no baseline monitoring data reported for any of these other pollutants, nor are traffic data modeled to show emissions for these pollutants in the future.

The additional discussion about industrial pollution in the air quality review states that industrial pollutants are a potential concern, but then places responsibility on the airport and other sources outside the project sponsor's control. Little data are presented to support this assertion. Also, there is no discussion in the original EA of how extension and associated development will contribute to air pollution. Nor is there discussion of whether the cumulative impact of these hazards will exceed existing standards.

Alleviation of traffic congestion in the region is argued as a main reason for the project. However, the environmental assessment does not provide any data to show existing congestion. The Mid-Region Metropolitan Planning Organization and Mid-Region Council of Governments of New Mexico identify a set of measures and criteria that are used to illustrate current congestion (volume-to-capacity ratio, speed differential, crash rates, daily volume, delay analysis).[illegible] Traffic volumes are the only data the assessment cites to support the assertion of current congestion. Also notable is that the original assessment only identifies congestion outside the project area, though MRCOG makes congestion data available for both Gibson Boulevard and Rio Bravo Boulevard (see above), two places in the project area but not included in the original EA.

Another reason for the extension, according to the environmental assessment, is to increase access to the airport via Sunport Boulevard to "[benefit] the proposed industrial corridor in the area and [provide] incentive for light industrial development."[36] The envisioned industrial development would be in the southern portion of the neighborhood, stretching from east of Second Street to west of I-25, and south of Woodward Road, along the neighborhood's more heavily trafficked streets. Any future plans, such as the proposed extension, must balance economic opportunity with protection of health and safety.

Noise
There is no analysis of current noise exposure in the environmental assessment, and therefore we are unable to say whether the area will comply with federal or local noise standards once the project is built. Also, as with all analyses in the environmental assessment, there is no discussion of the potential impacts that future development enabled by the extension will have on noise in the adjacent neighborhood.

Cumulative Impacts
Discussion of cumulative impacts of the project focuses on how the project will benefit the neighborhood by alleviating future congestion, improving the transportation network and future pedestrian/bike networks and encouraging economic and commercial growth. However, evidence is insufficient to support these assertions within the San Jose neighborhood.

The assessment also does not examine how changes resulting from the extension could have harmful cumulative impacts. For example, the report says the Sunport will enable economic development by providing access to businesses, but does not discuss how increased traffic, truck emissions, or other hazards might result. The original assessment states only that "No significant cumulative impacts are anticipated from the Preferred Alternative."

Furthermore, in describing recent projects in the area, the discussion only focuses on transportation-related projects and how those have improved the area. There is no recognition in the original EA of how transportation or land use (for example, the 17 permitted stationary sources of air pollution) has contributed to San Jose's status as an environmental justice community. Nor is there recognition of disproportionate environmental burdens that may be made heavier by the extension, or that existing air quality monitors may be insufficient to comply with recent EPA requirements that air monitors be located near highest, instead of average, source of pollution. Finally, there is no discussion of how the project may influence community exposure to multiple pollutants.

In sum, in the environmental assessment there seems to be a limited understanding of how to look at cumulative impacts. Various hypothesized benefits of the project are discussed as "a cumulative impact" in alternative transportation or in economic development. No supporting analysis or data are provided to show how these benefits may accrue.

Resident Analysis: Air quality and cumulative impacts are projected to worsen with the arrival of the Sunport Boulevard Extension

In reviewing the data, literature and analysis of the original environmental assessment, the resident panel reached consensus on the following set of findings for cumulative impacts and air quality. Though noise was important, the panel recognized there was very limited information on which to make judgments about how noise might change as a result of the project.

Consistent with thinking about cumulative impacts, the resident panel believed it was important to consider not only the contribution to environmental hazards of the proposed extension, but also of all the commercial and industrial development that would be enabled by it. To focus only on the effects of the extension itself would perpetuate the short-sighted pattern of failing to consider cumulative effects of environmental hazards.

In this context, the resident panel considered existing qualitative and quantitative information, as well as personal experience, to reach consensus about the impacts of the proposed extension and development spurred by it. Panel analysis includes the following:

- The evidence is *moderate to strong* that cumulative environmental hazards – and hence air quality – will worsen due to the Sunport Extension and all of the associated commercial development that will result from the Sunport being built.
- These increases are *certain*, as the Sunport will open the door to businesses locating in the area, with accompanying increases in trucks and other traffic.

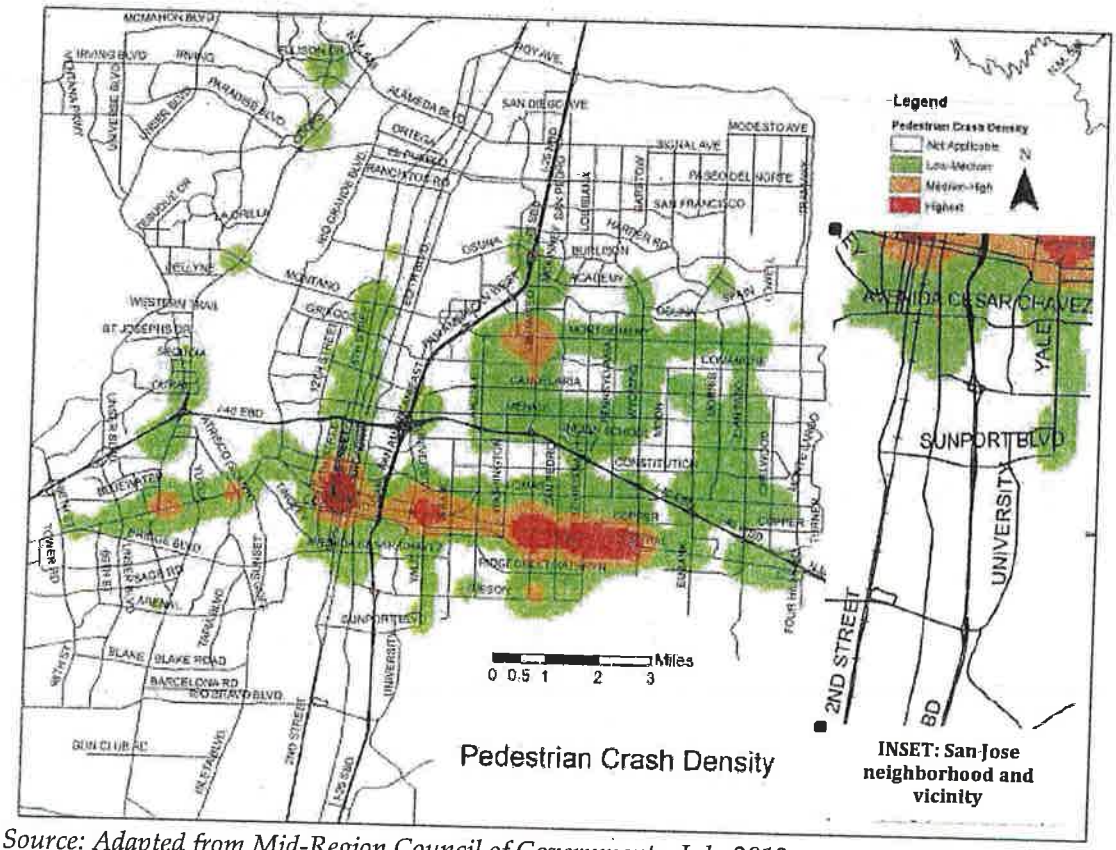
- Using the limited information available about future exposures, any increases in environmental exposures are *likely* to harm the health of residents, particularly those who are low income, the elderly and young, pregnant women and their unborn children, those living closest to the hazards, and those with underlying health conditions.
- Using the limited information available about future exposures, most people in San Jose – more than 70 percent – will be affected by these impacts, and the effects will range from *moderate to severe* depending on existing vulnerabilities.

IV.B. Safety from Injuries and Collisions

Existing Conditions: Pedestrian and bicycle crashes are relatively infrequent in San Jose, and facilities for walking and bicycling are scarce

Traffic-related deaths are slightly higher in the area that includes San Jose, as compared to Bernalillo County – 3.2 pedestrian deaths per 100,000 residents, compared to 2.7 per 100,000 in the county). In absolute numbers, there have been relatively few collisions between vehicles and pedestrians reported in recent years in San Jose. Map 7 shows where crashes involving pedestrians cluster in Albuquerque. In San Jose, the north edge has a low-medium cluster and elsewhere in the neighborhood there are no clusters recorded for crashes involving pedestrians.

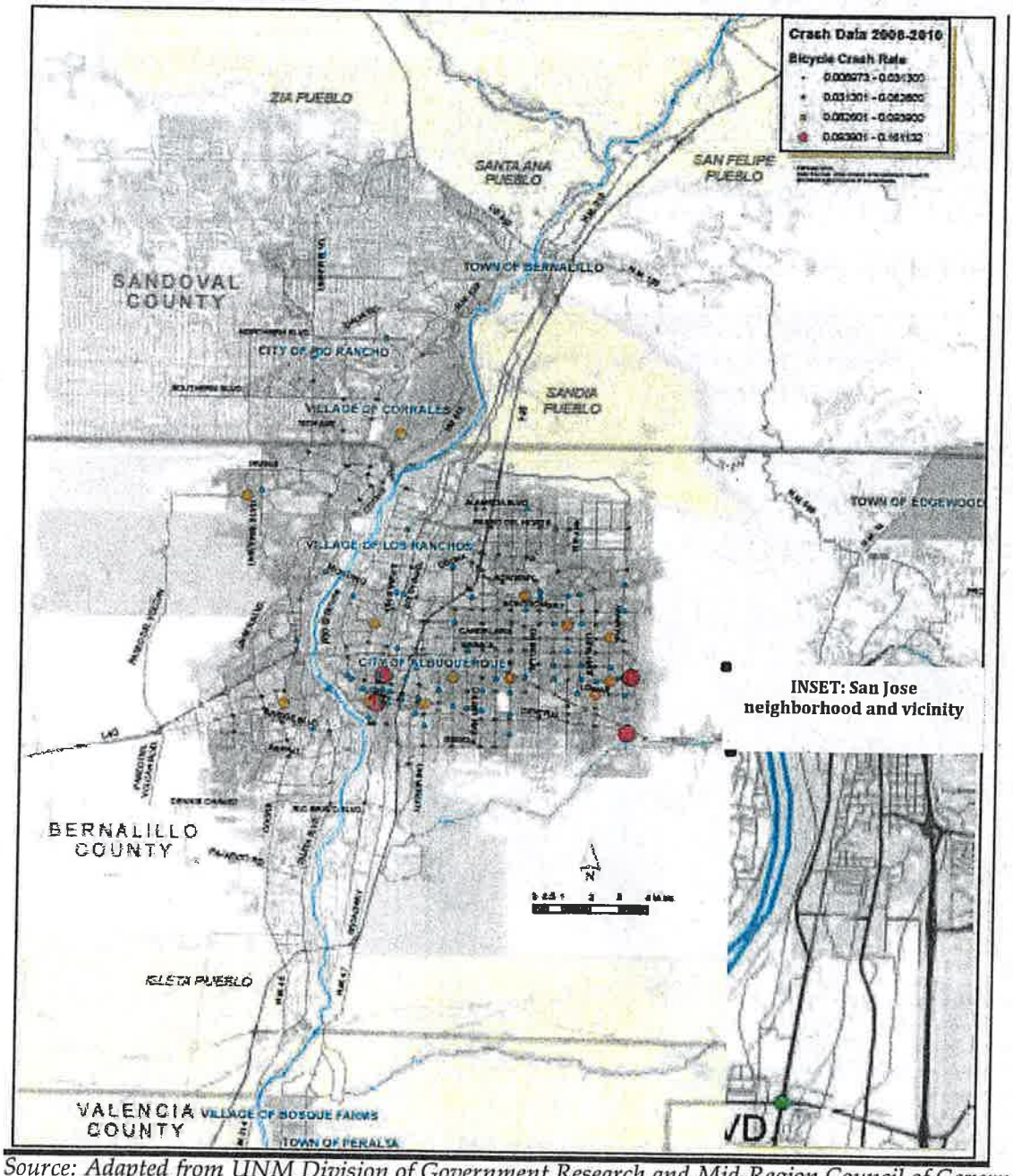
Map 7. Pedestrian crash density, 2000-2010



Source: Adapted from Mid-Region Council of Governments, July 2012.

A relatively low rate of crashes involving bicyclists is reported for San Jose compared to the county. Map 8 shows the intersection of Rio Bravo Boulevard and Second Street, where crashes tend to occur in the project area.

Map 8. Bicycle crash rate, 2006-2010



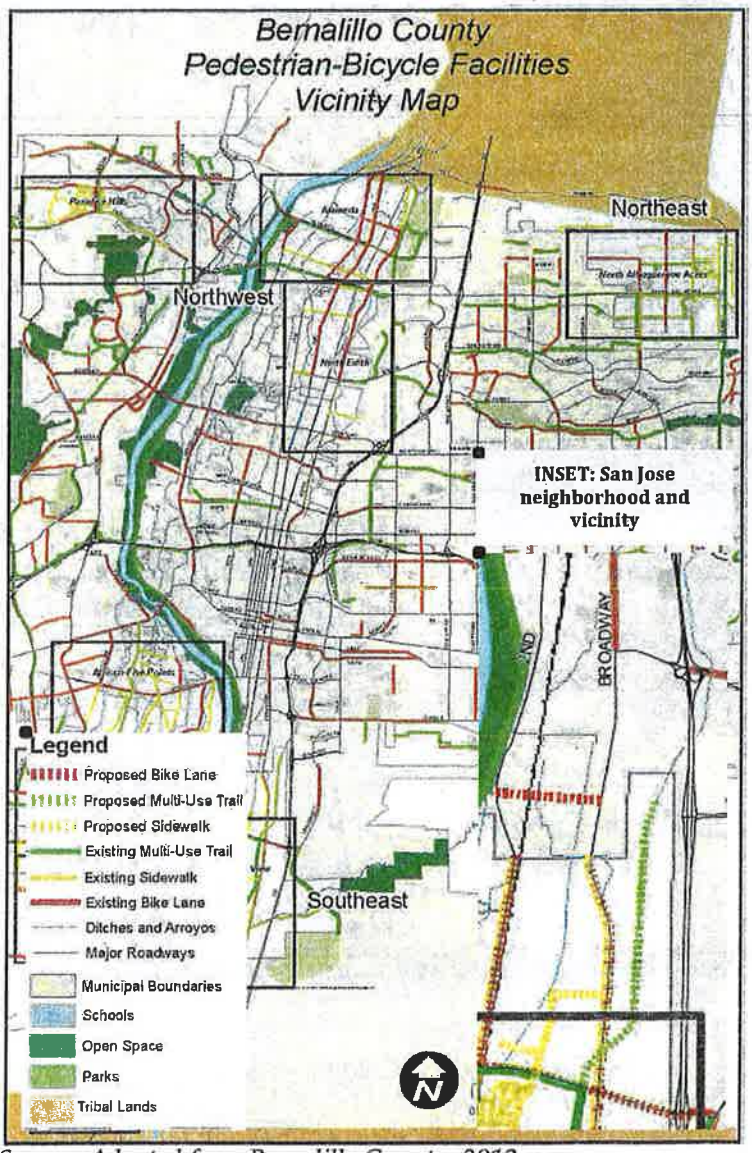
Source: Adapted from UNM Division of Government Research and Mid-Region Council of Governments, February 2013.

A chief cause of crashes is the absence of facilities for pedestrians and bicyclists, such as sidewalks and bicycle lanes. There are few sidewalks or designated bike lanes in the neighborhood, and little connectedness between those that do exist, as illustrated in Map 9. The project area currently has three blocks with designated bike lanes (on Broadway Boulevard from Kathryn Avenue to Gibson Boulevard). There are additional spaces for bicycling, but they

are not designated lanes. In these instances, cyclists are given a wide shoulder (as on Rio Bravo Boulevard), or can ride on what's known as a bike route, designed with the intention that bicyclists and cars share it (as for 3 blocks on Edith Boulevard).

Among facilities that do exist, access is a problem. To get to these spaces, bicyclists who start in the neighborhood ride with cars on streets lacking designated lanes, wide shoulders, or bike routes. Access also is an issue for the multi-use Paseo del Bosque Trail – also called the Riverside Bike Path – adjacent to the Rio Grande. For residents of San Jose, the trail is west of Second Street, so they have to cross the railroad tracks and property and walk or bicycle to an access point, such as the heavily trafficked Rio Bravo Boulevard.

Map 9. Current and proposed future pedestrian and bicycle facilities in Bernalillo County



Source: Adapted from Bernalillo County, 2012.

Why It Matters: Safety affects use and the health benefits from it

People walk or bicycle for various reasons, including recreation, to get to work and school or to run errands, or as part of a journey that also includes trains or buses. For some, particularly those without access to private vehicles, walking, bicycling and/or public transit become important means of transportation. This is the case in San Jose, where approximately one in 12 residents do not have access to a car. One in 16 use public transportation to commute to work – a proportion three times higher than in the county as a whole. Four bus routes serve San Jose, though only one (the 16/18 "B-U-G") goes downtown every day. The route in the neighborhood follows a loop through the neighborhood that includes more heavily–trafficked streets, such as Woodward Road and Broadway Boulevard, so that users must walk or bike on or across these streets to reach the bus stops.

Map 10. Bus route for Route 16/18 in the San Jose neighborhood

Sources: UNM Information Technologies, 2013 and City of Albuquerque, 2012.

People also walk or bike if there are "trip attractors" – schools, parks, healthcare institutions, restaurants, grocery stores or childcare. According to the Mid-Region Council of Governments, "In general there is a scarcity of restaurants, grocery stores, and other retail that is associated with generating pedestrian activity" in the San Jose neighborhood.[xx]

Walking and bicycling are good for public health. Physical activity can help prevent or treat overweight or obesity; reduce risk of chronic diseases, such as cardiovascular disease, type-2 diabetes, and some cancers; improve mental health; and increase chances of living longer.[xx] Walkable neighborhoods are more likely to meet national physical activities guidelines compared to the least walkable neighborhoods.[xx]

It is important, then, to understand factors that may promote or threaten safety from injury for pedestrians or bicyclists. Key factors are the speed of traffic, types of vehicles, characteristics of the user, and road design.

A 2004 report by the World Health Organization and World Bank finds "a large amount of evidence of a significant relationship between average speed and crash risk."[89] Specifically, for every 1 kilometer per hour (approximately 0.6 mph) increase in traffic speed, there is a four to five percent increase in fatal crashes.[89] A pedestrian has a 90 percent chance surviving a car crash if the car is traveling 30 kilometers per hour (approximately 18 mph) or less. That pedestrian has a less than a 50-50 chance of surviving if the car is traveling 45 kilometers per hour (approximately 28 mph) or more.[89]

The speed of cars on the extension and adjacent roads are important to collisions and resulting injuries to pedestrians and bicyclists in the neighborhood. On Interstate 25, it is legal to drive 75 mph outside of Albuquerque, and 65 mph inside the city limits. The extension is designed for 45 mph, so drivers will have to quickly reduce speeds upon entering the San Jose neighborhood. Speeds within the neighborhood are further reduced depending on the particular roadway. For example, currently the speed on Broadway Boulevard is 40 mph.

Research finds that the type of vehicle "strongly influences" risk of severe injury and pedestrian death.[36] The chance of a vehicle-related injury being fatal increases by as much as 370 percent when the vehicle is a truck.[36] Even light trucks (vans, SUVs, pickups, etc.) are associated with three times higher risk of severe injuries for pedestrians than lighter cars, and two times higher mortality rates.[36]

The pedestrian matters, too – older people and children are particularly vulnerable as car speed increases. Road design also is important. The World Health Organization/World Bank report, "If separation (giving pedestrians protected places to walk) is not possible, road management and vehicle speed management are essential."[92]

Good planning now can help prevent future collisions and the injuries that may result from them. The extension and surrounding streets can be designed to manage speed and ensure safety for pedestrians and bicyclists with traffic calming measures such as lower speed limits, more signals, sidewalks, bulbouts, speed bumps, traffic circles or chicanes, landscaped medians and marked pedestrian crosswalks. One expert says sidewalks "are an absolute necessity along all through-streets serving developed areas."[93] He reported that accidents with pedestrians were 2.5 times more likely on streets without sidewalks than streets with them.[93] Other important features that can increase a sense of safety include trees on streets and space between streets and sidewalk, as by parked cars.[93] For bicyclists, bike lanes and routes reduce injuries or and crashes by half compared to roads without them.[94]

Review of Environmental Assessment: The extension includes short stretches of sidewalks and a bicycle lane that will be isolated from the few existing facilities in adjacent areas, and impacts to bus access are not discussed

Impacts to Pedestrian and Bicycle Facilities
The preferred Woodward Road option would include 700 feet of sidewalks along the half-mile extension that will not connect to existing sidewalks. The same preferred option also includes a five-foot wide bike lane on each side of the extension. The environmental assessment does not say if the bicycle lane will run the entire length of the extension. The bike lanes will connect to

Broadway Boulevard and University Boulevard, but since those stretches of those two streets have no direct connectedness to other bike lanes, they would be isolated.

The assessment does not predict how the extension may change traffic volumes, collisions, or the usability of adjacent streets for pedestrians or bicyclists.

Impacts to Bus Access
There is no mention in the environmental assessment of how the extension would affect resident's access to bus stops and buses.

Resident Analysis: Pedestrian and bicyclist safety on nearby streets will decrease

In reviewing the data, literature and environmental assessment, the resident panel reached consensus on the following findings for safety from injuries and collisions. Overall, the panel seeks to maintain the relatively low number of deaths and to prevent future collisions, and residents agreed that safety from injuries and collisions is already a problem in San Jose. Panel analysis includes the following:

- The evidence is *likely, but more information is needed* that the extension will *decrease* safety on nearby streets. It will be more dangerous for pedestrians and bicyclists if the proposed extension is built as planned.
- Decreases in safety are *likely* to harm the health of residents, particularly those who are low-income, bus users, people lacking access to cars, children who walk or bicycle to school, and bicyclists.
- Most people in San Jose will experience these changes, and the associated health effects will range from *not severe* to *moderate.*

IV.C. Social Connectedness

Existing Conditions: Residents gather in both public and private spaces in the neighborhood and nearby and want to protect and improve these spaces

Social connectedness among residents of a given community is a measure of solidarity and the ability to translate social ties into common good.* Limited information is available on the social fabric of San Jose today. To fill this gap, we used qualitative research methods with a photo and mapping activity to gather input from the resident panel, based on their personal experiences.

Resident panelists had various perspectives about whether social connectedness is an issue today for the San Jose neighborhood. The panel agreed that whether residents feel that social connectedness is lacking depends on one's experiences, age, and where in the neighborhood one lives. Residents perceive that the neighborhood is less close knit now than in the past and that the neighborhood has a negative reputation, owing partly to crime, which remains relatively high although it has decreased over time. Some residents said they felt safe at night; others did not.

All residents on the panel agreed that social connectedness is valuable. They also agreed that future activities that directly or indirectly affect the neighborhood should seek to improve social connectedness.

Answering two sets of questions about San Jose today, residents wrote responses that Human Impact Partners then grouped into themes. We found two main themes. First, residents gather in an array of places in or near the neighborhood, including private spaces like churches or homes of friends and family as well as public spaces like community centers, schools, parks or playgrounds. Second, residents want to protect and improve several aspects of the neighborhood – health facilities, markets, schools, workplaces, the ability to breathe and walk outdoors, safety from traffic, and the scenery.

Asked where residents gather, many named private spaces such as churches or homes, including the San Jose Parish as well as churches outside of San Jose. Churches were described as "the place community gather to worship-pray & grow in their faith," with others calling them "cultural assets to protect" and special places that represent the community or that "represent my people." One resident also spoke about access to church, wishing *"to be able to drive to the church, but more to be able to walk to the church and not breathing all those chemicals."* Homes of friends and family, again both inside the San Jose neighborhood and elsewhere in the city, are places that residents visit, eat, talk, and celebrate. No residents mentioned gathering socially at sporting events or arts events – two measures used in City of Albuquerque's Citizen Perception Survey to assess quality of life. Neither did they mention gathering at restaurants or bars.

Public spaces where residents mentioned gathering include the Herman Sanchez Community Center and public parks, though with reservations. Of the community center, one resident said it was a "good source of community" and multiple comments noted that children, in particular, use the center. One observation included, *"People take their children to the after/before school program - so their child does not go to an empty house after school."* In describing parks, residents identified them as places to gather for celebrations or for children to play, and expressed concerns about the safety of parks in the San Jose neighborhood. Comments included, *"[The parks] do not feel safe. Not clean,"* and one resident described going to a park outside of the San Jose neighborhood, saying it is far but that they do so because of problems in San Jose.

Looking at the other main theme about what residents want to protect and improve, physical aspects were mentioned. Residents want to protect health facilities and markets, as well as jobs and schools. Comments included, *"Protect health facilities,"* and *"we need to have an opportunity to excel learn and bloom."* Of jobs, one resident also said, *"we need to hire even those with a criminal conviction."* About aspects to improve, they included both daily needs and conditions in the physical environment of the neighborhood. One resident said, "[*Market*] *is needed.*" Speaking to neighborhood conditions, residents said currently, the trains' contamination and noise affects the ability to breathe and walk in the area, identifying it as an area for improvement: "[*Improve*] *Because of the noise. Because the black powder enters the house.*" Two powerful statements from residents capture the sentiment well. They said, *"Our view of the scenery is sacred"* and *"We need to protect the health safety lifestyle of the people that live in the community."*

Why It Matters: The social fabric of a neighborhood is associated with myriad health-related factors

Social connectedness shapes factors that influence individual health behaviors and ultimately health outcomes. It is a buffer to stress and influences health status itself.

A 1998 study using national data reported that higher levels of social mistrust were associated with higher levels of violent crime involving guns.[96] The relationship also went the other way: Neighborhoods with higher rates of group membership had lower levels of gun crimes.[96]

Neighborhood social connectedness influences individual behaviors. In a 2008 study of six U.S. communities, less socially cohesive neighborhoods were associated with behaviors like increased depression, smoking, and not walking for exercise. The study adjusted for a bevy of factors like socioeconomic characteristics, neighborhood problems, and race and ethnicity.[97]

Social connectedness or social capital – the benefit gained through cooperation – also influences individual health outcomes. Research has shown that social capital is associated with lower levels of general health and well-being, lower cardiovascular and cancer mortality, lower suicide rates, and lower rates of violent crime.[98]

This also is reflected in the relationship between social connectedness and overall health. A 2006 journal article found that people who reported a severe lack of social support were more than twice as likely to report fair or poor health than people who said they did not lack social support.[98] Looking at it another way, people living in communities with high levels of social trust are four times less likely to report fair, bad or very bad health than people living in communities without it.[98]

The effect of social capital on health may vary with income level. A systematic review of literature on the interactions between social capital and socioeconomic inequalities found evidence in a dozen studies that social capital might buffer negative health effects of low socioeconomic status and in five studies that social capital has a stronger positive effect on health for people with a lower socioeconomic status.[98]

Review of Environmental Assessment: There is no analysis of impacts to social cohesion or connectedness

The environmental assessment report says: "The project is not expected to impact community cohesion . . . " It continues by describing topics covered elsewhere in this report, such as impacts to minority or low-income populations, but offers no evidence to support the assertion on cohesion.

Resident Analysis: The extension is unlikely to affect overall social cohesion

Based on personal experiences, residents predicted that social connectedness is likely to stay at the same level of low importance to the neighborhood if the proposed extension is built. One resident suggested that the extension could marginally bring together the neighborhood around efforts to understand and improve the project. However, the group said that it does not anticipate changes to social connectedness from the project. Residents added it is important in any future projects to protect and improve the places where people gather.

V. Recommendations For Sunport HIA:

The recommendations below come from a variety of sources. Fourteen were developed by the HIA resident panel in response to their analysis of the impacts of the first environmental assessment released in September 2011. They are included here because they continue to be relevant to the significant issues that remain in the REA (as described in this document).

In making these recommendations, we take a broad perspective that includes both the half-mile extension itself and the future economic development that will follow. As such, many recommendations would be implemented after the proposed extension is built, and with an emphasis on preventing future environmental hazards.

Overall

1. The county should more thoroughly and transparently reconsider Alternatives D and H, not only Alternative A, and mitigations.

2. The city and county should improve public information-sharing about the proposed extension and related planning. Specific actions include:
   a. Publicly share plans to meaningfully involve the San Jose neighborhood in ongoing planning for the Sunport Boulevard Extension, to ensure that resident perspectives help shape future development.
   b. Increase communication between city and county, as well as directly to residents, including but not only through the San Jose Neighborhood Association, and ensure communication is in culturally appropriate methods and languages. Publicly and immediately share formal and informal plans for the extension and development in the surrounding area. Specifically, share information on whether there is a vision – and what it is – for promotion of commercial and industrial development along the extension, such as zoning documents or plans ranging from the short-term to long-term (e.g., five-year plans, thirty-year plans, and so forth).

If the Sunport Boulevard Extension is built:

Environmental Hazards

3. The city and county should require that future permitting processes for the San Jose neighborhood include the completion of cumulative impact assessments that more accurately consider health impacts. Cumulative is defined in the spirit of the Environmental Protection Agency definition for the NEPA process, as *incremental environmental impacts of an individual project combined with the environmental impacts caused by past projects, the environmental impacts caused by other current projects and the environmental impacts caused by reasonably foreseeable future projects.*

4. The City of Albuquerque Air Quality Division should improve air quality monitoring and enforcement of existing air quality regulations in the San Jose neighborhood as follows:
   a. Collect baseline information throughout the neighborhood on actual air quality emissions. If the information is collected by City or County agencies, it should be validated by outside organizations.
   b. After the extension is completed, regularly monitor air quality at sensitive sites such as schools and community centers. Commit to retrofitting these facilities (e.g., provide upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below applicable state and federal standards, and mitigate exceedances found at baseline levels, if pollution levels surpass what is harmful to human health.

c. Add an air monitor in San Jose where vulnerable populations congregate. The monitor should measure the six criteria pollutants (ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead), as well as volatile organic compounds.

5. The city and county should ensure compliance with and enforcement of existing noise standards. To do so, the city and county should collect baseline noise measurements in the community of San Jose to ensure standards are not being exceeded.

6. The city and county should consider revising noise control ordinances to set the standard for traffic-related noise, at 65 dBA or less for daytime and 55 dBA or less for nighttime.

Safety from Injuries and Collisions

7. The city should prohibit heavy trucks on residential streets in San Jose neighborhood.

8. The city and county should implement appropriate traffic calming features to slow trucks on roads that will see increased traffic from the Sunport Boulevard Extension.
   a. Examples of traffic calming to consider are reduced speed limits, rumble strips, and landscaping.
   b. Example locations for reduced speed limits are Broadway Boulevard traveling down the hill by Bethel Avenue and San Jose Avenue.

9. The city and county should create facilities to protect and encourage pedestrians and bicyclists on roads near the Sunport Boulevard Extension that will experience increased traffic during and after its construction. Actions include:
   a. Building sidewalks with storm drainage. Example locations are Broadway Boulevard headed to Woodward Road, on Wesmeco Drive, on Arno Street, and John Street.
   b. Extending the bike lane on Broadway further into the San Jose neighborhood.
   c. Adding traffic lights at the intersections of William Street and Woodward Road, as well as Second Street and Woodward Road.[c]

10. The City of Albuquerque Transit Department should ensure that the 16/18 bus route is maintained during and after construction of the Sunport Boulevard Extension. Also, the city should build bus shelters where the bus is used but there are not currently shelters to protect riders – for example, on William Street, Woodward Road, and Broadway Boulevard.

Miscellaneous Recommendations

11. Bernalillo County Public Works should include drainage facilities when building the Sunport Boulevard Extension.

12. To advance the economic prosperity of residents in the San Jose neighborhood, the Bernalillo County Economic Development Department should require businesses locating along Sunport Boulevard Extension to develop plans and commitments for local hiring, job training, and educational programs. For example, the city and county could work with businesses to start a GED program with instructors in the community that is free for low-income residents of the San Jose neighborhood.

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[c] Two members of resident panel abstained from this vote

13. To ensure San Jose residents are actually able to access workforce development and job training programs as well as access new jobs created in the community, the Bernalillo County Economic Development Department should require that businesses locating along Sunport Boulevard Extension *not ask* about applicants' history of arrest in job applications and interviews.[4]

14. The Bernalillo County Economic Development Department should establish a living wage (e.g., modeled on the living wage ordinance in Santa Fe) and require jobs created by businesses relocating or locating along the Sunport Boulevard Extension to pay such wages. In addition to paying a living wage, all permanent jobs (including part-time and full-time permanent jobs) created by business located near the extension should provide full health benefits.

Additional Recommendations
At the conclusion of the HIA process, the Steering Committee and project partners proposed additional recommendations to supplement those from the resident panel. These recommendations were not vetted in the same way, but are listed here as they provide valuable suggestions for appropriate parties to consider as well.

They include:

- Consider completing an Environmental Impact Statement to more fully assess the environmental impacts of the extension on environmental and human health, including reasonable alternatives (including a No Action alternative) that would avoid or minimize adverse impacts or enhance the quality of the human environment.

- The county, MRCOG, or other appropriate party should do a comprehensive traffic study that includes roadways connected to or near the extension that will be affected by it. The study should assess changes in traffic and how those are expected to affect air quality and noise. The study should consider potential short-term and long-term development (e.g., five-year plans, thirty-year plans, and so forth) that will and/or could take place if the extension is built.

- Absent discussion of cumulative impacts in this document, planning agencies and other authorities could consider a moratorium on approving projects that will result in new environmental hazards in the community.

- The city and county should draft relevant plans and commit funding to ensure pedestrian- and bicycle-safety measures and improvements on roadways such as Second Street that connect to the extension and will experience increased traffic or congestion, regardless of the alternative chosen. Plans should redesign these roadways for neighborhood pedestrian, bicycle, and vehicular safety, and to avoid increased cumulative air emissions. This should be done prior to completion of the extension in this environmental justice community.

- A specific way to implement the Steering Committee recommendation about public input is for the county to form and fund a Community Advisory Council that regularly provides input and feedback on plans for the proposed extension.

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[4] There was not unanimous agreement on this proposal; however, the majority of residents on the resident panel voted in favor of it.

- Improvements to pedestrian and bicycle facilities on adjacent roadways that the extension will affect, such as Woodward Road, should be put in place when the extension is built.

- The County should consider building sidewalk adjacent to the entire length of the extension, rather than for only 700 feet.

- The appropriate body should provide voluntary relocation of residents living in housing that is the closest to the extension.

- The appropriate body should involve impacted residents in identifying requirements for developments within the boundaries of the Design Overlay Plan.

VI. Conclusion

This HIA shines a light on numerous environmental and social conditions – including environmental exposures, safety, and social connectedness – in the San Jose neighborhood that could be affected by the proposed extension. In light of these findings and based on their own experiences in the community, residents are definite in their belief that air quality and safety will worsen as a result of the extension and the industrial and commercial development that will follow.

Numerous questions remain for the residents of San Jose: Are the purpose and need for the project transparent and being met? Will the Sunport Extension be further developed to the west of Rio Grande? Will new environmental hazards be introduced? What benefits will residents experience? Will community health and exposures get worse or better? What will the city and county do to protect the most vulnerable?

The community engagement process for the extension and the draft environmental assessment leave these questions unanswered, and have not facilitated trust within the community that such issues will be addressed in the future. Consequently, we suggest a more precautionary approach for the city and county. We propose a set of recommendations to mitigate the potential harms that may result from the extension and the development it will enable, as well as a series of recommendations that create opportunities for improved heath and well-being for the residents of San Jose. Over time, we intend to monitor whether these recommendations are adopted and implemented in response to the concerns raised herein.

As project proponents, the City of Albuquerque and Bernalillo County have a duty to consider how residents and neighborhoods will be protected from new harms that result from the development they advocate. With San Jose's long and well-known history of environmental hazards and poor health, now is an opportune time to consider whether a *no new hazards* approach is warranted for the neighborhood. Such an approach would begin the process of reassuring community members that their health and well-being – now and in the future – are valued and prioritized in the community they call home.

VII. References

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VIII. List of Appendices

Appendix A. Additional Key Planning Documents that Affect San Jose
Appendix B. Pathway Diagrams
Appendix C. Explanation of Terms Used in Resident Predictions
Appendix D. Overview of Sunport HIA process

Appendix A. Additional Key Planning Documents that Affect San Jose

Area plans: Two area plans, in particular, are of interest. Adopted in 1998 and updated in 2000, the *Southwest Area Plan* sought to guide future development by addressing general land use, transportation, drainage, and public services. The original plan dates back to when the airport was still known as Albuquerque International and before ground was broken on Mesa del Sol. The plan is of particular relevance to the HIA because the environmental assessment cites it as one explanation for the extension. The current version of the plan also mentions a vision for "a major light industrial corridor with office and commercial uses is planned generally east of Second Street, south of Woodward Road, and west of Interstate 25," modifying a vision expressed in the original 1988 plan.

Also of interest is the *Bernalillo County/International Sunport Station Area Sector Development Plan*, adopted in 2009. The plan lays out a vision for the future for select areas adjacent to the Rail Runner train stationon Second Street. This vision includes human scale development, a multiuse area with access to employment and entertainment, and a safe pedestrian and bicycling environment. The southernmost edge of the San Jose neighborhood as defined for the HIA is in the boundary area for the station, meaning it is within a quarter mile of the station, although it is not immediately adjacent to the station and is not a main neighborhood focused on in the plan.

Complete Streets resolution and plan: Adopted in 2011 by the Mid-Region Council of Governments, the *Complete Streets resolution* aims to "safely mov[e] people of all ages and abilities along and across the roadway: pedestrians, bicyclists, motorists, and transit users. Complete Streets make it safe to walk to school, a nearby cafe, a senior center, or cross the street to reach a bus stop. Complete streets are made safe to bicycle to work, a neighborhood park or connecting trail."[§§] The Complete Streets resolution applies to the San Jose neighborhood, which is in the MRCOG jurisdiction. Similarly, a recently drafted *South Yale Complete Streets Master Plan* includes areas on Yale Boulevard that are north of Gibson Boulevard on the east side of I-25. It is mentioned here as a plan of interest; although just outside of the project area for this HIA, it provides a glimpse of recent efforts in a nearby neighborhood to improve conditions for all who use the roads.

Comprehensive plan: The comprehensive plan is the main planning document for the City of Albuquerque and unincorporated parts of Bernalillo County. Planning documents are ranked and the comprehensive plan is the top rank, meaning all lower ranking documents must be in accordance with the vision and guidance described in this plan.

Design overlay zone: The HIA project area is not in a design overlay zone; however, the space for the proposed extension is in the *Sunport Boulevard Design Overlay Zone.* The Design Overlay Zone controls signage.

Sector plans: The project area closely aligns with the neighborhood focused on in the *South Broadway Neighborhoods Sector Development Plan*, dating to 1986, and is part of an area today known as the South Broadway Redevelopment Zone. The plan declared the area blighted and set out to promote economic development and redevelopment. It also noted environmental concerns at the time about developing industrial zoned land in the neighborhood for heavy industry. Near the proposed extension, the neighborhood north of Gibson Boulevard SE,

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§§ Mid-Region Council of Governments. 2012. Bernalillo County Pedestrian and Bicyclist Safety Action Plan. Available at: www.bernco.gov/upload/images/public_works/pedestrian%20safety%20action%20plan%20(BCC%20final).pdf. Accessed October 25, 2013.

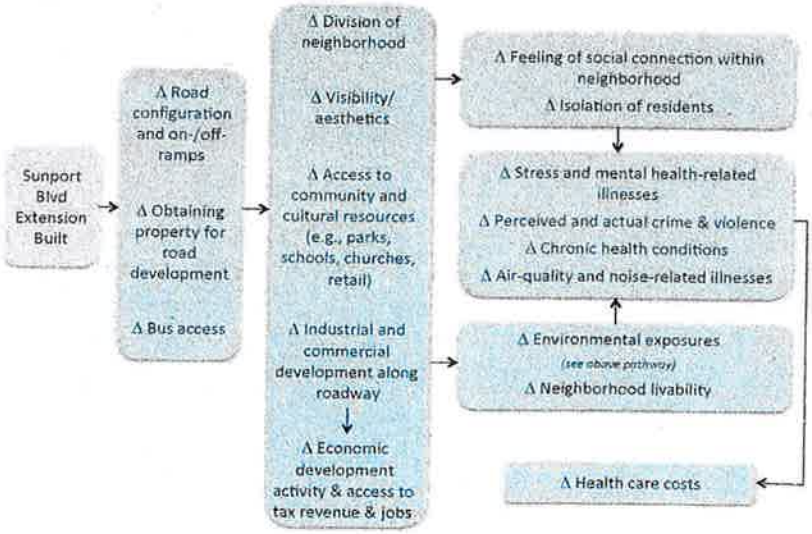
although not included in the HIA project area but near it, is in the *South Yale Sector Development Plan,* adopted in 2009.

Appendix B. Pathway Diagrams

The diagrams below illustrate the issues brainstormed for this project. Ultimately, residents prioritized the following topics for analysis: exposure to environmental hazards; safety from injuries/collisions; and social connectedness, with additional interest in economic development.

Sunport Blvd Extension HIA – Environmental Exposures

Sunport Blvd Extension HIA – Livability and Cohesion



Appendix C. Explanation of Terms Used in Resident Analysis

Likelihood

- Certain = information says the extension definitely will cause changes or stay the same (causal)
- Likely = logically possible and has a lot of supporting information, though some uncertainty
- Possible = logically possible but with limited or uncertain supporting information
- Unlikely = logically not possible and lots of information against it

Severity

- Severely = potentially life-threatening or permanently disabling, or could affect sensitive groups like children
- Moderately = big effects on well-being, livelihood or general functioning
- Not severely = short-term effects that that are reversible or can be managed

Number of People

- Everyone in San Jose = around 4,000 people
- Most in San Jose = 7 out of 10 people in San Jose, or around 3,000 people
- Some in San Jose = half of people in SJ, around 2,000 people
- Few in San Jose = less than 1 in 10 people in SJ – 400 people or fewer

Appendix D. Overview of Sunport HIA Process

Following is a summary of the key steps of the Health Impact Assessment process as they apply to the Sunport Boulevard Extension Project HIA.

Screening: Deciding Whether To Do an HIA

Before the start of the HIA, from approximately September 2011 to January 2013, residents followed the environmental assessment process for the Sunport Boulevard Extension. In September 2011, Bernalillo County released an Environmental Assessment report about the proposed extension, finding that it was expected to have no significant impacts to the environment and health. Approximately six months later, in March 2012, San Jose neighborhood resident Esther Abeyta sent a letter on behalf of the San Jose Neighborhood Association to the Federal Highway Administration. The letter challenged the adequacy of the County Environmental Assessment, in particular around the assessment of environmental justice issues.

Screening for the HIA was primarily from February to April 2013. People and organizations involved in screening included: a resident of the San Jose neighborhood, members of Bernalillo County PLACE MATTERS, SouthWest Organizing Project, the New Mexico Health Equity Partnership–Santa Fe Community Foundation, and Human Impact Partners. In February 2013, Esther Abeyta began conversations with the New Mexico Health Equity Partnership–Santa Fe Community Foundation and Human Impact Partners about the potential value of a Health Impact Assessment on the extension and whether there was an upcoming decision that could benefit from the additional information an HIA could provide. The group started conversations with SouthWest Organizing Project and Bernalillo County PLACE MATTERS. Together, it was decided to move forward with the HIA after two additional letters were received. One was a reply from the Federal Highway Administration to Esther Abeyta in March 2013 saying the issue was being investigated and that the office in Washington, DC alerted both their New Mexico Division office and the New Mexico Department of Transportation about the matter. The other was a letter in April 2013 from the Federal Highway Administration's New Mexico Division to the New Mexico Department of Transportation that suggested changes to the Environmental Assessment report. From the HIA perspective this suggested a possible decision to inform. After this point, the group reached out to the New Mexico Department of Health while forming a project Steering Committee.

Scoping: Determining the HIA Research Focus

This HIA used a "rapid" approach to maximize community participation in a short timeframe. The approach included assembling a panel of 10 residents who were identified and invited by the Steering Committee as neighborhood residents potentially affected by the project. Panelists offered a sample of perspectives from residents in the neighborhood.

The panel convened two times, first on August 17, 2013 for five hours to learn about HIA, discuss the proposed Sunport Boulevard Extension project, and identify key questions on which the HIA would focus (also known in the HIA process as "Scoping"). The panel also refined diagrams hypothesizing the connections between the proposal and potential health outcomes that were drafted by Human Impact Partners and Steering Committee.

Key topics of focus for the HIA that came out of this first meeting included: exposure to environmental hazards, safety from injuries and collisions, and social connectedness.

The panel included both English- and Spanish-speaking residents and so the meeting included simultaneous English and Spanish interpretation and materials available in both languages. For

this meeting, the Steering Committee designed and helped facilitate a process in which the resident panel could learn, engage, and deliberate.

Assessment and Recommendations: Gathering Information, Making Predictions, and Identifying Strategies for Improvement

After the first meeting, the Steering Committee recruited subject matter experts and a researcher in the key topics of focus for the HIA. The experts included one health economist and assistant professor in family and community medicine from the University of New Mexico, and one retired air quality expert who previously worked also with the university, the Environmental Protection Agency, and the Albuquerque-Bernalillo County Air Quality Control Board. A HIP staff member with background in pedestrian and bicycle planning also spoke about research related to safety.

During a second meeting of the resident panel approximately one month later, on September 14, 2013, and that lasted for approximately eight hours, the subject matter experts and researcher spoke to these topics, and the resident panel reviewed existing conditions data collected by Human Impact Partners during the one month period. Using both sources of information, as well as reflecting on experience, the panel came to consensus on the likely impacts of the development on health, and identified a set of recommendations that could mitigate potentially negative health impacts.

As with the previous meeting, this second meeting was conducted simultaneously in English and Spanish, and the Steering Committee designed and helped facilitate a process in which the resident panel could learn, engage, deliberate, as well as come to consensus and provide data for residents to consider in their decisions.

Reporting: Synthesizing Findings

Human Impact Partners drafted this report based largely on the original environmental assessment and coordinated gathering feedback from experts from whom the Steering Committee invited review and comment. Those reached out to included subject matter experts from the in-person Scoping meeting, former staff of the County public health department, staff at the state public health department, and a representative of a neighboring community. San Jose neighborhood resident and Steering Committee member Esther Abeyta facilitated gathering feedback from the resident panel on the draft report. After the release of the revised Environmental Assessment report, and given a relatively short time period for review and public comment on it, an addendum was drafted to highlight lingering issues raised in this initial draft that seemed unresolved in the revised EA. This document will be submitted as public comment to the revised Environmental Assessment report.

Participation in Steps of HIA

The table below illustrates the capacity in which key stakeholders participated in the Health Impact Assessment process.

Step of HIA Process	Resident Panel	Subject Matter Experts or Researchers	Steering Committee	Human Impact Partners
Screening			L	L
Scoping				
Pathway development	P		P	L
Finalizing of issues to focus on in the HIA	L		P	P
Assessment				
Gathering existing conditions information				L
Review of existing conditions information	P		P	L
Conversation about key research	P	L		P
Literature review				L
Identification of likely impacts	L		P	P
Consensus on likely impacts	L		P	P
Recommendations				
Identification of recommendations	L		P	P
Consensus on recommendations	L		P	P
Identification of supplementary recommendations			L	P
Reporting				
Writing and finalizing				L
Review	P	P	P	
Monitoring / Evaluation *(to be done)*				

L = lead, P = participant

Bernalillo County
PLACEMATTERS

September 22, 2015

Dear Mr. Peter Hinckley,

My name is Jacque Garcia, and I am the Director for Bernalillo County PLACE MATTERS (BCPM). This letter is to inform you that some UNM Planning students conducted a study and prepared the attached ***Sustainable Transportation Strategies*** document for the San Jose Neighborhood referencing the Sunport Extension, land uses and conditions of the San Jose community.

To help inform the study, I participated on a discussion panel at the University of New Mexico with Steve and Esther Abeyta and Juan Reynosa in the spring of 2014.

I would like to submit the corresponding Sustainable Transportation Strategies document to the record on the Sunport Extension.

Please do not hesitate to contact me if you have any questions. Thank you so much for your time!

Kind regards,

Jacque M. Garcia, MPH
Director, Bernalillo County PLACE MATTERS

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Albuquerque San Jose

Developing Sustainable Transportation Strategies for Albuquerque's San Jose Neighborhood

Prepared by students of Dr. Gregory Rowangould

CE491/598 Design of Sustainable Transportation Systems and Policy

Spring 2014, University of New Mexico

UNM SCHOOL of ENGINEERING

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- Rahul Reddy Gade
- Kristal Metro
- Travis Mortimer
- Amir Poorfakhraei
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- Mohammad Tayarani
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- Vernon Racehorse
- Izabela Ribas Vianna de Carvalho
- Joao Sarmento Costa
- Michel Wingard

The authors would like to thank San Jose Neighborhood residents Esther and Steven Abeyta for providing input and feedback on the report. The Abeytas have worked tirelessly to improve the quality of life in their community.

Thanks is also due to Jacque Garcia of Bernalillo County Place Matters and Juan Reynosa of the Southwest Organizing Project for their involvement with the San Jose Neighborhood.

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1. Executive Summary

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1.1. Introduction

As part of its mission statement, the University of New Mexico (UNM) strives to "...Actively support social, cultural, and economic development in our communities to enhance the quality of life for all New Mexicans" (University of New Mexico, 2010). To meet that end, Dr. Gregory Rowangould, Civil Engineering professor with the School of Engineering at UNM, has engaged with the San Jose Neighborhood in Albuquerque's South Valley in an effort to address some of the concerns the neighborhood is facing.

Students in Dr. Rowangould's CE491/598 course, "Design of Sustainable Transportation Systems and Policy," developed this report as an approach towards a technically and politically feasible sustainable transportation plan for the neighborhood. The paper explores the relationship between a wide range of potential land-use and transportation strategies and identifies those that are most applicable to the area and have the greatest opportunity to resolve the many challenges the neighborhood faces. The research team describes each individual strategy and policy in the plan, discusses the goals and implementation of each, and explains how each strategy and policy coalesce to form a cohesive plan.

Issues related to transportation represent only one aspect of the community's concerns, but resolving existing problems related to air pollution, congestion and safety will greatly benefit the community in the short term, and have the potential to mitigate negative impacts of a proposed road extension through the area.

It is the sincere hope of the authors that this report not only provides technical information to community leaders, but amplifies their voice as they engage with government and industry to find a more sustainable solution.

1.2. Document Structure

Background

The report begins with the history and geography of the San Jose Neighborhood, enumerating its many transportation-related environmental concerns. The neighborhood has historically housed a largely minority and low-income population, and a lack of political clout has led to the encroachment of heavy industry and high levels of heavy vehicle traffic, resulting in noise, air pollution, and ground and water contamination.

A major source of concern for residents is a proposal to extend Sunport Boulevard through the neighborhood, connecting residents in southwest Albuquerque to the airport via this residential area.

Transportation Strategies

This section discusses transportation options in general and offers background information on many strategies successfully implemented in other communities worldwide.

Section 3.2, "Walking and Biking," lists the benefits of active transportation measures such as walking and biking, and reviews case studies of successfully implemented "Safe Routes to School" and bike sharing programs.

Section 3.3, "Transit," offers a primer on many different forms of transit systems: municipal bus, light rail, commuter / heavy rail, bus rapid transit, shared ride vans, informal shared ride, and taxis. It also briefly touches on numerous evaluation factors involved in planning transit systems.

Section 3.4, "Policy Options," details numerous regulatory strategies for mitigating negative impacts of transportation. Congestion pricing levies a fee on using certain roadways under specific conditions. Vehicle-time regulations and peak hour operation policies prohibit traffic — especially heavy truck traffic — on certain days or at certain times. Vehicle weight and size regulations designate dedicated truck routes to avoid conflicts with other transportation modes or land uses. Anti-idling laws attempt to minimize unnecessary engine idling, saving fuel and reducing air pollution. Complete Streets policies establish design guidelines to ensure that streets accommodate all modes of transportation, including pedestrian, cyclist, and transit travel. Traffic calming measures reduce traffic speeds and divert some traffic to other roadways.

Section 3.5, "Alternative Fuels," discusses a number of potential alternatives to gasoline and diesel, weighs their effectiveness regarding the San Jose neighborhood, and proposes policies to encourage their use.

In Section 3.6, "Freight," the report speaks at length about the rail and heavy truck industries and the negative impacts they impose on surrounding communities. It includes strategies for mitigating these impacts, such as changes to route and facility design, fleet management technologies, modifications to shipper/receiver actions, and emissions control policies.

3.7, "Land Use," explores the influences on transportation from development characteristics such as population density, the diversity of functions and uses within a community, street design, and implementation of transit and alternative transportation infrastructure.

Implementation

The section on Implementation offers specific, achievable approaches most relevant to the neighborhood.

Creating a community planning and action group (Section 4.1 on page 43) provides an environment in which neighborhood residents can interact with local industry and government agencies in a civil, participatory manner. Creating such a group also opens the opportunity to attract funding for studies to assess the social, environmental, and transportation-related consequences of proposed projects.

Establishing truck routes and weight restrictions (Section 4.2 on page 44) diverts truck traffic away from the main residential areas in the neighborhood, decreasing pollution and noise and avoiding vehicular conflicts. This section also provides suggestions for accommodating or relocating the Big Bear Petroleum business on Commercial Street, which is at present the only obstacle to deterring all trucks away from residential corridors.

Engaging in comprehensive land use planning and zoning efforts (Section 4.3 on page 45) recommends working with the city and the county to take a proactive approach in guiding the future development of vacant areas, attracting businesses that not only support the airport but provide job opportunities for residents.

The current transit service in the neighborhood is highly inadequate, in spite of being a major means of transportation for many residents. Section 4.4 on page 45 recommends improvements to the existing bus service: creating a more direct route with longer hours, higher frequency, and more connections to other major transit routes.

Adopting complete streets design (Section 4.5 on page 46) would begin to address the conflicts among various road users, providing adequate sidewalks and dedicated or protected bicycle facilities. The proposed Sunport Boulevard extension does incorporate some complete streets concepts such as bike lanes and sidewalks, but does not consider the incompatibilities between these transportation modes and the heavy truck traffic that exists in the area. Additionally, the proposed project limits street redesign to a small portion of Woodward Avenue and does not extend these improvements through the neighborhood.

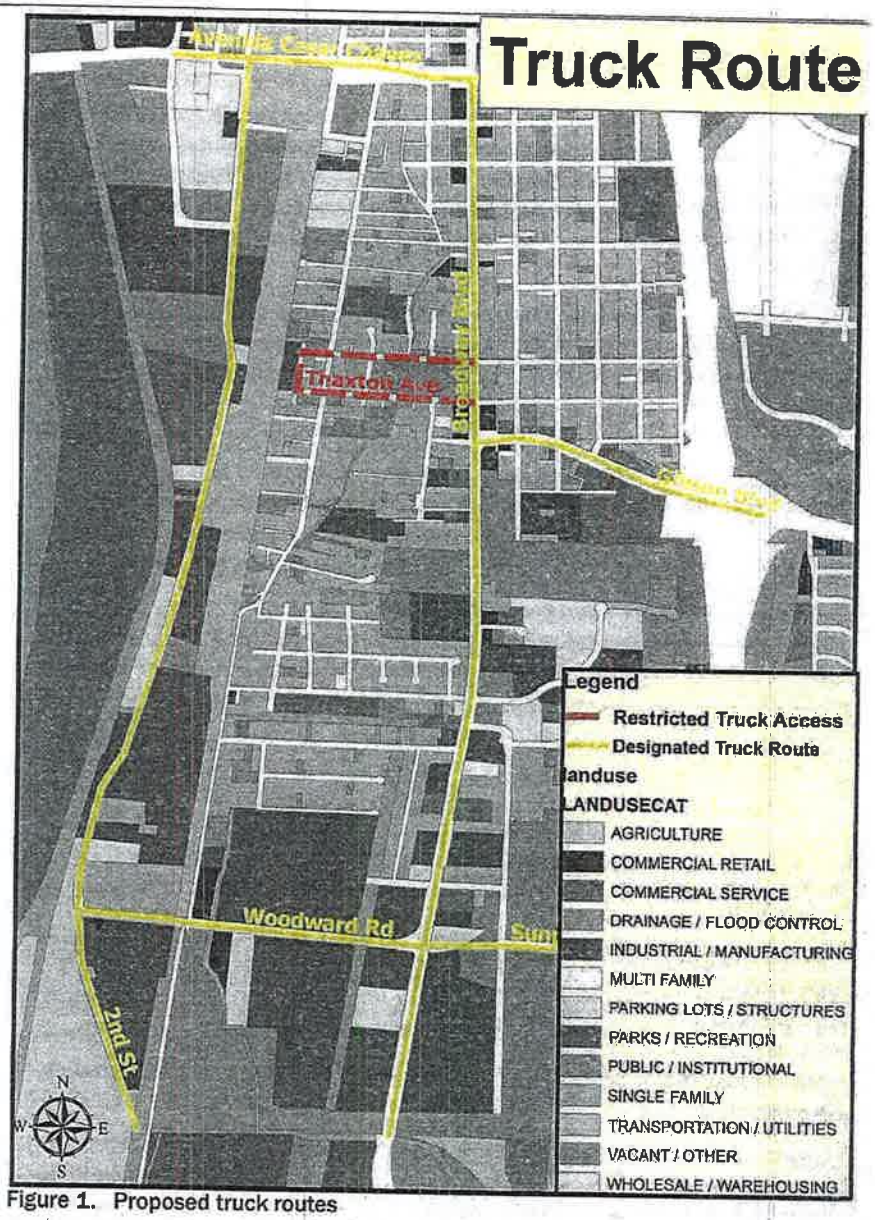

Figure 1. Proposed truck routes

Designated truck routes (in yellow) divert truck traffic away from residential areas, while Thaxton Avenue provides limited truck access for customers of Big Bear Petroleum

Clean air initiatives (Section 4.6 on page 47) dovetail with all of the aforementioned strategies and adds an additional regulatory layer to protect residents from the harmful effects of pollution. This section also recommends working with the railyards and government officials to upgrade or replace existing rail equipment with more modern solutions with low or no emissions.

Above all, this report suggests a positive outlook moving forward, with residents seeking win-win situations that not only protect them from harm but encourage economic development and upward mobility that improves their quality of life and meets the long-term goals and objectives of local industry and government groups (Section 4.7 on page 47).

Conclusions

The report concludes with an explanation of methodologies and recommendations for future study. The nature of this report – as the final project of a semester-long class – precluded any in-depth simulation and modeling of traffic demand, pollutant emissions, or land use and development patterns, but many of these options are offered as avenues for additional research.

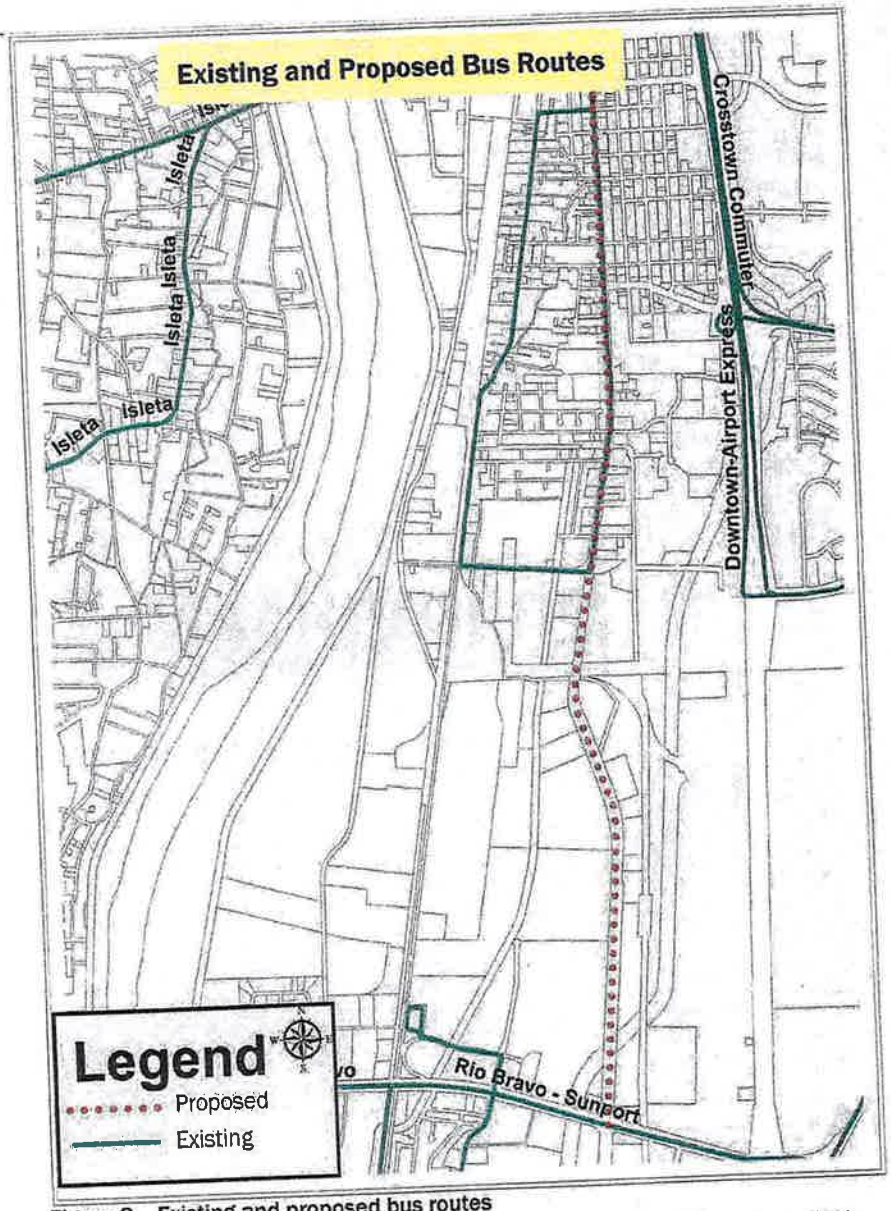

Figure 2. Existing and proposed bus routes

This figure illustrates a proposed route up and down Broadway Boulevard, which would connect the San Jose Neighborhood with multiple popular bus routes along Central Avenue (66/766/777), Lomas (5/11/790), and Menaul (8)

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2. Background

An introduction to the San Jose Neighborhood and the transportation-related issues it faces

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2.1. Study Area

The San Jose Neighborhood in Albuquerque's southeast quadrant is bounded to the east by Interstate 25, to the west by the railroad tracks, to the south by Rio Bravo Boulevard, and to the north by the South Broadway neighborhood. The northern half of the neighborhood is primarily residential, while the southern portion features largely industrial uses (the areas adjacent to the residential areas are zoned for heavy industry).

San Jose neighborhood faces many obstacles. Since its inception in the late 19th century as a home for rail workers, the community has historically housed predominantly minority residents with low incomes, leading to a marginalized population without a voice to oppose the heavy industry encroaching onto its borders. The heavy industry and close proximity to the interstate contribute to high levels of heavy vehicle traffic and visual blight, resulting in many sources of air, water and noise pollution; Figure 3 illustrates the proximity of the railroad and some other industrial activities to residential areas.

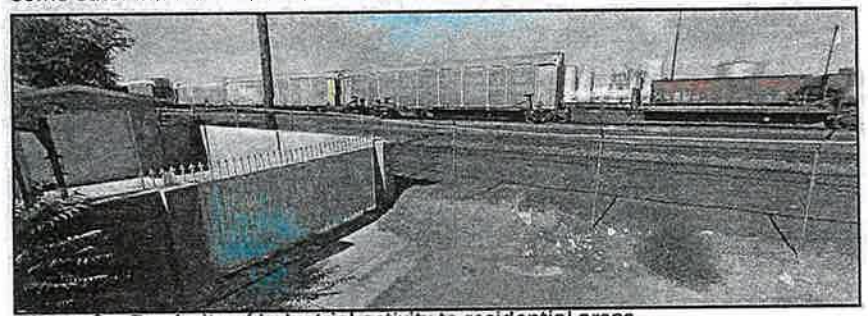


Figure 3. Proximity of industrial activity to residential areas
The railyard abuts homes in the San Jose Neighborhood.
Image via Google Maps.

2.2. Socio-Economic Factors

The San Jose neighborhood in Albuquerque is predominantly low income; less than 14% of the working population earns more than $3,333 per month (US Census Bureau, 2011). Per the data analysis website Neighborhood Scout, income in San Jose is lower than income of 90.7% of U.S. neighborhoods. The website also reports that 35.3% of the children here live below the federal poverty line, a number greater than 79.4% of U.S. neighborhoods. The estimated San Jose crime index is 5% higher than the Albuquerque average and the Albuquerque crime index is 40% higher than the New Mexico average (Neighborhood Scout, 2014).

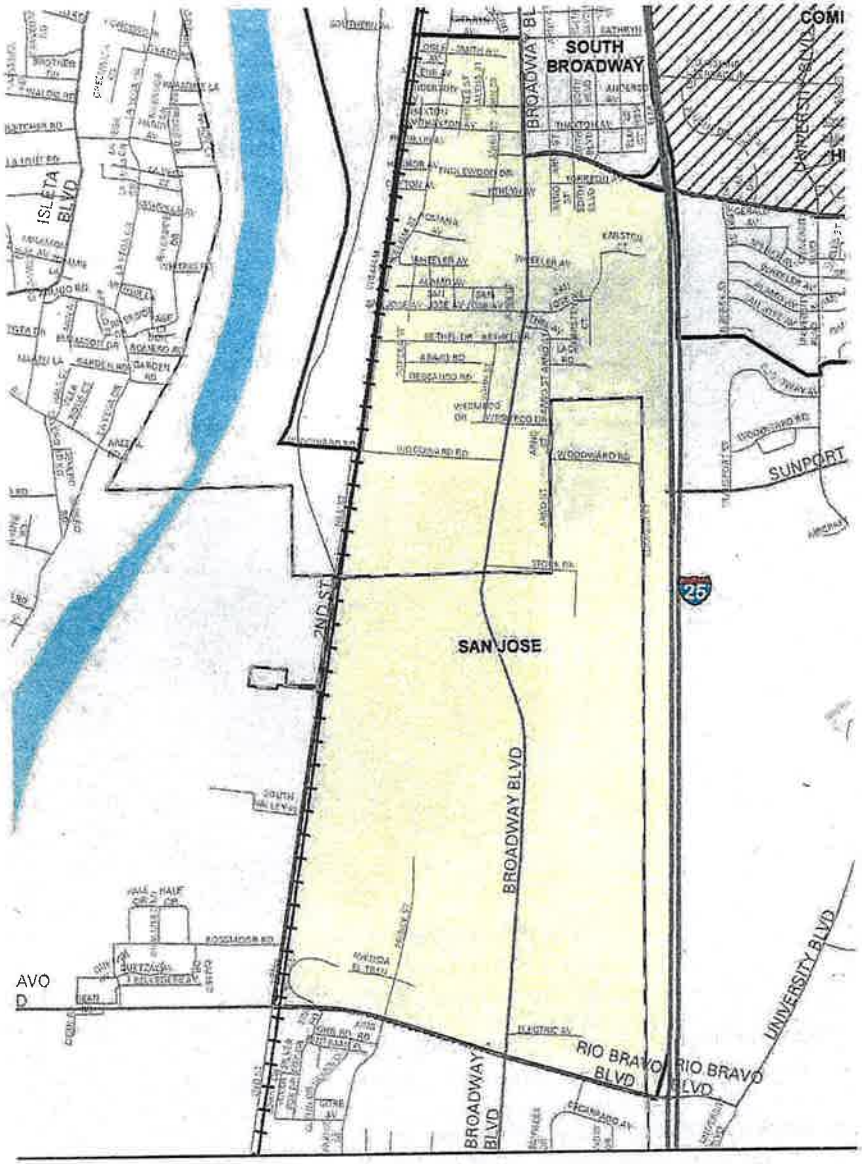
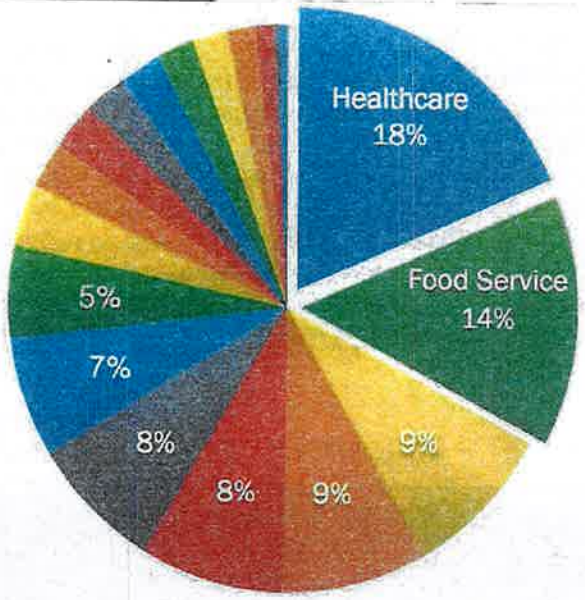


Figure 4. Map of the San Jose Neighborhood
An illustration of the bounds of the San Jose Neighborhood, as drawn by the City of Albuquerque



- Health Care and Social Assistance
- Accommodation and Food Services
- Educational Services
- Retail Trade
- Administration & Support, Waste Management and Remediation
- Construction
- Manufacturing
- Public Administration
- Other Services (excluding Public Administration)
- Wholesale Trade
- Professional, Scientific, and Technical Services
- Real Estate and Rental and Leasing
- Information
- Finance and Insurance
- Transportation and Warehousing
- Arts, Entertainment, and Recreation
- Management of Companies and Enterprises
- Utilities
- Agriculture, Forestry, Fishing and Hunting
- Mining, Quarrying, and Oil and Gas Extraction

Figure 5. Jobs of employed residents by industrial sector
Data from US Census Bureau, "On the Map"

Figure 6. Employment destinations of employed persons earning less than $1,250 per month
The "On the Map" tool developed by the US Census Bureau depicts houring and employment data for residents of various geographies and socio-economic conditions. In the map below, the purple hue indicates locations of jobs; the darker the color, the greater the concentration.
Residents of the San Jose Neighborhood who earn less than $1,250 work in the areas shown at below left. These concentrations align with job locations of similar incom-earners across Albuquerque as a whole, below right.
Data and images from US Census Bureau, "On the Map"

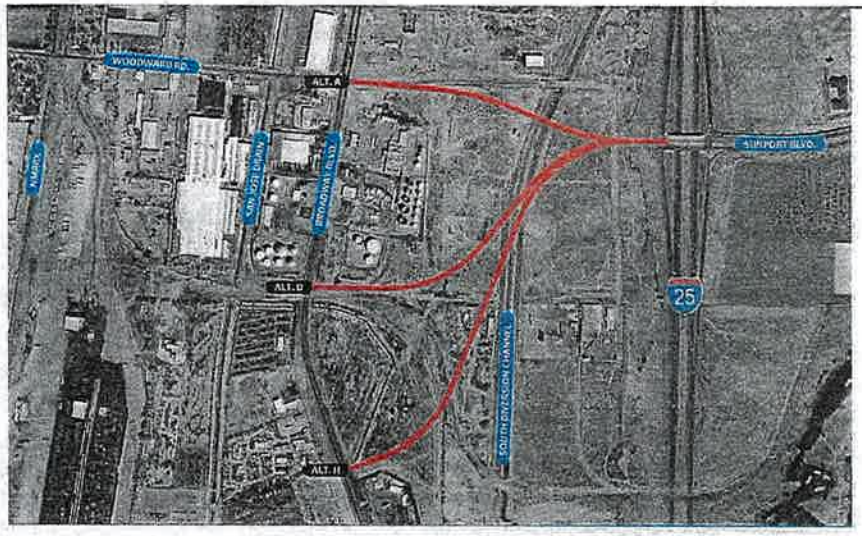


Figure 7. Proposed alternatives for the Sunport Boulevard alignment
From a Bernalillo County Public Works presentation to a public meeting on September 18, 2013

In the San Jose neighborhood, 32.8% of those employed work in food service, hospitality, or healthcare. A further third work in education, retail, administration, and construction (US Census Bureau, 2011).

The US Census Bureau maintains a web-based mapping and reporting application known as OnTheMap, which uses the Bureau's Longitudinal Employer-Household Dynamics data to show where employers work and live. This tool illustrates that almost 98% of employed residents leave the neighborhood for their place of employment. In fact, over 10% of employed residents work more than 10 miles away (US Census Bureau, 2011).

The employment destinations of these residents align closely with major employment centers of Albuquerque: Downtown, University, Uptown, and the Jefferson Corridor (See Figure 6). These areas provide many jobs in the food service, hospitality, and healthcare industries, which together account for nearly a third of the employment of San Jose residents (Ibid).

Almost 98% of employed residents leave the neighborhood for their place of employment. In fact, over 10% of people work more than 10 miles away.

2.3. Transportation Issues

The railroad that marks the west boundary of San Jose attracts a high concentration of heavy industrial activity. Rail car movements at the freight rail yard towards the south edge of the neighborhood at the at-grade road crossing often blocks traffic on Woodward Road for up to 20 minutes according to residents. Both trains and semi-trucks idle for extended periods of time at the rail-yard and elsewhere in the neighborhood, subjecting residents to unpleasant noise and harmful exhaust fumes.

To compound these existing problems, Bernalillo County is planning a roadway and intersection modification to extend Sunport Boulevard, which currently terminates at Interstate 25, to connect to the eastern end of Woodward Road (Bernalillo County, 2013). To relieve congestion at two interstate off ramps, Bernalillo County officials are contemplating extending Sunport Boulevard through the San Jose Neighborhood. The extension would also provide additional means of accessing the Sunport for those living on the southwest side of town. The neighborhood is concerned about the impact of increased traffic through their residential area, expected to climb from 6,000 vehicles per day to over 21,000 (Bernalillo County, 2013).

Planners have intended to extend Sunport Boulevard for the past 30 years as part of a master plan (KOAT, 2013). In the coming months, they aim to finalize plans to extend the street west to Broadway Boulevard, as shown in Figure 7.

Neighborhood leaders claim that Bernalillo County did not involve residents in the planning process for this extension until the project was well into the planning phases, and presented the neighborhood only three options, none of which addressed residents' concerns about the long-term implications this project would have on their quality of life.

The three alternative options proposed all had a connection to Broadway Boulevard with a labeling of Alternative A, D & H. As seen in Figure 7 "ALT A" connects to Woodward Road with the installation of a new intersection at Broadway Boulevard; planners have identified this as the preferred option. Alternative D route connects south of Chevron bulk fuels and Alternative H connects even further south, just north of the New Mexico Department of Transportation equipment yard. While it is common engineering/planning practice, and often required for environmental review (i.e.,

NEPA), to present multiple scenario options for analysis, the options developed by the county do not appear to address any concerns the residents have raised.

The proponents of the extension project claim that connecting Sunport Boulevard to Broadway facilitates access to the airport from the West Side of Albuquerque and eases traffic for the Gibson Boulevard and Sunport Boulevard interchanges at I-25. They consider the extension as a necessary reaction to Albuquerque's growing population.

The community, however, has many concerns about this project. Some critics worry that it will impact existing Superfund sites and air quality in the area. The project is scheduled to disrupt six Superfund wells (EPA #NMD980745558) that monitor the progress of contaminated groundwater cleanup. Other neighbors who live on Williams Street are worried it will become a cut-through for truck traffic when trains block at-grade rail crossings. They are also concerned about the impact of increased traffic through their residential area as traffic is expected to climb from 6,000 vehicles per day to over 21,000 (Bernalillo County, 2013). The increase in traffic may potentially increase air pollution and noise levels and decrease pedestrian safety.

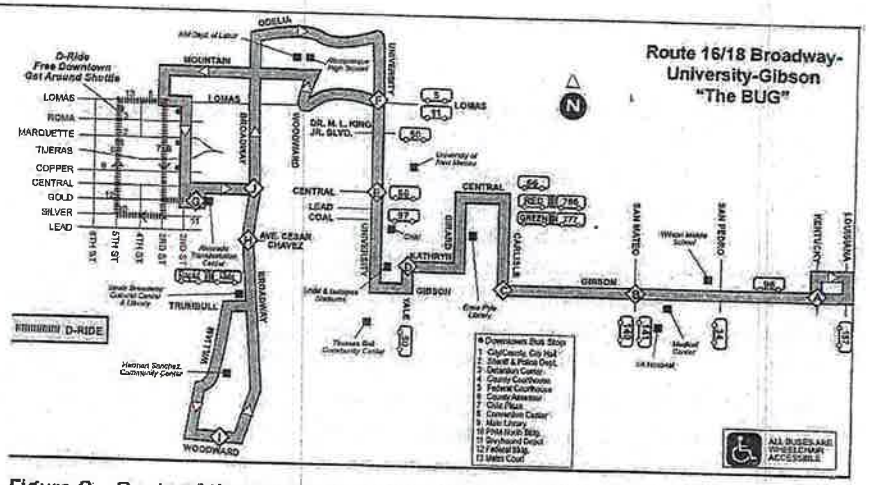


Figure 8. Route of the #16/18 Broadway-University-Gibson bus route
Official bus route, ABQ Ride.

2.4. Other Issues

Transit service in the community is limited to a single line, the #16/18 Broadway/University/Gibson route known as "The BUG." Winding through the city along three major corridors, it connects the community of San Jose to various neighborhoods and activity centers. While the BUG allows for transfers to other transit routes, the line itself does not connect to any of the major employment centers identifed in Figure 6 as important to the neighborhood. The extremely circuitous route requires an hour to travel from one end to the other. The Bug runs from about 6am to 6pm daily, hours of service which do not meet the needs of anyone working a late shift – a frequent requirement of the industries employing those living in San Jose.

The neighborhood suffers from many transportation-related pollution issues, not least of which is the air pollution from the railroads. Abutting the train tracks on Commercial Street (between Thaxton and Anderson Avenues), Big Bear Petroleum draws truck traffic through the residential neighborhood. The neighborhood is also home to an EPA Superfund hazardous waste site, which is being actively monitored in hopes of mitigating the ground and water pollution that threatens the residents.

3. Transportation Strategies

A primer in various modes of transportation and policies that relate to the San Jose Neighborhood

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3.1. A Multi-Modal Approach

It is crucial to expand the scope of a transportation study beyond discussion strictly of single-occupancy vehicle options. Comprehensive transportation planning must consider all modes of transportation, including walking, biking, cars, and freight vehicles. It is also important to recognize the interconnectivity between transportation and land use patterns. Transportation plans in the area must be integrated with land use planning. The various options discussed below illuminate viable transportation solutions for the San Jose Neighborhood.

3.2. Walking and Biking

3.2.1. The Benefits of Physical Activity

Over the years researchers have repeatedly documented the benefits of walking and bicycling both on human health and on the environment. The Federal Highway Administration (FHWA) recognizes the following as primary measurements quantifying the benefits of cycling and walking:

- Reduced fossil fuel use;
- Lower emissions of carbon dioxide (CO2), carbon monoxide (CO), nitrogen oxides (NOx), and volatile organic compounds (VOCs);
- Lightened roadway congestion at peak travel times;
- Fewer VMT (vehicle miles traveled);
- Lower body mass index and increased physical activity (Federal Highway Administration, n.d.).

Physical activity has appreciable effects on many aspects of morbidity such as heart disease, diabetes, some types of cancer, and aspects of mental health (including anxiety and depression) and improving functional health in elderly people. (Plas, n.d.) Physical activity is especially important for children in combating increased rates of Type I and II diabetes and rising rates of obesity (Boarnet et.al, 2005). The last two decades have witnessed a significant decline in walking among children in the United States: today, fewer than 16% of students aged 5 to 15 walk or bike to school, compared to 48% of students three decades ago (U.S. Environmental Protection Agency, 2003).

Encouraging bicycling and walking requires ensuring that adequate walking and bicycle facilities exist. For walking, this includes sidewalks, public spaces, street lighting and safe street crossings. For bicycling, this includes relatively wide curb lanes, on-street bike lanes or off-street bike paths, bicycle parking, traffic calming, and amenities such as showers at the workplace (Forsyth and Oakes, 2013).

> Fewer than 16% of students aged 5 to 15 walk or bike to school, compared to 48% of students three decades ago.

3.2.2. Case Studies

Two successful case studies show how improvements can foster more (and safer) pedestrian and bicyclist travel. In the state of California the Safe Routes to School program was designed to improve safety for children's bicycling and walking and to increase the number of children who do so. Parents were surveyed and observations were made of vehicle and pedestrian traffic before and after the project construction.

This survey identified the most successful implementation strategies:

- Address deficient or absent sidewalk facilities near schools with moderate or high amounts of walking.
- Include traffic control devices to regulate yielding at intersections where large volumes of vehicle and pedestrian traffic intersect.
- At schools with low levels of walking or bicycle travel, provide education campaigns or additional construction improvements to encourage students to walk or bicycle to school.
- Schools should be encouraged to leverage funds for traffic improvements by providing education that encourages students to walk and bicycle safely to and from school (Boarnet et.al, 2005).

It is also reported that the fraction of children observed walking exclusively on the sidewalk increased from 35% before SR2S construction to 65% after SR2S construction at Sheldon Elementary, from 58% to 96% at Valley Elementary, and from 25% to 95% at West Randall Elementary.

The study demonstrates that children's safety is one of the most pressing concerns for parents, and must be addressed to encourage a modal shift towards walking and bicycling.

In 2006, Sorocaba city, São Paulo, Brazil created a bicycle plan to improve safety and higher quality of life for the city population by shortening the travel time between home and work or other kinds of trips. In April 2014 the city of 500,000 boasted 115 kilometers (71 miles) of bike lanes covering all areas of the city. The bike paths and bike lanes are connected and they are not segmented. The city also installed 110 bike racks to provide the modal connection with other transportation modes.

The city transportation department in Sorocaba also created a bike-sharing

program called INTEGRABIKE. Bicycle sharing programs employ a large fleet of bicycles that members of the public can rent for short periods of time from kiosks distributed throughout a community and deposit their bicycles at any other kiosk. Bike share programs have met with varying levels of success worldwide. INTEGRABIKE offers the bicycles for free and has 19 different stations and 152 bikes and is rapidly expanding.

Since constructing bike and implementing the bike sharing program the city of Sorocaba has observed a significant change in the traffic accidents scenario from 2001 to 2013:

- Total vehicular accidents fell by 75%;
- Accidents resulting in an injury fell by 60%
- Accidents not resulting in injuries fell by 80%

In spite of these impressive statistics, the number of accidents resulting in fatalities did not change significantly, remaining at about 1.1 fatal victims per 10,000 fleet vehicles.

As Safe Routes to School and bike sharing programs expand in cities the world over, they highlight the importance of providing diverse transportation options for community members, especially those who cannot drive: the young, the elderly, those with disabilities, and those who cannot afford car ownership.

3.2.3. Approaches to addressing walking and biking challenges:

Factors such as an area's socio-economics, the built environment, and personal preferences and attitudes can affect the amount of cycling and walking in a community.

Analysis of cycling facilities shows that cities with a greater supply of bike paths and lanes have higher bike commute levels. Furthermore, research on environmental factors associated with walking shows the aesthetic nature of the local environment, the convenience of facilities for walking (footpaths, trails), accessibility of places to walk to (shops and recreation and employment centers), and traffic volume on roads have all been found to be associated with walking for particular purposes.

Guo and Gandavarapu (2010) estimate that completing the sidewalk network in a typical U.S. town would increase average per capita active travel 16% (from 0.6 to 0.7 miles per day) and reduce automobile travel 5% (from 22.0 to 20.9 vehicle miles), or about 10 miles of reduced VMT for each mile of increased walking. Hence, addressing walking and bicycling challenges in the San Jose neighborhood begins with building new infrastructure specifically links that connects two otherwise isolated sidewalk networks, or provides a shortcut (such as connecting two cul de sacs), which is more or less nonexistent at present.

Implementation would require not only significant funding but also considerable coordination with other aspects of comprehensive planning such as land use, transit, and policy. Land use strategies would define access needs for an area — as an example, a grocery store or retail establishment would require pedestrian access. Similarly transit strategies define the bus routes which may in turn influence designing the walking and bicycling networks. In previous studies, such as performed by De Bourdeaudhuji, et al (2005), perceived environmental factors (neighborhood walkability, availability and quality of walking facilities) were found to be important for self-reported active transportation. Van Dyck et al. found out that a neighborhoods with higher perceived walkability have connected street networks, convenient recreation facilities, and to be safe from crime were positively related to cycling for transportation.

Therefore, the condition of existing infrastructure should be improved to increase the rate of walking and bicycling. These improvements might include sidewalk repair, removing obstacle from sidewalks, and preparing crosswalks. Another issue with existing infrastructure, as the community mentioned, is dis-connectivity of bike lanes. One possible solution would be to construct a dedicated bridge over the railroad.

Research in transportation, urban design, and planning has examined associations between the physical environment and individuals' walking and cycling for transport (Ewing and Cervero, 2010). They found out that walking is related to measures of land use diversity, intersection density, and the number of destinations within walking distance.

Intervention studies have usually addressed the individual or social environment, through incentives, individually-targeted behavior change programs, worksite programs, and walking clubs and other activities designed to increase social support for walking although some have targeted more changes in environment (e.g., building/extending walking paths). Walking occurs primarily on neighborhood streets and public facilities, and the character of such places influences the degree to which they are safe, comfortable, and attractive for walking (Saelens and Handy, 2008).

Cities around the world have been implementing a wide range of infrastructure, programs, and policies to encourage more cycling. Most American cities have focused on providing separate bicycling facilities such as off-street bike paths and on-street bike lanes. Research suggests that separate cycling facilities are

associated with higher cycling levels (Buehler and Pucher, 2012). Although some studies argue about the magnitude of infrastructure it takes to affect the rate of walking and cycling (Cao et al., 2009), there is evidence demonstrating that infrastructure encourages people to use active transportation modes (Dill and Carr, 2003).

3.2.4. Applicability to San Jose

There is also substantial evidence that environmental characteristics, whether assessed objectively or subjectively, are consistently related to physical activity (Saelens et al., 2003). Some research shows the effects of different elements on the rate of walking and bicycling, such as presence of bike lanes, connectivity of bike routes, and quality of walking and bicycling facilities. By using their outputs we might increase the rate of bicycling and walking in the San Jose neighborhood. This section evaluates various strategies by their applicability to the San Jose neighborhood.

Cycling is more popular among males, younger adults, transit users, and those who are physically active and in good health. Both perceived and objective environmental conditions contribute to the likelihood of cycling. Proximity to trails and the presence of agglomerations of offices, clinics/hospitals, and fast food restaurants, measured objectively, are significant environmental variables. Previously researched correlates of cycling, such as the presence of bicycle lanes, traffic speed and volume, slope, block size, and the presence of parks, are found insignificant when objectively measured (Moudon et al., 2005).

For both the elderly and the nonelderly, walking and cycling are discouraged in the United States by longer trip distances, the low cost and ease of auto ownership and use, and a range of other public policies that make walking and cycling inconvenient, unpleasant, and, above all, unsafe (Pucher and Dijkstra, 2003).

The impact of a street lighting program was assessed using attitudinal and behavioral measures, through before-and-after surveys of pedestrians. The results provide convincing evidence that sensitively deployed street lighting can lead to reductions in crime, fear of crime, and an increase in pedestrian street use after dark (Painter, 1996). A study in the area compared crime reports and the number of nighttime pedestrians before and after installing street lights. The report found that the prevalence of crime decreased by 26% in the study area and the number of nighttime pedestrians increased by 32%.

Safety presents another major concern for walking and bicycling, and falls into two general categories. The first issue has to do with human behavior such as criminal activity and reckless driving. The second type is environmental risks such as poor roadway infrastructure and unattended dogs. Despite the lack of clear causal connection between the safety of urban form and engagement in physical activity, proper planning should result in a design of the built environment that does not impede the propensity for walking and physical activity (Loukaitou-Sideris, 2006).

There are policy interventions to promote safe walking and bicycling, including targeted crime prevention initiatives, policies to facilitate the repair of broken windows, promoting neighborhood watch programs, lighting the way, addressing "bad neighbor" activity, creating safe territories, protecting access routes, and managing traffic in pedestrian areas. Managing traffic may involve reducing vehicular traffic volume, reducing traffic speed, and increasing education and outreach about pedestrian and cyclist safety for motorists, walkers, and bicyclists.

As discussed earlier, strategies such as bike sharing programs have been implemented successfully and have had some positive effects (Rabl and de Nazelle, 2012). The neighborhood should explore policies and initiatives such as this that, when implemented at the state or municipal level, would have direct positive benefits at the neighborhood scale.

3.3. Transit

3.3.1. Modes of Transit

Transit has been used widely for urban transportation and it contains several different types, which briefly are described here.

Municipal Bus

Buses are the most widely used form of mass transit in America due mainly to their cost effectiveness compared to that of other forms of public transportation such as light rail, commuter rail, and heavy rail systems (Tirachini and Hensher, 2010). Bus systems move people effectively while addressing issues of congestion and air quality due to high volumes of auto and truck traffic. Public transit can be more economical than vehicle ownership and less stressful than driving. It reduces the demand for parking and increasing roadway capacity and provides access and mobility those who do not have access to a car (City of Albuquerque, 2011).

Light Rail

Light rail is a mode of urban transport using fixed guideways often but not always in dedicated right of ways separated from other transportation. Unlike freight rail, light rail is designed to handle passengers rather than freight, and as a result can deliver high mobility to its users. The rail system can provide point-specific development options given the dedicated access for retail, residential, and business commuters. Light rail benefits from locating transit stops at high-density

points that concentrate travel destinations such as downtown centers or business centers within residential communities. Construction costs for light rail systems average about 35 million dollars per mile (Hensher, 2007). Combining light rail with new highway construction projects can achieve economies of scale with infrastructure improvement, further reducing the per-mile cost.

Because light rail is best suited for high density urban environments, costs of acquiring right of way for light rail vastly exceeds that of acquiring motor vehicle right of ways, especially as vehicular right of way acquisition often occurs in areas with lower densities.

In economic terms, "elasticity" refers to the resilience of a product's popularity to changes in price. A transit system with high elasticity is one in which ridership increases or decreases greatly as the cost of fares fluctuate, whereas low elasticity (or "inelasticity") refers to relatively stable ridership in the event of price changes.

Compared to other forms of transit, light rail has a relatively low elasticity: for every 1% increase in fares ridership decreases by about 0.33% (Linsalata and Pham, 1991). The specific elasticity of a system varies by city and region, but is largely dependent on the cost and availability of parking, though Erick Guerra states that regardless of the state of parking, few US cities have an elasticity below -0.25 (Guerra 2010). Plentiful and cheap parking lends itself toward a more elastic relationship between fare and ridership, while in contrast scarce, high-cost parking tends toward greater inelasticity. A light rail system, therefore, would achieve higher, more stable ridership when serving areas with scarce, expensive parking.

Commuter / Heavy Rail

Commuter and heavy rail differs from light rail in that these rail systems are high capacity, high-speed systems. Both commuter and heavy rail use the same gauge of tracks due to the availability of equipment for construction and maintenance of the infrastructure, and the flexibility of using the same rail infrastructure for both passengers and freight. Trains vary in size from three to twelve cars dependent upon route length, frequency and volume. Commuter rail best serves regional systems, which connect multiple municipalities; long distances between stops allow the trains to reach optimal speed for longer periods of time. The New Mexico Rail Runner, for example, connects communities from Santa Fe to Albuquerque and Belen.

Bus Rapid Transit

Bus Rapid Transit (BRT) emulates the look and feel of light rail while maintaining the flexibility of operating on any paved road. Most BRT systems provide dedicated lanes for buses to avoid conflict and delays associated with sharing right of way with other vehicles. Buses are often larger, articulated buses, which stop less frequently than local bus lines and run more frequently (Wright 2010). Other features associated with BRT include improved stations, off-vehicle fare collection, near-level boarding (which facilitates the boarding of persons with disabilities), peak headways of 15 minutes or less, and unique branding (Vincent 2010).

BRT infrastructure has increased in popularity in the United States due to its relative affordability compared to the initial capital expense of light rail (Currie, 2005). Both BRT and BRT-lite systems allow increased ridership and faster travel at a much lower cost than other systems.

Shared Ride Vans

Shared ride vans share features of both taxis and buses. While some municipal transit agencies offer shared ride services they generally fall under the purview of private companies. Shared ride vans may follow a fixed route, similar to a bus, but most often they have a target destination such as an airport. They pick up multiple riders before arriving at the destination. Spreading the cost of the transportation among multiple riders makes shared ride vans more economically attractive than taxis.

Informal Shared Ride/Transit

Ride-share or carpooling is an informal means of travel whereby multiple people travel together in the same privately owned vehicle. A single person may own the vehicle, riders may take turns providing their own personal vehicles for the trips, or ownership (and the costs associated with it) may be shared among all riders. This arrangement is most commonly used for commuting to work but is also popular in rural areas for traveling to a shopping destination. Rideshare benefits the individuals by saving on gas, reducing vehicle expenses, and reducing parking fees. Rideshare benefits the community by reducing traffic congestion, decreasing overall travel time, emitting less pollution, and reducing demand on parking. Freeways in many major cities offer dedicated High Occupancy Vehicle (HOV) lanes to encourage carpooling as a faster means of travel than driving alone. Historically carpooling has occurred among groups of acquaintances, but technology is changing the way riders connect. The city of Albuquerque has a RideShare Program, which connects commuters through the city's web site. Ridester is an intercity rideshare pool for New Mexico. The website Craigs List has a forum for rideshare. Many smartphone apps have become available for users to connect to one another for rideshare.

Taxis

Taxis are privately owned vehicles that pick and drop off a single rider or small

group of riders at origins and destinations of the passengers' choosing. Taxis charge fees based on miles driven and/or time spent and may add various surcharges and taxes dependent upon the municipality they operate in and in compliance with state and local regulations. Taxis complement transit systems by operating beyond the access range of transit system and providing connections between existing transit services. Taxis can also provide mobility to non-drivers in low income areas under-served by transit systems.

3.3.2. Design of Public Transportation Systems

Transit agencies worldwide strive to achieve cost efficient and effective transit service. The Center for Urban Transportation Research at the University of South Florida emphasizes designing transit services around clearly defined principles, with continues evaluation of services around effective performance measures (Center for Urban Transportation Research, 2009).

Seven User Demands

Jarrett Walker, a transit consultant who has assisted public transportation agencies worldwide, has established a list of seven user demands that an effective transit service should strive to meet (Walker 2012):

- **"It takes me where I want to go."** Transit lines and stops exist where needed, conveying passengers from an origin to a destination.
- **"It takes me when I want to go."** The system operates at hours that are convenient and useful, with short "headways," or time between one bus and the next.
- **"It is a good use of my time."** Transit is a reasonable means of travel compared to other alternatives, and moves with reasonable speed and efficiency between an origin and a destination.
- **"It is a good use of my money."** Low fares make the system acceptable to low-income users and attractive to higher-income users
- **"It respects me in the level of safety, comfort, and amenity it provides."** Passengers feel safe and comfortable – the vehicles are neither dangerous nor overcrowded, and operators treat passengers with respect.
- **"I can trust it."** The route and its vehicles operate reliably and dependably, and the overall system is easy to understand.
- **"It gives me the freedom to change my plans."** The system provides convenient access to any destination needed, especially when plans change at the last minute.

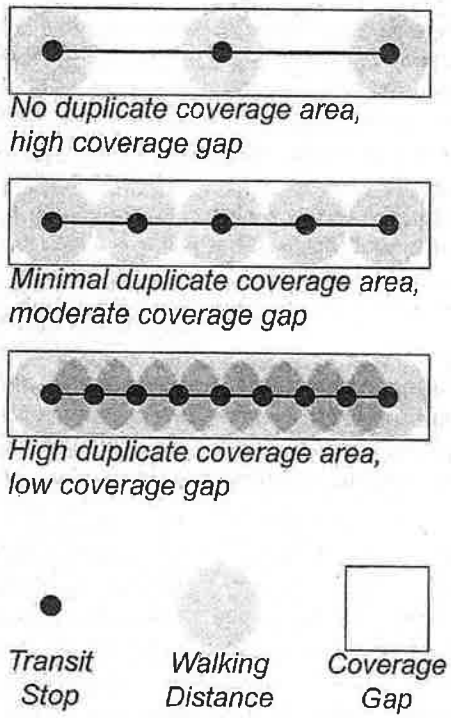

Figure 9. The tradeoff between coverage gap and duplicate coverage

> Public transportation is key to providing mobility to those without car; it grants access to employment, social interaction, and civic participation.

Dichotomies and Evaluation Factors

Transit systems and their users have limited resources – time, money, drivers and buses – and effective service requires allocating those resources wisely. In establishing goals for a transit system, it is important to acknowledge that most elements occur on a spectrum with tradeoffs at either end. For instance, an express service with fewer stops allows riders to move along the route more quickly, but greater distance between these stops results in fewer destinations accessible from the route and less access for potential riders.

It is important at this point to distinguish different types of transit users. "Captive" or "Transit-dependent" riders use public transportation because they have no other option; these are typically non-drivers, children, students, the elderly, or those with low incomes. "Choice" riders are those who have access to other modes of travel, but prefer to take transit for various reasons. "Recreational" riders are those who use transit intermittently, generally for special events or attractions; tourists, concertgoers, and sports fans fall into this category.

Two key goals to consider with any decision made in transit policy can often be mutually exclusive: ridership and coverage. Increasing ridership generally requires concentrating transit resources in major activity corridors to maximize the number of people who use the system (primarily choice riders); in Albuquerque, the routes along Central (#66, #766, and #777) have some of the highest ridership rates in the city (De Garmo, 2013). Coverage, on the other hand, refers to providing access to the greatest number of potential riders (especially the transit-dependent).

The directness of a route highlights the dichotomy between ridership and coverage. A linear, direct route along a major corridor is considerably fast, direct, and easy to comprehend, and thus may attract reasonable ridership. A circuitous route, in contrast, will take much more time to reach a desired destination, sacrificing ridership to serve a larger geographic area with fewer buses than several direct, linear lines would require.

As discussed before, the distance between stops greatly impacts both ridership and coverage. Each stop has a coverage area with a radius roughly equal to a potential rider's acceptable walking distance (typically about 1/4 mile). As stops grow further apart, the bus spends more time moving with traffic and less time stopping to load or unload passengers; the overall speed of the route increases and attracts the riders for whom this faster route is convenient. Such a move by necessity decreases coverage, as many people along the route are not within walking distance of a stop. Moving the stops much closer together provides much greater coverage, though at a cost. Not only does the bus move much more slowly, but the route suffers from "duplicate coverage area," whereby potential users are within walking distance of more than one route; this is a decrease in system efficiency that provides no benefit to those within the duplicate coverage areas.

Headway refers to the frequency with which buses arrive at a given stop. Longer headways equate to less convenience and flexibility for transit users, while shorter headways require significant expense for the transit agency.

Additionally, times of service impact the success of a transit line. Running the service early in the morning or late into the night greatly increases coverage, but these off-peak hours typically do not result in considerable ridership.

3.3.3. Public Transportation in Low-Income Neighborhoods

As quoted in a paper by Fan, Guthrie, and Levinson (2012), auto ownership declines with income. Only 70% of "poor" households own cars, compared to 92.7% of the overall population. Public transportation is key to providing mobility to those without car; it grants access to employment, social interaction, and civic participation. Fan et al identified a spatial mismatch between low-income families living in the urban core of the Minneapolis-Saint Paul region and the low-wage job clusters found throughout the region. They determined that the introduction of a light rail system greatly increased job accessibility for the working poor by as much as 53% (Ibid).

Evelyn Blumenberg and Michael Manville argue that the mere existence of public transportation does not negate the negative effects of spatial mismatch. They identify numerous barriers that public transit must overcome to best serve the working poor: not just long commutes and lengthy commute times, but the fact that public transportation provides easy access to far fewer employment opportunities than does a private vehicle. It is perhaps because of these barriers that for residents of public housing, transportation ranks second on a list of barriers to employment (Blumenberg and Manville, 2004).

3.4. Policy Options

3.4.1. Congestion pricing

Economically speaking, congestion is the result of a market failure. Driving on a congested roadway generates costs to the environment, the roadway, and other drivers, yet these costs are diluted among all roadway users; the marginal cost to a single driver is minimal compared to the benefits of using even a congested roadway.

Congestion pricing has been employed in a number of major metropolitan areas — including London, Stockholm, Singapore, and Milan — in order to manage traffic at peak hours by levying a fee on drivers entering a heavily traveled area of the city. Congestion pricing policies charge a nominal amount of money to drivers for use of a roadway, whether at certain times of day, in a specific area (such as a central business district), or predicated on other conditions. Congestion pricing policies monetize the cost of driving and internalize that cost to each individual driver. Anas and Lindsey explain that congestion pricing places more of the negative externalities that result directly from that person's actions on the driver, including air pollution, water polluted by road runoff, degradation of soil, and health issues related to breathing in fumes.

Congestion pricing policies attempt to induce changes in behavior, including how often people choose to travel, where and when they choose to go, and their likelihood of using public transit. In the long run, congestion pricing aims to influence development and land use patterns. Additionally, congestion pricing allows the driver to make a mental connection between driving and its effects.

Placing a direct cost on driving not only dissuades drivers from taking nonessential

trips during peak hours, it also generates revenue that can be used towards any number of purposes such as remediating environmental issues or improving alternative transportation infrastructure.

Anas and Lindsey's research shows that designing a pricing system that yields both congestion and environmental benefits can involve trade-offs (2011, p.82). Benefits such as reduced traffic delays, improved journey time reliability, reduced waiting time at bus stops, lower fuel consumption, less pollution and accidents and a more pleasant environment all have an economic value need to be set against the costs of operating and complying with the scheme to arrive at an assessment of the overall costs and benefits of congestion charging. Congestion charging schemes inevitably impact the geographical areas and economic sectors that they interface with such as driving down home prices and affecting local businesses, however it can also decentralize urban activities, which decreases the need for long travel distances.

Setting a price on all vehicle trips during peak hours in certain areas can help facilitate steady traffic flow, lessening overall emissions, but it must be done carefully. Peter and Gordon explain that if congestion pricing structures are imposed arbitrarily, resulting in a fee that is either too low or high, "a social optimum will not be reached" (2009, p.115). They point out that the other crucial piece of the equation is that the system's capacity must be sufficient to meet traffic demand.

One example of a successful congestion pricing strategy was implemented in central London in February 2003. It is operated on behalf of the urban authority, Ken Livingstone, by a transport agency called "Transport for London" (TFL) (Wetzel, n.d.). Drivers entering the charging zone were initially charged £5 a day to drive within the zone between 7:00 am and 6:00 pm between Mondays and Fridays. This was increased to £8 in 2005. Vehicles carrying goods pay the same daily charge as other vehicles with some exceptions, and there are special variances for licensed taxis, vehicles carrying disabled persons, emergency service vehicles, motorbikes, and alternatively-fuelled and electrically-powered vehicles that attain strict emission standards. The charge can be paid for one day, one week, one month or one year by telephone, mail, internet or at retail outlets. A network of 700 fixed and mobile cameras observe the license plates of vehicles entering or circulating within the charging zone. The surveillance system then checks these license numbers against its database of participants. If the vehicle driver is observed in the zone but is shown on the database as not having paid the charge by the next day, the driver receives a penalty charge of £50 to £150. Since the scheme was introduced, traffic volume entering the zone has fallen by 18%, delays are estimated to have been reduced by 30%, and there has been a broadly neutral impact on overall business performance in the zone (ITS LEEDS, 2010).

In the case of the San Jose Neighborhood, the lack of congestion on the roadways may dissuade the neighborhood from pursuing this option.

3.4.2. Vehicle Time Regulations

In several cities such as Barcelona and Dublin, successful experiences with trials on night delivery are made replacing a higher number of vehicles operating during daytime by a fewer number of vehicles operating during night time.

Within Barcelona, quiet night time deliveries were adopted in 2003. The Municipality introduced experimental traffic regulations. A night delivery trial was carried out concentrating the delivery processes between 11:00-12:00 at night and between 5:00 and 6:00 in the morning.

40 trucks were delivering to grocery stores directly during the night instead of going to a regional distribution center. The equipment used was noise adapted, both for the truck as well as the loading and unloading utilities. In addition, staff were trained to unload goods using a set of procedures aimed at minimizing verbal communication and other noise. The trial was successful not only in terms of noise intrusion but also from a commercial point of view; two large trucks replaced seven smaller trucks, reducing costs.

In 2013, these trucks delivered goods to about 20 locations in Barcelona and across the metropolitan area during the night-time. The positive reception from the public and the economic success of the program led to its rapid expansion to include approximately 140 supermarket outlets all over Spain (Forkert & Eichhorn, 2013).

In Dublin, a night delivery scheme for inner-city delivery was developed to relieve the Dublin inner city area from goods transport. The demonstration was successful and low-noise diesel vehicles and ancillaries were identified as a realistic option for night deliveries (Forkert & Eichhorn, 2013).

Night time deliveries have also been successfully implemented in other cities such as London, Rome, Vicenza, Torino and many other cities. In France, authorities strongly encourage this policy in cities such as Dijon, Paris, and Marseille, though other French cities such as Lille and Rennes ban night delivery due to noise pollution (Maroudas, 2011).

3.4.3. Peak Hour Operation

In 1997 São Paulo, Brazil, implemented the Peak Hour Operation, which restricted certain vehicles at specific times based on the last digit of the vehicle license plate.

For each weekday, certain vehicles are prohibited from driving in certain areas of the city between 7 and 10 in the morning and 5 and 8 at night.

The regulation was intended to reduce pollutant emissions, but it also decreased traffic volumes and increased instances of carpooling. Some wealthier people have circumvented the system by purchasing a second car, gaining access to a second license plate, but such a cost prohibitive measure is not widespread.

3.4.4. Vehicle Weight and Size Regulations

In Seoul, South Korea, all trucks over 2.5 tons were banned in 1979 from circulating within the central area during working hours to help relieve congestion. There are complex rules allowing some access on designated routes, but the general objective is to push truck arrivals and departures either to outlying areas or to schedule deliveries during the night when traffic volume is relatively light (Castro and Kuse, 2005).

3.4.5. Anti-idling

The idling of long-haul trucks has a tremendous negative impact on the environment and is responsible for consuming resources at an alarming rate. A study by the Edison Electric Institute calculates that 2,500 hours of idling - typical in a single year - burns 3,750 gallons of diesel fuel, adds the equivalent of 200,000 miles of wear to the engine, and increases annual operational costs by $4,000- 7,000 per vehicle (Tario, 2002, p.95). In 2002, the Argonne National Laboratory found that long-haul trucks idling overnight consume more than 838 million gallons (20 million barrels) of fuel annually – about as much fuel as the entire United States consumes in a day.

Beyond the direct cost of unnecessary diesel engine idling, there are substantial environmental impacts as well. According to the ANL Web site, an idling truck emits up to 22 tons of carbon dioxide (a greenhouse gas), over 1,000 pounds of nitrogen oxide, and nearly 400 pounds of carbon monoxide each year (Tario, 2002, p.95). Because of the harmful effects of idling, efforts to tighten anti-idling legislation in various parts of the country and to provide technologies that would lessen the need for idling have been explored. Available technologies to reduce idling include direct-fired cab heaters, onboard generators, auxiliary power units, and truck-stop electrification (Tario, 2002, p.96). These provide drivers access to electricity to meet their needs when stopped overnight without the need to keep their engines running.

Several states have enacted anti-idling legislation. The Massachusetts Anti-Idling Law aims to reduce unnecessary emissions from idling vehicles for more than five minutes in order to improve air quality. The Massachusetts General Law (MGL), Chapter 90, 16A prohibit unnecessary vehicle idling by stating that the engine must be shut down if the vehicle will be stopped for more than five minutes. Exemptions include: 1) the vehicle is being serviced and the idling is required to repair the vehicle; or 2) the vehicle is making deliveries and needs to keep its engine running (to power refrigerators, for example); and, 3) the vehicle's accessory equipment needs to be powered, such as a fork lift or a truck's rear dump bed, or a wheelchair lift in a bus or van. To provide additional protections for children, MGL Chapter 90, Section 16B further restricts unnecessary idling in school zones.

Other than the specific exemptions listed above and a few situations not listed in the law such as running the engine while actively clearing snow and ice off the vehicle and to warm the windshield and interior of the vehicle is necessary idling, all motor vehicles owners breaking the law can be subject to penalties that range from $100 (MGL Chapter 90, Section 16A) to as much as $25,000 (MGL Chapter 111, Section 142A). Local police have the authority to enforce the law, as do health officials or other officials with enforcement authority. Drivers and/or companies can be held responsible for paying the fine. People can also report unnecessary idling to the local Board of Health, local police, DEP or the EPA.

3.4.6. Complete Streets Policy

Complete Streets are designed to accommodate all users, including bicyclists, pedestrians, cars and transit users. By adopting a Complete Streets policy communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project should make the street network better and safer for drivers, transit users, pedestrians, and bicyclists, improving safety and quality of life (2014).

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. It may appear at first glance that roads are built to accommodate vehicles and their drivers, not pedestrians and bicyclists; however, the right-of-way is usually wider than the road itself and often encompasses the sidewalk, as well as any on-street bike facilities. While there are many examples in Albuquerque of poorly planned pedestrian, transit-rider, and bicyclist facilities (for instance, the many Albuquerque sidewalks obstructed by telephone poles and fire hydrants), cities that adopt complete streets policies fully develop multi- modal street facilities to provide multiple viable

transportation options.

Even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

An ideal Complete Streets policy:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy (Smart Growth America, n.d.)

The proposed Woodward Road extension of the Sunport Boulevard Project includes a complete street design, but the community has expressed the concern that with the two-lane street's potential expansion into four lanes, increased traffic flow would compromise the safety of bicyclists and pedestrians. Congestion on the road could also decrease the reliability of the #16/18 bus line, already plagued by a circuitous route and long headways. Although complete street designs promote transportation mode equity by accommodating more users, it is crucial to consider the context of each specific roadway. Designating Woodward Road as a complete street might necessitate trucks to take an alternate, designated route around the neighborhood. In order to be successful in this context, a complete street policy would have to be implemented with alternative truck routes in mind to avoid conflict with pedestrians and cyclists.

3.4.7. Design for Traffic Calming

Should funding be secured for the expansion of Woodward between Broadway and Second Street, the roadway will be widened from two to four lanes with bike lanes and sidewalks. The specifics of a roadway design often influence the speed of drivers regardless of the posted speed limit. This is because when roads are built with wide lanes and no perceived obstructions nearby, drivers feel that they can increase their speed with no safety ramifications.

In one study aimed at reducing driver speed on a specific road segment (Allpress and Leland Jr., 2009), traffic cones were placed in two configurations that decreased the lane width at the entrance to the segment. The first configuration decreased the lane width at equal cone intervals and the second used unevenly spaced cones. The study found that both configurations were highly effective but that the unevenly placed cones were even more effective than the evenly placed cones. This suggests that greater variability in roadway conditions results in drivers decreasing their speed to better react to changes in their surroundings.

In a traffic calming progress report of U.S. cities indicates a preference for road diets; Road diets typically reduce road lanes from four to three, reducing two travel lanes in either direction down to one lane in either direction with a shared turn lane. This allows traffic flow to continue while allowing for turning movements, with the benefit of also making easier for pedestrians to cross.

3.5. Alternative Fuels

Diversifying U.S. transportation fuels is a critical step in reducing our dependence on oil and mitigating the risk of petroleum price increases. Many alternative fuels exist on the market today, though their progress varies by market share, research and development, established infrastructure, and implementation. Figure 10 summarizes the potential benefits of each type of alternative fuel and vehicle.

Natural Gas	Bio-Diesel	Electric	Ethanol	Hydrogen	Propane	Solar
High potential Additional investments needed in public infrastructure Around for nearly 100 years	Potential is thwarted by public opinion Can be domestically produced, even by individuals Conversion kits readily available Major public awareness campaign needed	Hybrids show potential Initial Cost + Low Battery Life --> tough sell Need to reduce price or increase lifetime Difficult to determine if actually reduces emissions More readily available fueling stations	High potential Additional investments needed in public infrastructure Popular "fleet vehicles"	Very high potential Behind the curve compared to other alternative fuels Difficulty in storing and producing leads to high cost Needs more research $$ before can be used	High potential Additional investments needed in public infrastructure	Potential as supplemental technology Problems with storage of power Not ready to be primary generator for vehicles

Figure 10. Potential benefits of various alternative fuels

To make serious inroads in the diversification of U.S. transportation fuels, it is best to begin with "low hanging fruit," i.e. invest in infrastructure for fuels successfully in use at this time (such as ethanol, propane, or natural gas). Hybrid vehicles show great potential for continued growth, and are currently in production by all major automobile manufacturers (Honda, Toyota, Ford, Chevrolet, etc.).

The following proposed policies encourage alternative fuel / vehicle use and development:

- Tax credits for implementation of bio-diesel and ethanol conversion kits;
- Financial incentives to convert existing railway and multi-modal facilities in the area to utilize alternative fuels;
- Increase available tax deductions available for processing biofuels;
- Tax credits for purchase of hybrid vehicles, used or new;
- Require all government vehicles to be alternative, bi-fuel, or hybrid vehicles; and
- Provide grants for producing alternative fuels in low-income industrial areas.

3.6. Freight

The freight transportation network is the backbone of the US economy, and vital to national prosperity and security. Every sector of the economy relies upon the safe, expedient, and reliable transportation of freight - and the free movement of goods is essential to economic health and competitiveness. Through the advancement of technology and communications, North American manufacturing and retail operators have evolved their logistic networks into complex chains of suppliers and receivers, all with their processes reliant on the "just in time" delivery of materials (Ortiz, et al., 2007) (Southworth, 2008).

In 2007, the US freight industry delivered 42 tons of freight worth $39,000 for every man, woman, and child in the United States (RITA, 2008). When accounting for the distance that freight must travel, an average of 11,000 ton-miles was delivered per person in the US. Population growth and expansion of the freight transportation networks are inextricably tied, but there exists direct competition for the same land and environmental resources - and conflicts often arise. Conflicts that impede freight are readily apparent, such as vertical clearance at bridges or inadequate road geometry. But other conflicts of freight activities, such as noise, vibration, and environmental effects, may not be immediately apparent.

The close proximity of freight operations to residential and community land use activities often creates nuisance, and safety and health concerns. From the perspective of freight interests, these conflicts can create barriers to efficiency and diminish economic performance. The key to preserving freight transport facilities and corridors is to prevent or resolve conflicts between freight operations and other land uses.

3.6.1. The National Freight Network

Population growth requires system investment

Existing volumes and anticipated increase in the number of freight vehicles, vessels, and other conveyances over both public and private infrastructure are stressing system capacity, increasing maintenance requirements, and threatening system performance (OFMO, 2009).

Trucking

More than 80% of all US communities rely solely upon trucking for the delivery of their goods and commodities; and save for a few small islands and remote areas of Alaska, it is the only mode that provides direct service to all US communities. In 2008, trucks moved nearly 70% of all domestic cargo, totaling 10.8 billion tons (ATA, 2009).

> Eighty percent of trucking companies own six trucks or fewer, making for a complex web of working relationships and hyper-competition among carriers

Rail

The freight rail sector is strong and currently meets the nation's demands for rail service. Four major private companies move over 85% of all rail freight in the US. Norfolk Southern and CSX Railroads operate east of the Mississippi River while Union Pacific and Burlington Northern/Santa Fe (BNSF) dominate the west. Future capacity expansion is difficult due to the high cost of infrastructure, environmental impacts on adjacent lands, and acquiring new right of way. The rapid expansion of intermodal operations and the growth of import/export traffic at US seaports are providing both challenges and opportunities in this sector.

Several governmental organizations oversee various aspects of freight rail operations, but the Surface Transportation Board (STB) provides the forum for resolution of surface-transportation disputes and other matters within its jurisdiction, and has the authority to limit or remove regulatory requirements where appropriate.

Air

Passenger air continues to recover from the several events of the last decade

Since 1970, the air cargo market has doubled in volume every ten years (FHWA, 2008), and is expected to continue to grow at an annual rate of 6.5% over the next two decades. Airborne freight totaled 13 million tons in 2008, and industry forecasters expect more than 61 million tons of cargo to be transported by air in the year 2035

Pipeline

The pipeline sector is healthy; industry analysts anticipate continued expansion as the US demand for petroleum increases. In contrast to other means of moving bulk petroleum, natural gas, and chemicals, pipelines offer a safe and cheap method of transportation with minimal impact on the environment.

Intermodalism

Generally, Intermodalism is the transition of freight from one mode to another, and usually requires special terminal facilities, equipment, and operations. Transportation planning and policy has traditionally focused on individual modes: automobiles, trucks, rail, transit, airplanes, ships, etc. Intermodal facilities take many shapes and sizes, usually deep water ports transition freight from ship to rail and/or truck. Inland intermodal facilities routinely transition between rail and truck.

While there are tradeoffs of costs and benefits between modes, it is generally considered best practice to haul freight by rail for distances greater than 500 miles, with longer distances recognizing better savings of cost and infrastructure wear and tear (Abbassi, 1996)

3.6.2. Challenges to Freight Sustainability

Freight transportation is complex and heterogeneous, meaning it is extremely difficult to identify common features between the requirements of different users and operators. There is very little commonality between, for example, the nature of trips and the unique requirements of cement trucks, post office vehicles, tractor trailers, dump trucks, courier vans, emergency vehicles, garbage trucks, or parcel delivery vehicles. Further, there is little shared in the specific characteristics of delivering goods between warehouses, factories, stores, homes, terminals, construction sites, at the roadside or port facilities. All of these variations identify that there are numerous "actors" in the urban freight scene, each with their unique business requirements, motivations, and available options; and therefore exists a multitude of perceptions of "the problem" (Ogden, 1992).

From the motorist perspective, trucks and trains are a nuisance and hindrance on the roadway, and the driver looking for a downtown parking spot resents all the space dedicated to loading zones. The retailer appreciates the freight deliveries, but regrets that the loading zone takes valuable parking space for potential customers. On the other hand, truckers may view the automobile as a menace as

they travel too slowly or make erratic lane changes, and trucking companies see automobiles as the cause of highway congestion and delay – driving up operating costs. Urban resident want to keep trucks off their streets, while traffic engineers and urban planners are concerned about pavement condition, and providing adequate intersection controls and road space for maneuvering and loading (Ogden, 1992). While these are simplistic illustrations of various definitions of "the problem," it may be easiest to explain "the problem" as conflict that arises from incompatible land uses within close proximity of another. With competing land uses there exists the likelihood of interference with each other (Leigh, 2012).

3.6.3. Land Use Conflicts

Freight operations create conditions that are incompatible with residential, educational, or health care activities. Community concerns surrounding freight facilities include noise and vibration effects, light pollution, air and water quality, safety, and traffic congestion (Simons, 2004). Some conflicts, such as noise, are present in all freight modes, but the potential for more dangerous conditions can be mode-specific. For instance, the potential for dangerous trespass is especially specific to railroads. Figure 11 identifies various land uses and major conflicts that arise adjacent to, industrial yard, and rail activities. These impacts are discussed in more detail in the following paragraphs, and specifically highlight the issues of incompatibility between freight operations and neighborhood communities with dwelling units, educational and recreational activities, and health care facilities.

3.6.4. Pollution and Air Quality

Since the days of horse-drawn wagons and canal ferries, pollution surrounding freight movement has been a public nuisance. Diesel engines are the work horse of modern freight haulage, and are commonplace in train locomotives,

Freight operations create conditions that are incompatible with residential, educational, or health care activities. Community concerns surrounding freight facilities include noise and vibration effects, light pollution, air and water quality, safety, and traffic congestion

Issue	Description	Truck Activity	Rail Operations
Noise Sensitivity	Housing (residential, motels, etc.); educational uses (childcare, schools); playgrounds; libraries; hospitals and residential health care providers.	X	X
Light Sensitivity	Housing (residential, motels, etc.); hospitals and residential health care providers.	X	X
Vibration Sensitivity	Housing; educational uses; vibration sensitive industries (such as precision high-tech); all buildings not constructed to withstand fatigue caused by excessive vibration.	X	X
Pollution & Air Quality	Housing; educational uses; hospitals and health care; recreational uses.	X	X
Potentially Incompatible with At-Grade Crossings	Housing units; educational uses; libraries; hospitals and health care providers; commercial uses; emergency services		X
Potential for Dangerous Trespass	Housing units; educational uses (especially childcare facilities and schools); libraries; playgrounds; commercial uses		X
Traffic and Congestion Sensitivity	Highway and Roadway Designs; aging infrastructure; capacity	X	X
Time Sensitivity	Night-time sensitive uses	X	X

Figure 11. Land uses and conflicts adjacent to freight activities
Source: (Leigh, 2012), (Larson, 2013), TRB of the National Academies, 2011

tractor trailers, drayage vehicles, and trucks of all sizes. Transportation is among the largest contributors to poor air quality and pollution, with tailpipe emissions the source of diesel particulate matter (DPM), greenhouse gases, and other harmful substances. It has been well documented that areas having freight traffic experience poor air quality, higher concentrations of DPM, NOx, and ground level ozone. Health effects of prolonged exposure to high levels of DPM include increased incidents of asthma, and 70% increase in cancer risk (Karner, et al,

2009).

3.6.5. Safety

As stated in the Land Use conflicts section, safety is of particular concern, and the causes for concern are often mode-specific. Squatting and trespass are a concern for railroad operators, and is particularly common in Albuquerque. Rail trespassing and crossing is extremely dangerous, and Figure 12 provides count data for train-related casualties in New Mexico. The railroad generally needs to take measures such as fencing to keep people off the tracks, and appropriate mitigation of hazards at the highway-rail grade crossing measures to reduce these fatalities, but further public education and outreach efforts are also needed.

Road design contributes greatly to trucking safety, with proper planning required to provide adequate turning requirements and dimensions. From the Manual on Uniform Traffic Control Devices (MUTCD), specific signage shall be used to indicate a designated truck route. Residential areas generally have narrow streets and inadequate geometry to accommodate heavy trucks. Roads designed for trucks are wide, and encourage all traffic to travel faster, making them a safety concern for residential and school-age activities. Curb radius is a key design element to keep trucks within the lane; improper radii may result in trucks mounting curbs and sidewalks. Poor road design could also lead to the potential for truck and bicycle conflicts. Freight considerations must enter the design of new intersections, especially as they relate to the San Jose Neighborhood and the Sunport Boulevard Extension Project.

3.6.6. Noise

Freight Noise is of serious annoyance, and characterized by three levels of disturbance: psychological, functional, and physiological disturbances. Noise interferes with sleep, degrading the quality of life within a homestead. It is common practice for trains to blow their horns before reaching a rail-crossing; these horns are required safety measures but also a serious nuisance for neighborhoods, educational and health care activities. Low frequency noise and vibrations are just as troublesome. There are noise levels otherwise called "equivalent sound pressure levels" that effectively amplify the level of noise. A typical train horn is 120dB, compared to the general sound levels of daytime industrial activity of usually around 75dB. The city of Albuquerque, New Mexico has enacted a sound ordinance limiting trucking noise to 88dB for daytime hours and 80dB during nighttime (City of Albuquerque, 2009).

3.6.7. Lack of Freight Considerations in Transportation Planning

There is a severe shortage of understanding and research into urban freight transportation, and the reasons are varied. First, most planning activities focus on congestion, and emphasizes passenger cars since they comprise a bulk of the traffic. Furthermore, a lack of political interest has prevented freight planning and research from keeping pace with research in related fields given its critical importance to society.

This lack of understanding has allowed the burden of freight to weigh on the infrastructure unchecked for several decades. Conceptually, traffic planning involves forecasting future travel demands, and then a portion of those trips are estimated to be freight trips. This overly simplistic approach neglects the operating characteristics of freight and delivery vehicles, the unique travel patterns, the repeated stops for loading and unloading, and other impacts they have on the transport network (Woudsma, 2001). Furthermore, inaccurate forecasting of trips related to freight transport provides erroneous calculations for future air quality, network levels of service, and infrastructure physical conditions. Currently, numerous larger Metropolitan Planning Organizations (MPO) already have extensive freight management planning, incorporate a freight committee or planning task force, and make conscious effort to optimize freight operations within their overall objectives. Unfortunately, these freight optimization efforts are often conducted

New Mexico	Fatalities					Nonfatal					5 year Total	
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011	Fatal	Non Fatal
Total Casualties	16	12	15	12	10	63	60	52	76	61	65	312
Rail Crossings	7	1	3	4	1	7	4	5	10	2	16	28

Figure 12. Train casualties for the State of New Mexico

Source: (FRA, 2011) Railroad Safety Statistics 2011 Preliminary Annual Report

in a vacuum, often absent from any social equity or environmental justice efforts. Planning agencies are making progress, but need to improve the process of early community engagement and stakeholder buy-in.

3.6.8. Current Movement in Freight Sustainability

Urban freight policy should be an integral part of urban transportation and economic development policy. While most MPOs spend less than 5% of their time and project funding on freight-related projects (Schank, 2008), the recent US Federal mandate for freight considerations in planning, research, and policy has finally provided validity to the issues affecting countless communities and planning organizations.

Any significant changes to land use policy or freight transportation strategy will need to be developed at, or at least endorsed by, the local planning agencies and the MPO – in Albuquerque, the city and county governments and the Mid-Region Council of Governments. Evolving practices in regional planning have taken more notice of equity issues, environmental justice, externalities of freight transport, and calculating the true costs of land use and infrastructure decisions. Often, the discussions originate from impacted communities, activist groups, or public reaction to issues with safety and equity. The bottom line is that effective freight planning requires agencies adopt policies to seek public input early and often in the project planning process.

3.6.9. Freight Transportation Strategy and Tactics

Freight-transport tactics that transportation decision makers might consider range from engineering controls to development of freight and land use policy. There is no "one size fits all" solution, and every situation requires its own analysis and consideration of costs and benefits. Transportation planners have the responsibility to provide and protect freight corridors, at the same time try to preserve the quality of life for communities and other land owners. Several tactics are available, and all fall into four main implementation strategies:

1. Long Range Planning,
2. Zoning and Design,
3. Mitigation, and
4. Education and Outreach.

Each strategy has a unique approach to serving the same objectives of developing land uses and minimize conflict. Various tactics are provided, along with their tradeoff and suggested measures of effectiveness.

3.6.10. Truck Restrictions and Road User Agreements

Truck restrictions, and the development of truck routes, have been successful at improving safety and removing nuisance on several projects. It has been demonstrated, such as in the case of Barrio Logan of San Diego, California, that the total prohibition of heavy trucks through a community, and the establishment of designated trucking routes as part of a holistic policy strategy, can dramatically reduce the truck traffic VMT and subsequent DPM in the immediate area (Karner, et al, 2009).

Several states have introduced the concept of a Road Use Agreement (RUA) for contractor, developer, and operator accountability on public roads. Essentially, a RUA is a contract between the interests of a municipality, or a large group of private land owners, and a commercial entity that has potential to impact the public network. The RUA can be written to limit any number of trucking activities within a specific area, such as oversize and overweight restrictions, time of day usage, excessive noise, anti-idling, etc. The regulated permit could then be managed and assessed under the conditions of the agreement for violations, excessive damages and needed repairs. The RUA approach eliminates the need for local law and associated enforcement, but is limited as a strategy because it only focuses on mutually amicable and voluntary agreements with large contractors and developers (Herrick, et al, 2011).

3.6.11. Truck Route and Facility Design

Appropriate road design can have tremendous influence on preferred truck routes of travel. Just as narrow turn radii and low overhead clearance discourages truck travel along a route, the implementation of favorable conditions can encourage truck travel on a route. The location and siting of freight facilities, such as warehouses, intermodal terminals, and highway interchanges, warehouses, is almost nearly always predetermined. Rarely does one get to design a new terminal in the middle of undeveloped land, but rather engineers and planners must find ways to mitigate existing conflicts between proximal incompatible land uses.

Relocation of freight activities or entire neighborhoods is a costly and often impossible option, but the development of preferred truck routes and freight corridors can alleviate truck traffic through neighborhoods by offering an easier route for trucks to navigate. The establishment of well-marked trucking routes, and penalties for trucks deviating from the assigned routes, has been shown to be effective at reducing undesired truck travel through communities when there is adequate public awareness and enforcement (NYCDOT, 2006). The creation of truck routes around a community, with attention given to providing improved entry/exit ramps and adequate merges, and improved capacity and safety for trucks

would channelize all local freight movements to that route, but could also have the unintended effect of inducing more freight traffic.

3.6.12. Fleet Management Technologies

The latest technology in fleet management involves the real-time tracking and live dispatch from a centralized command center. In trucking and freight rail, fleets are now tracked using Global Positioning Systems, while software provides tracking of commodity flows, delivery schedules, network interruptions, and provide automated alerts and redirection of fleet assets. The ability for real-time feedback and redirection allows freight companies to operate their fleet at optimal efficiency, reduce wasted fuel (and emissions), avoid delays, and schedule maintenance and repair to ensure peak equipment performance (Ogden, 1992).

3.6.13. Shipper/Receiver Actions

Trucks and trains operate at the needs and desires of their customers, shippers and receivers. Whether voluntary or mandated, the implementation of off-peak freight shipping and receiving hours can have dramatic influence on the impact of freight traffic. Similar to other tactics, off-peak operations require businesses and/or government to recognize the value and then put into practice. While freight operations are inevitable, the shippers and receivers have the ability to influence the times of their freight releases. Policies that encourage off-peak loading dock operations have been shown to mitigate peak hour congestion, and even a 5% decrease in rush hour traffic can provide noteworthy improvement in traffic operations (Allen, et al, 2012).

3.6.14. Emissions Control Policies

Considerable air quality improvement can be realized through the implementation of various policies to regulate emissions and reduce or eliminate engine idling. Typical diesel equipment inventory at rail yards and freight terminals is antiquated and heavily polluting (Karner, et al, 2009). Older equipment such as switching locomotives, drayage trucks, cranes, and forklifts does not meet current federal air quality requirements for new diesel engines, and are heavy contributors to poor air quality. Numerous states have enacted clean air standards, emissions requirements for commercial vehicles, and created clean air corridors for agricultural, industrial and commercial districts. These forward-thinking states have patterned their clean air policies after federal regulations, and have already recognized reductions in GHG emissions, NOx and DPM levels.

3.7. Land Use

Effective policy, planning, and land-use strategies over time can lead to sustainable development, defined by Hopwood et al. (2005) as development that attempts to address issues of ecology and socio-economic justice (38). The concepts behind

sustainable development arise from a growing awareness of economic and social externalities.

Mixed land-use development and compact development, which respectively are aimed at increasing land-use diversity and density in an area, are two widely used strategies categorized as land-use strategies. Another land-use strategy, infill development, might also be used to increase density and diversity by using open space and undeveloped land in a more productive way. Planners advocate land-use strategies for many reasons, including land and habitat preservation, efficient public service provision, aesthetics, physical activity, vehicle mile traveled (VMT) reduction, and the creation and preservation of urban culture (Schweitzer and Zhou 2010). Among these, one of the greatest desirable benefits of effective land use is a reduction in VMT, which results in a cascade of other positive outcomes.

One important outcome associated with VMT reduction is a significant decrease in pollutants, particularly Nitrous Oxides (NOx) and Particulate Matter (PM) emissions (Henderson and Mokhtarian, 2010). Additionally, those land use policies which tend to result in VMT reduction also tend to lead to an increase in the share of active modes of transportation such as walking and cycling. Increased physical activity due to walking and cycling provides substantial health benefits (Frank et al. 2006) which lead to increase in welfare and happiness. Reductions in driving costs and improvements in health also contribute to significant economic benefits (Giles-Corti et al, 2010).

Sustainable development can achieve VMT reduction due to combination of decrease in travel distances, and providing opportunities to use alternative means of travel, such as walking and biking, to reach trip attraction centers like schools and grocery stores

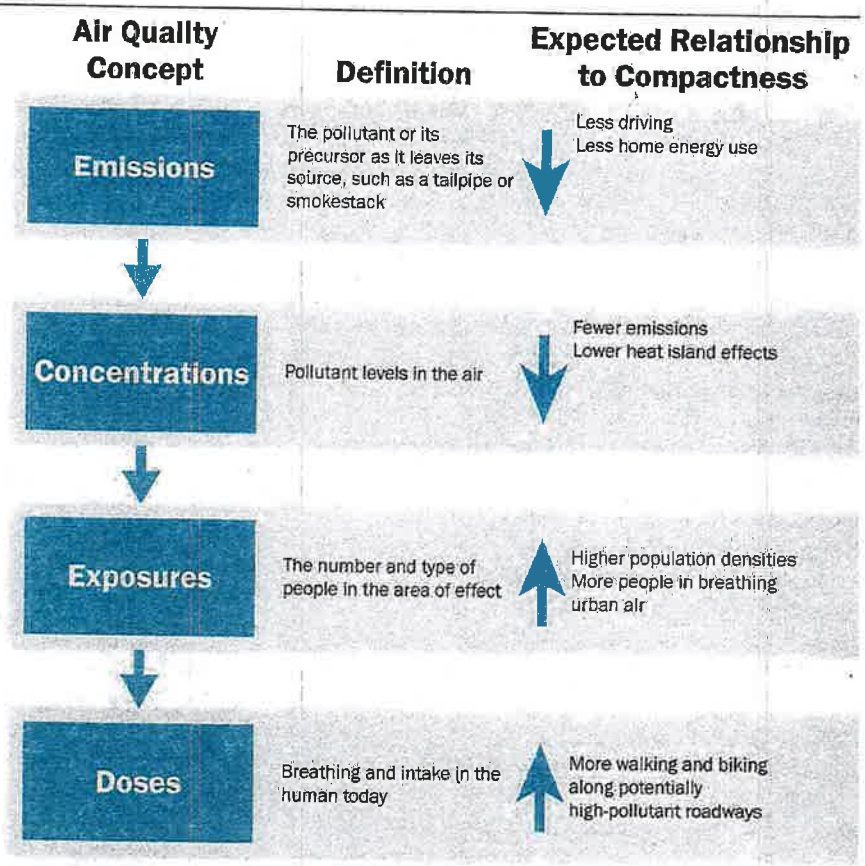

Figure 13. Effect of compactness on air quality

Sustainable development can achieve VMT reduction due to combination of decrease in travel distances, and providing opportunities to use alternative means of travel, such as walking and biking, to reach trip attraction centers like schools and grocery stores. McNally and Ryan (1993) studied two different hypothetical transportation networks, one representing a conventional community, the other a "neo-traditional" one, and modeled their travel characteristics. The authors concluded that longer trips and greater congestion resulted from the conventional design.

Ewing et al. (1994) analyzed trip records obtained from six Palm Beach, Florida communities exhibiting a variety of land use configurations for differences in trip frequency, mode choice, trip chaining, trip length, and overall vehicular travel. The sprawling community generated almost two-thirds more vehicle hours of travel per person than the "conventional city" community, with the others falling in between these two endpoints. The authors observed that an increase in density, a mix of uses, and a central location precipitate a reduction in vehicle travel (60).

A study of two neighborhoods in the City of Portsmouth, New Hampshire (White Mountain Survey Company, 1991) found that for a neighborhood with mixed land-use, trip generation rates were considerably lower than the general averages contained in the ITE Trip Generation Handbook. Further, it appeared that a higher proportion of the trips that were generated remained internal to the study area than would normally be the case.

The reduction in single occupant vehicle travel was found to be as significantly associated with the increase in population density as it was with employment density.

Frank & Pivo (1999) analyzed travel behavior in terms of mode choice using data on household travel behavior and demographics (control variables) from the Puget Sound Transportation Panel (PSTP). The findings presented in the paper indicate that the relationship between mode choice and land-use mix can be measured, though the relationships are relatively weak. Transit usage and walking increase as density and land-use mix increase, whereas single occupancy vehicle usage declines. Walking trips were found to be most responsive to increasing density. Their findings suggests that the population density need to exceed 13 residents per acre for the changes in mode choice to be significant. As a point of comparison, San Jose Neighborhood has a density of approximately 1.8 persons per acre (US Census Bureau, 2011). The reduction in single occupant vehicle travel was found to be as significantly associated with the increase in population density as it was with employment density.

Ewing and Cervero (2010) conducted a meta-analysis study to investigate the effect of several variables on VMT. The research found a significant relationship between density, diversity, design, destination accessibility and distance to transit in an urban area and VMT Increase in population and job density, increase in mix of land uses, decrease in intersection density, increase in access to the job within one mile and decrease in distance to nearest transit stop were all found to decrease VMT either through increase in walking or increase in transit ridership (See Figure 14).

Graham (2007) analyzed the effect of mixed land-use on productivity. They showed diversity of land use is strongly related to an increase in business/commuting/leisure time savings, in terms of welfare which lead to an increase in total productivity.

Lower VMT and subsequently lower emissions achieved from land-use changes have also led planners to treat land-use strategies as a means to combat respiratory health problems associated with poor urban air quality. However, compact development, particularly when it is achieved through infill, is not necessarily a good strategy for public health in all cases, because even though regional concentrations and emissions may decline, residential exposure in urban areas may increase (Hixson et al. 2010; Schweitzer and Zhou 2010).

The studies on compact development and exposure, however, generally find that exposure and human inhalation of pollutants are higher in compact cities because there are more people in urban neighborhoods, and more people are outside at street level walking, biking, and sitting. Marshall et al. (2005) found that, in general, density's net effect on health was negative, as the marginal emissions reductions caused by an increase in density had less effect than the marginal additions the same increase produced

Variable (strategy)	Percent change in VMT due to percent change in the variable
Household/population density	-0.04
Land use mix	-0.09
Jobs-housing balance	-0.02
Intersection/street density	-0.12
% of 4-way intersections	-0.12
Job accessibility by auto	-0.2
Job accessibility by transit	-0.05
Decrease in distance to nearest transit stop	-0.05

Figure 14. Correlations between land-use strategies and VMT
Source: Cervero and Ewing, 2010

in human intake of emissions. But they argued that the outcomes might be different with greater transit patronage. A micro-simulation study found that while pedestrian-friendly environments increased physical activity, they also significantly increased human exposure to particulates (de Nazelle, Rodríguez, & Crawford-Brown, 2009). Figure 13 shows how four different air quality concepts change as compactness increases.

Another problem of unplanned urban development that may illustrate the situation of San Jose neighborhood quite well is the interference of industrial and residential land-uses. Hence, the separation of urban spaces for reducing environmental damage and increasing the citizens comfort through intervention in urban policies is essential. A study of residential and industrial compatibility near Tehran Metropolis by Taleshi and Bishehii (2012) studied a situation very similar to that which the San Jose community is facing at this time. Beyond major industries and residential areas, in some regions, the land use is mixed with industrial and residential due to the lack of logical planning and urban design. The authors' strategy for zoning is to separate heavy traffic from residential uses; the preservation and restoration of green spaces and gardens and the combination of both residential and industrial use in a limited and low-density way. They recommend attracting those industries with lower ecological footprints.

As Berke et al. (1993) discussed, land-use strategies are long term strategies. They cannot be expected to mitigate transportation related problems in short term. Implementing these strategies may take decades and might introduce new sources of externalities in the short term because of the need for costly re-development. Once implemented, though, they can boost the quality of life in the neighborhood in a significant way.

Figure 15. Developable land on Broadway Boulevard

Implementing land-use strategies focused on increasing density frequently receives criticism from affected residents, often predicated on the misconception that higher density results in an increase in property prices, crime, and obstructed views. As Alexander and Tomalty (2002) argued, high housing costs are a reflection of the desirability of denser, more diverse settings and the willingness of people to pay to live in them rather than a direct result of increased density. They recommend creating an affordable housing reserve fund, waiving development fees on affordable housing projects, offering city-owned lands at below market prices for residential development and allowing extra density for creating affordable units and encouraging senior governments to reassume their commitment to supporting the creation of affordable housing. Figure 14 shows correlations between different land-use strategies and their influence on VMT.

> Rather than driving out either the residents or the industries, the neighborhood should seek to create buffer zones between both types of zones in order to minimize conflicts

Many of these strategies might be applicable in San Jose neighborhood. Several sites throughout the area would be appropriate for attracting new mixed-use development. Any effort to develop underutilized property must consider transit. As Ewing and Cervero (2010) showed, as distance to nearest transit stop decreases by one percent, VMT decreases by 5 percent. Broadway Boulevard (Figure 15) might be a justifiable location for mixed and compact development since it already has access to transit. There are other empty lands which might also be considered for new compact and mixed development if they could be provided with the access to transit (Figure 16).

Infill development strategies are also applicable in the neighborhood. Not only the neighborhood is full of unutilized and empty land but also there are many parking spaces around Broadway Boulevard which can be used in a more productive way to increase density and diversity. Since mixed development would be appropriate adjacent to Broadway Boulevard, it is also worth considering utilizing empty land and reclaiming on-street parking spaces for other uses.

Shopping trips account for a significant amount of trips made in cities with sprawling development. Providing residents with retail outlets and grocery stores decreases their need to travel long distances by car or bus. Commercial development should anticipate and encourage residents to walk, bike, or bus to their shopping destinations, and therefore should adopt urban design guidelines, replacing an ocean of parking lots with storefronts that define the edge of the roadway. Figure 16 shows some examples of urban stores ideal for a compact, mixed use development.

Existing industrial activity in the neighborhood results in noise, hazardous

materials in manufacturing processes, and heavy vehicle traffic, all incompatible with nearby residential uses. However, these industrial land uses provide employment opportunities for residents of San Jose and contributes to the economic vitality of Albuquerque. Perhaps rather than driving out either the residents or the industries, the neighborhood should seek to create buffer zones between both types of zones in order to minimize conflicts. General planning practice recommends industrial/residential buffers of about 100 to 300 ft.

A study by Schweitzer and Zhou (2010) showed that neighborhood ozone levels are lower in more compact regions than in sprawled regions, but racial and class minorities still have higher neighborhood exposures for ozone in both types of regions. Their analysis suggested that fine particulate concentrations are not significantly lower in compact regions, and fine particulate exposures are worse, particularly for impoverished seniors and children, in compact regions. As the authors mentioned, in spite of growing awareness of environmental justice concerns and countless air quality improvement projects, air quality in communities of color and low-income neighborhoods is still a major concern (369). All land-use strategies must be analyzed with justifiable quantitative methods to investigate their impact on emission and exposure.

Figure 16. Mixed use development concepts
Top image, "Walmart Neighborhood Market" by Eric Allix Rogers. Lower image, "Columbia Heights Urban Planning Solution" by Timothy Vollmer. Both images used with permission via Creative Commons license. See List of Figures for attribution.

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4. Implementation

Recommended strategies for improving the quality of life in the San Jose Neighborhood

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Changing or guiding the development of land-use and transportation systems requires a strategic approach that has a clear, unified vision. In order to realize this vision it is necessary to understand the complexity of the public decision-making process and to apply the appropriate influence at the proper time and venue. These basic strategies are tools - available individually or in combination to achieve the goals of compatible land use and development. They fall into the following four categories:

1. Long-Range Planning
2. Zoning and Design
3. Mitigation
4. Education and Outreach

This section provides recommendations for the San Jose neighborhood of Albuquerque, New Mexico, in shaping the future of their neighborhood and engaging in the land use decision-making process. All of the tools identified can be employed by different stakeholders (e.g., various levels of government and planning agencies, community interests, task forces, freight groups, developers) as they identify, deliberate upon, and in some-cases, resolve conflicts that arise from proximate incompatible land uses.

Figure 17 lists some of the specific transportation planning and land use development tools under the four major strategies that can be used to achieve better compatibility in transportation and land use development. Figure 9 is not an exhaustive list that covers every possible scenario, but provides examples of tools, policies and strategies that have shown effective in certain contexts.

Long-Range Planning	Zoning and Design	Mitigation	Education and Outreach
State Enabling Acts	Zoning Standards	Buffer Areas	Informal Negotiations
Regional Visioning	Buffer Areas	Noise and Vibration Treatment	Public Involvement
Comprehensive Plans	Overlay Districts	Track Treatment	Multi-Jurisdictional Agreements
Land Use and Transportation Inventories	Lot Orientation	Yard Realignment	Public Outreach and Education Campaigns
Official Maps	Property Design	Grade Crossing Management	Stakeholder Roundtables and Freight/Community Committees
Environmental Policy	Construction Standards	Environmental Measures	
Development Permit	Sound Proofing Standards	Zoning Measures	
Development		Public Outreach and Education	
Land Swaps		Relocation	
Protective Condemnation Access Rights			

Figure 17. Implementation strategies for influencing land use decision-making

4.1. Creation of a Community Planning and Action Group

San Jose is among the oldest and most culturally-rich neighborhoods of Albuquerque, with real estate holdings in the middle of a light industrial corridor. A committee comprised of residents and property owners should be established to identify the community's transportation and land use planning issues, to represent the community to the city, county, and planning agencies. The committee should serve several functions, among them:

- Create and promote a "Neighborhood Vision."
- Collect community concerns and ideas in land use and transportation.
- Collaborate with the city, county, and MPO in planning workshops, outreach efforts, and public hearings.
- Provide feedback to the community, and education, on public planning processes, available options, timelines, and related tradeoffs.

In San Diego, California, the neighborhood Barrio Logan faced a similar situation where proposed transportation changes to improve Cargo Port access created unacceptable impacts to the residential neighborhood (Karner et al, 2009). The barrio worked closely with industry stakeholders and local transportation planners to form a partnership that documented and responded to residents' concerns. The committee successfully acquired a $250,000 grant from the state transportation

department – community planning requires resources in order to be effective. It is recommended the committee seek start-up and recurring funding through the Albuquerque City Council (represented by Councilman Isaac Benton) and/or discretionary funding from the Bernalillo County Commission (represented by Commissioner Maggie Hart Stebbins), as well as seeking out federal sources (MainStreet funding, Community Development Block Grants) and applicable non-governmental development grants (MacArthur, Kresge, WalMart, Sam's Club Community Grant program, etc.).

4.2. Establish Truck Routes and Weight Restrictions

With the exception of the Big Bear Petroleum - Honstein Oil activity on Commercial Street, heavy trucks have no need to enter or travel through the San Jose Neighborhood. If the community employs a weight restriction on the residential streets, it would effectively limit heavy vehicles to clearly established truck routes outside the perimeter of the neighborhood. The truck routes would circumnavigate the community on Bridge Boulevard-Avenida Cesar Chavez, Broadway Boulevard, Woodward Road, and 2nd Street. Trucks would be explicitly prohibited from Williams Street and all other cross-streets from Stadium Boulevard to Bethel Avenue.

This strategy would require some significant action with regard to Commercial Street industrial activity. Clearly, there is a considerable conflict between residential/educational activities and the petroleum/fueling activities on Commercial Street, but Big Bear Petroleum has a right to access as long as it remains onsite. Possible remedies for this conflict could include land swap negotiations to relocate the company out of the neighborhood, road realignment to provide an alternate access route, or tightly-permitted access through Anderson and Thaxton Avenues with specific safety requirements as trucks pass through the East San Jose Elementary School zone.

In order to guarantee truck compliance and restrict cut-through, Williams Street and all residential/community roads connecting to Broadway should be clearly marked with "no trucks" and/or "weight restriction" signage (recommend 5-ton limit) and the installation of engineering controls (physical barriers to trucks) such as traffic circles, at all neighborhood entrances. As traffic circles are often perceived as inconvenient to motorists, the community planning committee must educate residents on the needs and benefits of the circles to garner support.

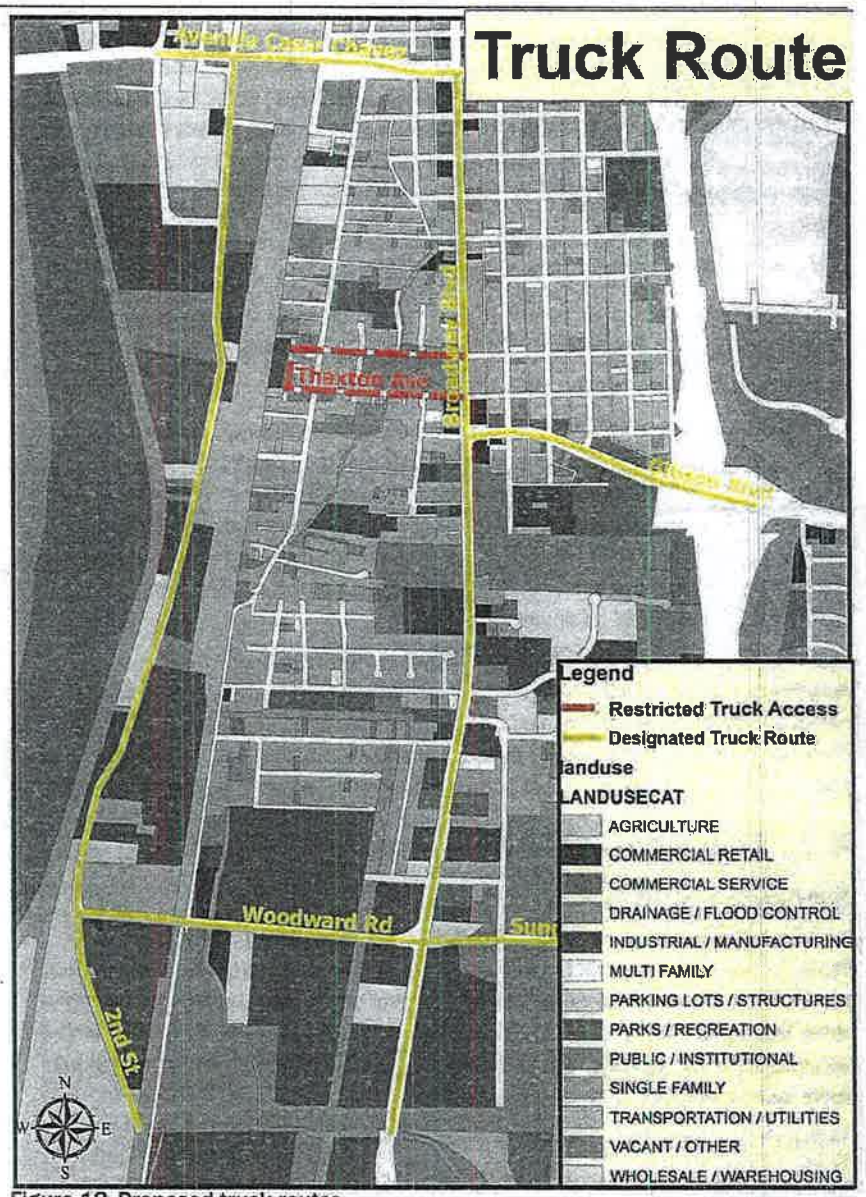

Figure 18. Proposed truck routes

Designated truck routes (in yellow) divert truck traffic away from residential areas, while Thaxton Avenue provides limited truck access for customers of Big Bear Petroleum

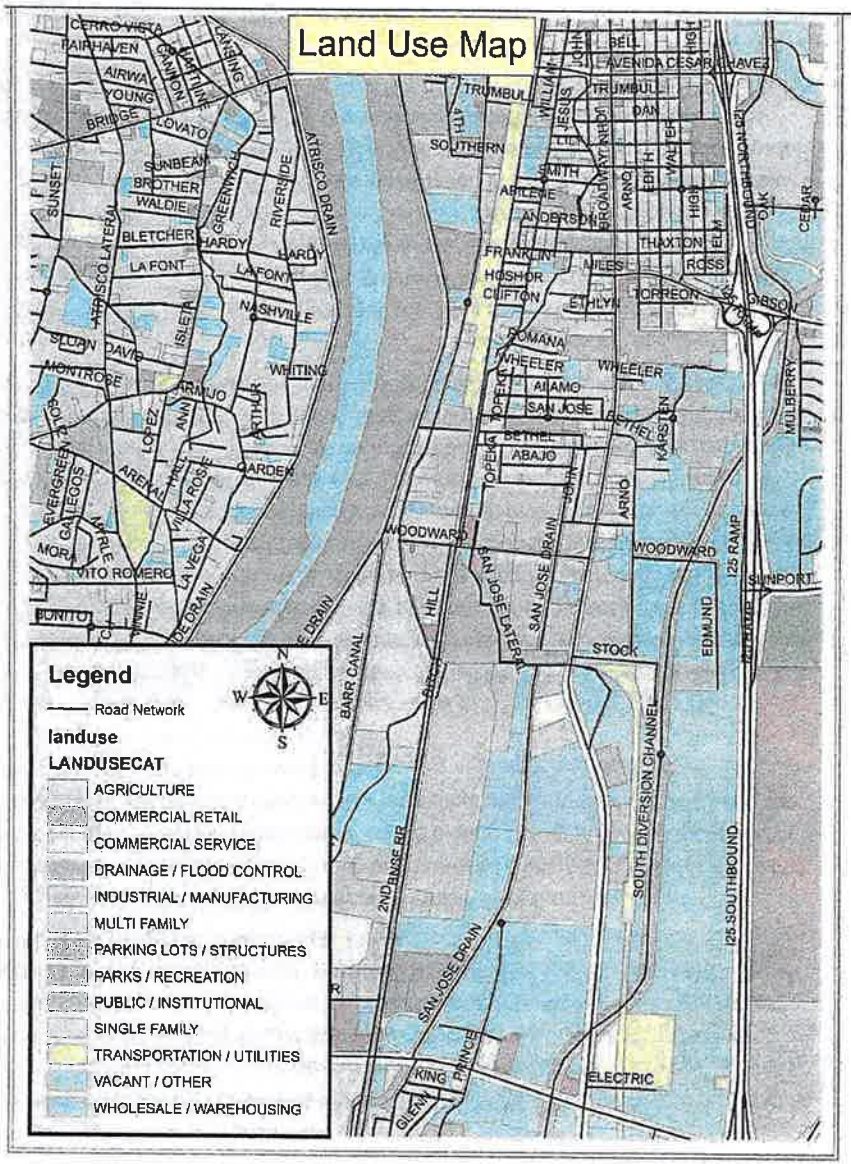

Figure 19. Existing land use

Existing land use based on City of Albuquerque GIS data

4.3. Engage in Comprehensive Land Use Planning and Zoning Efforts

The extension of Sunport Boulevard will create pressure for development of vacant land in the area of Woodward Road and beyond. It requires emphasis that the San Jose area has greater potential than simple industrial expansion – that is, development of vacant land need not result in increased heavy truck traffic, and that continued industrial growth is not predestined. The Woodward Road area, as part of the Sunport Extension, should take proactive measures in developing a new land use vision, and engage in zoning efforts to guide this change. Rather than continued industrial development, vacant land should be rezoned for hotels, restaurants, light commercial, and other activities that support the airport and community. Proximity and direct access to the airport make this absolutely prime real estate for tourism support, and these users would make much better neighbors than another freight-heavy industry. Given that these employment sectors account for a third of the jobs held by San Jose residents, development of this nature could increase local employment opportunity for community residents, and provide jobs easily accessible by walking, cycling, and transit.

Further zoning efforts should include the establishment of "buffer zones" between residential and industrial areas. Community involvement in local zoning should focus on efforts that encourage light commercial, office, recreation, or clean and low-intensity activities immediately around the community to form a buffer area and prevent further encroachment. Additionally, vacant land in the neighborhood should not immediately be deemed potential industrial, instead given every consideration for the best mixed-use solution that incorporates residential, commercial, and other uses where compatible. It has been shown that Mixed land use with deliberate design and planning has been effective at encouraging walking, cycling and transit ridership, while at the same time reducing dependency on the personal automobile.

4.4. Insist on High Quality Transit Services

Broadway Street is a well-traveled north-south arterial that connects business, government, university, and residential land uses. It is recommended that the San Jose neighborhood actively petition the City of Albuquerque Transit Authority for improved transit services to the area. The existing #16/18 route that serves the neighborhood can provide more effective transfers to connecting routes by increasing frequency and expanding service hours. The neighborhood and the transit system in general may benefit even more from running a separate and more direct line along Broadway Boulevard, perhaps as far north as Menaul Boulevard and down to Rio Bravo in the south. Such a route would intersect an appreciable

number of connecting routes that convey residents to their jobs (See Figure 9 on page 25) and fill the need for greater north-south connectivity in the ABQ Ride system. High quality bus service through the San Jose Neighborhood would provide residents with greater access to jobs, especially those businesses that require later work hours. A separate, direct route would be reliable and dependable, and more easily understood by users.

Current bus service to the Sunport is limited to a single route – the #50 – with long headways and short service hours. The Mid-Region Council of Governments is exploring the feasibility of introducing a Bus Rapid Transit line that would operate along University Boulevard from Menaul Boulevard to the Sunport. Improved connections between existing transit routes and increased service to the airport may, in the long run, could improve the mobility of San Jose residents even more than increased bus service through the neighborhood.

Albuquerque's conscientious investment in the overall transit system and simplification of routes would result in an increased trust in and reliance on public transportation and ease dependency on the private automobile. A reduction in vehicle travel demand would ease roadway congestion and assuage the need for robust roadway and network expansion.

4.5. Adopt "Complete Streets" Designs

The proposed Sunport Expansion design includes bicycle lanes and sidewalks, but falls short of a "complete street." In reality, cyclists and trucks do not interact well on the same piece of pavement, and the two simultaneous modes are impractical. It is recommended that the community raise the concerns of incompatibility in any new construction, and specifically call for a design review of the current proposed roadway cross-sections for conformity to current "Complete Streets" (or sontext sensitive) design objectives. That is, a "Complete Street" provides access, safety, and mobility for motorized and non-motorized transport. Incomplete streets limit transportation choices by making walking or cycling unsafe, or by making transit inconvenient, unattractive, or dangerous (SGA, 2014).

Public investment should not contribute to "Incomplete Streets," and the National Complete Streets Coalition can provide guidance and training to local communities through their website http://www.smartgrowthamerica.org/complete-streets/changing-policy. Educational materials, workbooks, analysis tools, and implementation brochures are available for download by local leaders and community representatives. Since every situation is unique, an effective "Complete Street" design of Woodward Road and Williams Street could take on several different forms, but must be able to safely accommodate all users and the San Jose neighborhood.

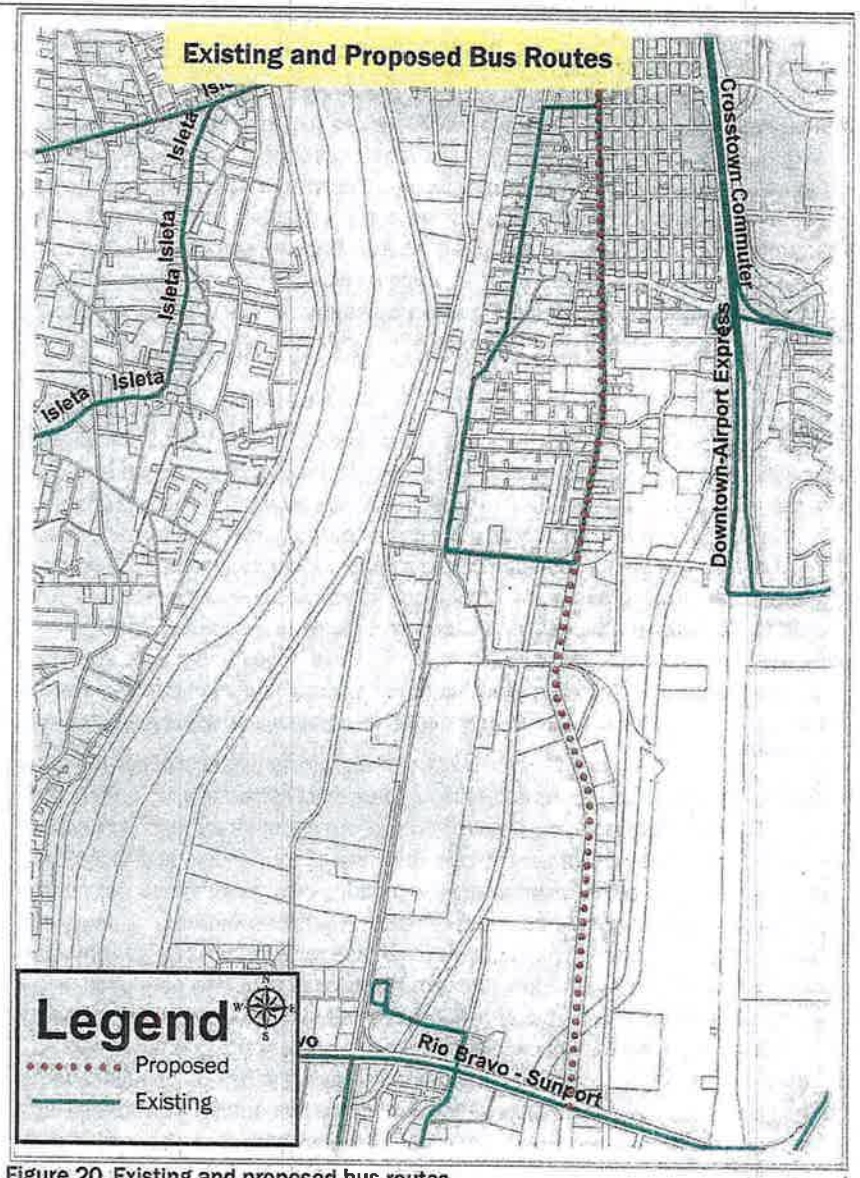

Figure 20. Existing and proposed bus routes

This figure illustrates a proposed route up and down Broadway Boulevard, which would connect the San Jose Neighborhood with multiple popular bus routes along Central Avenue (66/766/777), Lomas (5/11/790), and Menaul (8)

4.6. Clean Air Initiatives

Clean Air initiatives and anti-idling legislation combined with effective enforcement are successful at reducing diesel particulate matter (DPM) and improving local air quality. Parked trucks, those waiting at intersections, idling locomotives, and old outdated diesel engines all contribute significantly to poor air quality. Any measure to reduce or eliminate these pollution sources will improve air quality (and reduce noise and vibration) in the San Jose community. Several courses of action are available, and all will require extensive effort and coordination.

Designated truck routes around the community will nearly eliminate truck emissions from the immediate area and leaves only the most troubling source of unnecessary pollution - the idling locomotive. Replacing existing aging diesel-powered equipment with modern engines, powered by electricity or cleaner-burning fuel will greatly reduce the emissions from the rail yard. Since rail companies are private firms, public mandate of equipment modernization is problematic. Policy cannot normally require a rail company to modernize or electrify its existing locomotives, although permitting of new pollution sources can be governed so as to require modernization or threshold limitations. The most viable approach would be to pursue state offered incentives for equipment renewal. Incentives have proven successful in previous campaigns to modernize equipment fleets. In order to provision any incentive to a major rail company will require local legislator involvement. At the very least a county commissioner, but likely a state representative, will need to broker an incentive package for equipment buyback, loan guarantee, or tax break.

The long term solution to idling and clean air issues is to engage state legislators in the issue and highlight the merits of a statewide Clean Air Campaign as a proactive measure to prevent New Mexico from incurring EPA's Air Quality non-attainment status. The use of alternative fuels (natural gas, bio-fuels, etc) and hybrid technologies have shown progress in controlling emissions and improving air quality. The identification of major equipment operators in the area, and their fleet conversion to cleaner technologies could have measurable results to local air quality. Again, incentives and legislative mandates serve as encouragement for companies to make the necessary investments in equipment renewal.

However necessary, the need for a long-term solution is lengthy, and wrought with political complexity. In the short term, a truck or locomotive persistently idling can first be addressed directly to the offending company, and by public persuasion. Freight companies routinely congratulate themselves for their environmental stewardship and societal contributions. Idling locomotives are obviously contrary to stated mission objectives and can sometimes be attributed to poor local practices, or lack of corporate knowledge of the issue. A compelling, evidence-based argument from a well-organized community action group may provide the public pressure necessary to persuade a corporate entity to modify its behaviors and policies.

4.7. Seek Positive Interactions and Win-Win Approaches

Land use and new development presents major economic issues to the county, city, land owners, developers, and commercial interests, and every local transaction should be of interest to the San Jose neighborhood. As stakeholders, it is critical for the community to participate in the local planning, and to provide meaningful input, alternative solutions, and present the neighborhood as a community of families, culture, and ideals. A rallying cry of "Not in my backyard" alone is insufficient; the community must self-promote its values, to be relentless but compromising and to assume a place at the planning table. A positive relationship with planners, business interests and the residents of San Jose neighborhood builds honest and direct conversation for all stakeholders to have their concerns addressed. Specific local policies that may be beneficial to the San Jose community when negotiating land use decisions at the local level include:

- Employment guarantees for San Jose residents at new businesses in the immediate area, similar to the agreement that Intel made with Rio Rancho. As part of the permitting process, new businesses such as hotels and restaurants on the Sunport Extension may be required to hire a certain percentage of employees from the San Jose community.
- Establishment of buffer zones, or public green space, as tied to new land use. This could include land swaps between interested parties or municipalities for the creation of no-build zones, public green space, or similar quality of life improvement.
- Corporate investment (with county matching funds) in community programs, health campaigns, or after-school programs tied to local land use decisions.
- Mitigation of existing incompatibilities as tied to new land use. One simple example could include the city, or county, installing traffic circles at community access points as part of the Sunport extension project.

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5. Conclusions

About the writing of this report and recommended areas of future study

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5.1. Summary of Findings

San Jose neighborhood faces many social and economic challenges. The neighborhood already suffers from heavy industry and traffic pollution, and the Sunport Boulevard extension project will only add to the transportation-related problems. This report attempted to address the most critical transportation-related problems and provide the community with recommendations for future planning. To prepare the report, the authors identified potential options available to mitigate transportation problems in the area and reviewed research documents and case studies to determine the applicability of each option.

The research team made recommendations for long-range planning, zoning and design, mitigation, and education and outreach, each with specific actions aimed at improving the quality of life in San Jose.

The creation of a community planning and action group is essential to surpass the neighborhood problems faced by the community. Better communication connection can be established between community members, and the city when you have a hub where information, ideas and concerns of both sides are collected and discussed. A good relationship between stakeholders allows honest and direct conversation, enabling solutions that benefit both sides.

In order to reduce the traffic of heavy trucks and improve the air quality over the San Jose area, truck routes should be clearly established and marked to keep it outside the perimeter of the neighborhood. Signaling, engineering controls or physical barriers to trucks can be used to require the truck driver to make other routes. Possible conflicts with this action could be remediated with land swap negotiations, road realignments or tightly-permitted access to specific streets.

Other clean air initiatives include the reduction or elimination of practices such as parked trucks waiting at intersections, idling locomotives and outdated diesel engines that contribute significantly to poor air quality.

With the extension of Sunport Boulevard, vacant lands gain a high commercial value that can be turned not only into industries, but also be induced to be commercial areas, with hotels, restaurants and touristic places, seizing the opportunity to the new close access to the airport. A better mixed land use solution must be considered in order to improve life quality of the community, encouraging walking and cycling rather than personal automobile. Besides, the improvement on the bus services is really required. High quality bus service through the San Jose Neighborhood would provide residents greater access to jobs, especially the industries with late schedules.

The project of the extension of Sunport Boulevard does not follow the concept of a "complete street" and it is recommended that the community raises the concerns about incompatibility in any new construction and specifically claim a design review of the current proposed roadway.

A good relationship between stakeholders is essential to present all concerns and arrive to a workable agreement for both parties. San Jose can beneficiate from policies in a possible negotiation, such as the employment warranty of a percentage of new ventures in the area; the establishment of buffer zones to create a better connection between industries and residences; investment in community programs, health and education; mitigation of existing land-use incompatibilities.

Provided recommendations help people to be more prepared to engage in community-led planning. Community-led planning enables every citizen to participate in, and contribute to improving the social, economic, environmental and cultural well-being of their local area.

5.2. Limitations

The research team approached this assignment with the best interests of the San Jose Neighborhood in mind. They were pleased to discover a vibrant, thriving, and proud community, responding admirably in the face of adversity. While the authors take pride in the opportunity to provide these recommendations to the community, they recognize and acknowledge the limitations imposed by the task.

Unfortunately, the nature of this undertaking was in and of itself a limitation. As a class project, this report was completed without any funding. The project was completed in an extremely short time frame of three months. Projects of this magnitude generally rely on large teams of highly experienced professionals, working directly with the community over several months through interactive workshops and public meetings. As a result of the limited interaction the team had with community stakeholders, the report provides at best a high-level birds-eye view of the neighborhood, lacking the rich cultural fabric and personality of San Jose's residents.

Because of the lack of resources and time, the research team was unable to perform detailed, comprehensive quantitative assessment on any of the proposed strategies. The group qualitatively assessed different strategies, often relying on case studies to identify those strategies that succeeded in similar contexts. This document cannot provide any evidence to definitively suggest that the recommended strategies would be effective and successful in the San Jose Neighborhood.

5.3. Recommendations for future research

Based on the limitations of this project, the authors recommend a quantitative assessment of different strategies on transportation-related problems, including quantitative models of travel demand, urban development, air quality and dispersion, traffic safety and economic effects. Individual and combined strategies proposed in this report should be analyzed to determine their effects on economic growth and transportation externalities in the area. To do so, the team recommends the following tools:

- CUBE: This model might be used to run travel demand model and see how different strategies change the level of motorized, non-motorized and transit demand.
- TranSight: This model can be used to study the economic impacts of transportation system.
- UrbanSim: This model can be used to predict future urban development, socio-economic variables and land-use patterns resulted from modified transportation network.
- MOVES: This model is used to estimate emission rates along the roadways.
- AERMOD: Emission rates from MOVES and traffic volumes from CUBE along with a set of geographical and meteorological data is then used in AERMOD to model pollution dispersion.

These methods can begin to quantify how people are exposed to different pollutants. Dr. Rowangould's research team can model and analyze the effect of different policies on population exposure to different pollutants.

The Mid-Region Council of Governments (MRCOG), the Albuquerque Metropolitan Region's metropolitan planning organization (MPO) is currently updating region's long range transportation plan. The authors advise the community to engage with the MPO to analyze the effect of different strategies using recommended tools. In this way, they can ensure that the policies regarding the neighborhood serve to mitigate some of the problems discussed in this report and increase residents' quality of life.

6. Works Cited

References used in this report and suggested bibliography on the topics discussed

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UNM SCHOOL *of* ENGINEERING

SUNPORT BOULEVARD EXTENSION

PUBLIC MEETING SUMMARY

August 27, 2015

Prepared for:
Bernalillo County Public Works
2400 Broadway SE, Bldg. N
Albuquerque, NM 87102

Prepared by:
URS Corporation
One Park Square
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110

URS Project Number: 24343112

URS

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1. SUMMARY OF DETAILS

1.1. INTRODUCTION

The following summary has been prepared to document a public meeting and to detail the materials distributed and comments received during and after that public meeting for the Sunport Boulevard Extension Project.

1.2. SUMMARY OF PUBLIC HEARING

Date & Time: August 27, 2015, 5:00 P.M. to 7:00 P.M.

Location: Herman Sanchez Community Center, 1830 William St SE, Albuquerque, NM 87102

Staff Attendance

Bernalillo County and URS personnel attending the meeting are shown in the table below. For other attendees see sign-in sheets included in this document.

Name	Title	Organization	Phone	e-mail
Roger Paul	Tech. Services Director	BCPWD	505-848-1515	rogerp@bernco.gov
Nolan Bennett	Construction Manager	BCPWD	505-848-1534	nbennett@bernco.gov
Rodrigo Eichwald	Project Engineer	BCPWD	505-848-1574	rleichwald@bernco.gov
Richard Meadows	Transportation Planner	BCPWD	505-848-1508	rmeadows@bernco.gov
Cathy Lopez	Public Information Specialist	BCPWD	505-224-1641	cathylopez@bernco.gov
Peter Hinckley	Project Manager	URS	505-855-7409	peter.hinckley@aecom.com
Roxanne Bebee Blatz	Lead Structural Engineer	URS	505-855-7438	roxanne.blatz@aecom.com
Jim Barrera	Lead Traffic Engineer	URS	505-855-7500	jim.barrera@aecom.com
Chris Rosol	Lead Roadway Engineer	URS	505-855-7500	chris.rosol@aecom.com

Subject: Sunport Boulevard Extension Public Meeting

This hearing was required in accordance with the National Environmental Policy Act (NEPA) following Notice of Availability and Public Comment Period on Environmental Assessment dated June, 2015.

Purpose

To provide all interested with project related information and a summary of the Environmental Assessment (EA) and the major findings. The hearing is to provide an opportunity for the community to comment on the EA and the proposed action. Meeting topics included a review of the locations where the EA was available for Public Review, history of the public involvement to date, summary of the project development process, summary of the Build and No Build Alternatives, summary of the revisions,

updates, and major findings of the EA, and a description of what is next in the process. Residents, landowners, business owners, public agencies and all interested parties were encouraged to attend and provide comments, concerns, and suggestions regarding the project.

Advertising

The meeting was advertised via e-mail on August 13, 2015. The County website (bernco.gov) was updated to include information announcing the meeting in both the front section and on the Sunport Boulevard Extension project page (bernco.gov/sunport). The same information was also posted on the County's events calendar. E-mail "E-vites" were extended to City Councilor Ike Benton and to the offices of US Senator Heinrich, US Senator Udall, and to US Congresswoman Lujan-Grisham.

Meeting

On August 27, 2015, the meeting began at 5:00 p.m. with a sign-in period and open house. The public was given the opportunity to view boards at various stations illustrating the project and discuss the project with County and engineering consultant representatives. At approximately 5:12 p.m. the formal meeting commenced with an introduction by Nolan Bennett, the BCPWD Construction Manager, Rodrigo Eichwald, the BCPWD Project Engineer, and Peter Hinckley, the URS Project Manager. The object of the meeting was stated in that this was a supplemental meeting as requested at the Public Hearing held on August 5, 2015. The meeting also announced that the public comment period would be extended to September 28, 2015. This means that there is overall 70 days given for public comment. It was noted that the normal comment period is 30 days. The other purpose of the meeting was to respond to some of the verbal and written comments received to date. The meeting was opened to questions at 5:16 p.m. Several residents including Steven Abeyta, Esther Abeyta, L. Silva, Jo Schwartzman, Juan Reynosa, and others provided comments both for and against the project. City of Albuquerque Councilman, Isaac Benton, also provided comments. The County and URS responded to the various questions as appropriate.

Attendance

29 people signed the attendance roster. Of this number, there were 5 people who signed representing governmental agencies, elected officials and project staff.

From: Rodrigo L. Eichwald

To: acarrillo@molzencorbin.com; apasteris@state.nm.us; AGERICHS@AOL.COM; GANDRESROMERO87@GMAIL.COM; Awwest888@gmail.com; 01maestas@comcast.net; Acolbert44@gmail.com; bfaris@state.nm.us; BOOKEYLUV@HOTMAIL.COM; brobertson@wmrea.com; ROBERT.STENZEL@VECENERGY.COM; bbingham@amafca.org; Bcaf421929@aol.com; carol@eventsplus.net; Cnoyalaw@gmail.com; NMBARBERS@HOTMAIL.COM; dave@jtccoatings.com; dean@jtcoatings.com; aquamatic@aol.com; BACADEANNA@GMAIL.COM; Dolores Herrera; APDSPECL@AOL.COM; BOOKEYLUV@HOTMAIL.COM; eric.froberg@tylin.com; Sina1@live.com; fduran@mct-jad.com; melfif@vmcmail.com; andres.romero@nmlegis.gov; gbrodehl@mrcog-nm.gov; LUPE@SWERX.COM; VOLDENS@USA.NET; klasjeff@gmail.com; JENNIFER_OWENWHITE@FWS.GOV; JHBUCKMAN@YAHOO.COM; jhinde@cabq.gov; onsitefuelug@gmail.com; Juanita Garcia; KEITHMEYER@GOTSPACEUSA.COM; keades@molzencorbin.com; LAURASHEA@Live.com; laura.rife.ctr@us.af.mil; twaziry@hotmail.com; marladesr@gmail.com; mwelfi@exhib-it.com; hebert.michael@epa.gov; Jenson_m-j@hotmail.com; mprovine@molzencorbin.com; nmasek@mrcog-nm.gov; NS6SKI@AOL.COM; EMROZ95@GMAIL.COM; NMBARBERS@HOTMAIL.COM; rwatsonxyz@comcast.net; rovalempirecater.ag@gmail.com; michael.padilla@votepadilla.com; TFREEL@BHINC.COM; timkarpoff@msn.com; timmac@ro-re.com; tj@waterjetcutting.com; aquamatic@aol.com; ngarcia49@yahoo.com; kcaf381960@aol.com; dpennella@mrcog-nm.gov; mrubin@mrcog-nm.gov; Blatz, Roxanne; jtaschek@ecosphere-services.com; priscillabenavides@state.nm.us; tlucero@mrcog-nm.gov; brizzieri@cabq.gov; smontiel@mrcog-nm.gov; toby.fuentes@gmail.com; rogerkeith@gmail.com; rodolfo.monge-ovideo@dot.gov; jill.mosher@state.nm.us; blake.roxlau@state.nm.us; ray.chavez2@state.nm.us; Roger Paul; logan.patz@state.nm.us; heimann@pbworld.com; Catherine Lopez; dbauman@cabq.gov; jmackenzie@cabq.gov; rromero@cabq.gov; catherine_parrish@fus.gov; ljinewmexico@gmail.com; IBENTON@CABQ.GOV; mandy.v.griego@hud.gov; stevenabeyta@gmail.com; greathousedonnie02@gmail.com; lili@humanimpact.org; sara@humanimpact.org; cindykeith@gmail.com; emerta@cabq.gov; ken.maestas@pnm.com; jansky.michael@epa.gov; Hinckley, Peter; Juan Reynosa (juan@swop.net); Matt Cross Guillen; marladesk@gmail.com; a.volden@usa.net; javier@swop.net; george@swop.net; emma@swop.net

Subject: Sunport Boulevard Extension EA—Notice of Public Meeting August 27

Date: Thursday, August 13, 2015 4:13:30 PM

Attachments: SunportFlyerPubMtg.Aug27.2015.2x.pdf

Bernalillo County will be holding an additional public meeting for the Sunport Blvd Extension Project. Please see attached meeting notice. There will be posters up at the community centers in San Jose and Mountain View.

Please contact me with questions.

Rodrigo L. Eichwald, P.E.
Engineer
Bernalillo County
(505) 848-1574 C: (505) 301-6933

Sunport Boulevard Extension Project

PUBLIC MEETING

to discuss the Environmental Assessment (EA)

Bernalillo County invites you to a public meeting to further discuss this project and its recently completed environmental assessment.

The comment period has been extended to Sept. 28.

Thursday, Aug. 27, 2015
5 to 7 p.m.
Herman Sanchez Community Center
1830 William St. SE, Albuquerque, NM

The environmental assessment report can be reviewed online at ***www.bernco.gov/projects,*** hardcopies and comment forms are available at the Mountain View, Jack Candelaria and Herman Sanchez community centers, the South Broadway Public Library and at Bernalillo County Public Works through Sept. 28.

Submit written comments by Sept. 28, 2015

to Peter Hinckley, URS/AECOM, 6501 Americas Parkway NE, #900, Albuquerque, NM 87110, Attn: Sunport Boulevard Extension,
or via email to *peter.hinckley@aecom.com*

Select Language Powered by Google Translate

BERNALILLO COUNTY OFFICES WILL BE CLOSED ON THURSDAY, DEC. 24 AND FRIDAY, DEC. 25. HAPPY HOLIDAYS!

PUBLIC WORKS

Home > Public Works > News

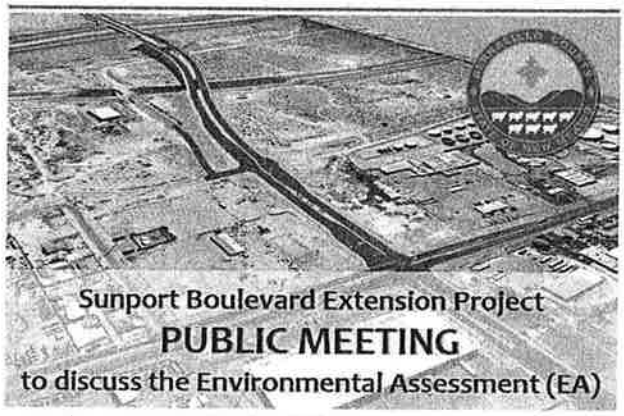
NEWS

Like 0 Tweet

Meeting Announcement: Second Sunport Meeting Scheduled for Aug. 27, 2015; Comment Period Extended to Sept. 28, 2015

08/17/2015

Please click on the image below for a downloadable, printable flier.



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to Peter Hinckley, URS/AECOM, 6501 Americas Parkway NE, #900, Albuquerque, NM 87110, Attn: Sunport Boulevard Extension,
or via email to *peter.hinckley@aecom.com*

back to list

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Sunport Boulevard Extension

Public Meeting—August 27, 2015

Presentation Agenda

Outline

Meeting Purpose

- Convey information to local community for them to gain better understanding of EA content, studies and findings (and for our purposes, to correct misstatements previously made)
- Enable public to submit meaningful comments
- We understand that the EA is long, body of EA is 90 pages, 14 of which are figures / pictures—but it is summarized in the 4 page Executive Summary in both English and Spanish and we are here to help explain it / answer questions.

Meeting Format

- Informal, no power point, short introduction from Nolan and Rodrigo, determine ground rules with Esther / meeting attendees input
- Display presentation boards, both those used at August 5th Public Hearing and also those from previous public meetings (i.e. Alternatives considered etc.)

Meeting Introduction / Short Opening Statement

- Describe Meeting Purpose, Format, and Documentation
    - Previous verbal comments to court reporter, previous written comments, and written comments submitted tonight and through September 28th are all equally valid part of the project record
    - Overall there will have been 70 days provided for comments on the EA, between July 19 and September 28, typical duration is 30 days, over twice that time provided

- Introduce staff members present—Nolan, Rodrigo, Cathy, Enrico, Robert, Pete, John, etc.

- Purpose of this Additional Public Meeting
    - Detailed discussion with explanation of EA studies, research, findings etc.
    - This meeting and all others is "on the record"—i.e. part of Project record

- How we determined Meeting Time and Location
  - 5:00 pm to 7:00 pm scheduled with SJNA officers' input to match their typical SJNA meeting times
  - Herman Sanchez CC selected because it is in the SJ neighborhood—per request of the community

- Alternatives
  - Alternatives *introduced* at June 3, 2010 Public Meeting, alternatives that were considered and eliminated and Preferred Alternative *described* at October 18, 2011 Public Hearing, and alternatives *presented in expanded detail* at September 18, 2013 Public Meeting.
  - Too late now to go back and discuss alternatives "before the EA", however, the September 2013 Public Meeting did describe / illustrate why other alternatives were flawed and eliminated.
  - No Build Alternative is baseline comparison, it is not a threat

- Address the Problems of this Community in relation to this *transportation* project
  - Clean Air—conducted 3 analyses all with findings of no impact
  - Clean Water—coordinated with EPA, no impact to groundwater remediation
  - Compatible Land Uses—developing overlay policy to promote responsible development
  - Traffic—15% to 30% *less* traffic actually adjacent to residential neighborhoods with Build alternative
  - Places to Walk and Bicycle—including these elements in the project
  - Transit Service—rerouted by ABQ Ride
  - Health Impacts—summing up the above, we don't expect impacts

- Any Other?

Public Hearing / Public Meeting
Comment Sheet
(please print)

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS 09-06
NMDOT Project No. CN A300160

Public Hearing—August 5, 2015 / Public Meeting—August 27, 2015

Please submit your comments by September 28, 2015.

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Mail To:
AECOM
Attn: Peter Hinckley
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7409 or fax (505) 855-7555
E-mail to: Peter.Hinckley@aecom.com

Your Name: _____
Address: _____
_____
_____
Phone: _____
0E-mail: _____

Fold Here

Fold Here

Affix Stamp Here
Post Office will not deliver without postage

From: (Please Print Below):

Re: Sunport Boulevard EA Public Hearing

To: Peter Hinckley
AECOM
6501 Americas Pkwy NE,
Suite 900
Albuquerque, NM
87110

Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Meeting Attendance

August 27, 2015 Herman Sanchez Community Center

Name	Address	Phone	E-Mail
ABIEL CARRILLO	2701 MILES RD SE	242-5700	acarrillo@molzencorbin.com
Moby Mirza	City of Albuq. 400 Marquette NW, 87102	768-2767	mmirza@cabq.gov
Rafael Valdepeña	2316 Dirk Farm Rd NW ABQ NM 87107	—	—
Juan Reynosa	211 10th. St. SW, 87102	907-3788	juan@swop.net
Roger Paul	BCPWD	848-1515	Rogerp@Bernco.gov
Mary F. Vigil	2608 Jalisco St. SE Albu	764-9367	
David	158 Pleasant NW		wood_cpa@msn.com
Gwyneth Duncan	NMDOT - GO	827-0751	gwyneth.duncan@state.nm.us
Tandy Freel	Bohannan Huston	8231000	tfreel@bhinc.com
Dean Ford	P.O. Box 25885 Albuquerque, NM 87125	858-0300	dean@jtccoatings.com

AECOM

AECOM
One Park Square
6501 Americas Parkway, Suite 900
Albuquerque, NM 87110-6367

Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Meeting Attendance

August 27, 2015 Herman Sanchez Community Center

Name	Address	Phone	E-Mail
Rudy Grzelewski	1806 33rd St	505-379-8300	
Mary Lowbaw	404 Bethel SE	5052033673	
ISAAC Benton	City council		
John Sokis	2913 Broadway	~~505 22009~~ 505-220-0029	
Paul Chy	2209 Elm S.E	242 0229	
Scott Hale	2521 Curo De Los Artesanos NW	501.9085	scott_hale@mt.com
Jim Brickman	6520 Esther Ave. NE	881-5357	
Jo Schwartzman	2215 2nd St SW.	250 4735	~

AECOM

AECOM
One Park Square
6501 Americas Parkway, Suite 900
Albuquerque, NM 87110-6367

Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Meeting Attendance

August 27, 2015 Herman Sanchez Community Center

Name	Address	Phone	E-Mail
Robert Pierson	111 Union Station	314-0334	rpierson@bernco.gov
Jose Chuen	325 Bethel Ave. SE	501-4868	Cipriel001@yahoo.com
Greg Heitmann	FHWA	505-820-2027	greg.heitmann@dot.gov
[illegible]	305 Wheeler SE	2422583	[illegible]
Esther Abeyta	2419 William SE	4401669	sjna1@live.com
Olivia Price	408 Bethel Dr. SE		

AECOM

AECOM
One Park Square
6501 Americas Parkway, Suite 900
Albuquerque, NM 87110-6367

Sunport Boulevard Extension
Bernalillo County Project Number TS09-06 / NMDOT CN A300160

Public Meeting Attendance

August 27, 2015 Herman Sanchez Community Center

Name	Address	Phone	E-Mail
Michael Jensen	8711 Los Arbolas Ave NE	362-1063	jensen_m_j@hotmail.com
Albert M. Thomas	1500 Jefferson NE	823-1000	athomas@bhinc.com
Ken Maestas	2401 Aztec NE	241 4436	Ken.maestas@pnm.com
Steven Abeyta	2419 William St SE	440 2086	stevenabeyta@gmail.com
David R [illegible]	408 Bethel S.E		

AECOM

AECOM
One Park Square
6501 Americas Parkway, Suite 900
Albuquerque, NM 87110-6367

Hinckley, Peter

From: Esther Abeyta <sjna1@live.com>
Sent: Thursday, August 13, 2015 4:14 PM
To: Rodrigo L. Eichwald
Cc: gheitmann@dot.gov; JohnDon.Martinez@dot.gov; marcus.wilner@dot.gov; Lisa Neie; ddolan@cabq.gov; ibenton@cabq.gov; Roger Paul; Dolores Herrera; Nolan Bennett; Hinckley, Peter; deanna baca (bacadeanna@gmail.com); Lauro Silva (alcoatl944 @gmail.com); Cardenas, Adele; Catherine Lopez; Enrico Gradi; G. Andres Romero (andres.romero@nmlegis.gov); Juan Reynosa (juan@swop.net); kosuozzi@yahoo.com; Jacque Garcia; marladesk@gmail.com; Julie Stephens; jaranda@bcplacematters.com; ciprie1001@yahoo.com; David Wood; Joan Brown,osf; Angela West; stevenabeyta@gmail.com; lnjalopez@msn.com; iwildo@comcast.net; javier@swop.net; ngarcia49@yahoo.com; Richard Moore; Adrian Carver; camilla.feibelman@sierraclub.org; Joseph; Ed Williams
Subject: Public Hearing in San Jose -- Extended Commnet Period

Dear Mr. Eichwald,

Thank you so much for getting back to me with the information about extending the comment period. We think that is very appropriate under the circumstances. However, we do not think that merely holding a public meeting off the record at a time when most working people will not easily be able to attend and with a very short amount of public notice is what is called for here. Yes, we agree there is a need for discussion. We have been advocating for that now since the original EA was made public. Also, we have been very clear, I think, in letting you and others know that public discussion of the entire project--including the original alternatives--needed to take place in and with the community BEFORE the EA was written. Now, we are at a point where the sole alternatives presented are Alternative A or No Build--with the threat that if it is the latter, the county will never fix up the roads or eliminate the flooding issue you have identified.

Again, we think there needs to be another alternative here: the start over alternative where you come to the community to discuss the project from the beginning and listen to the needs of the people of San Jose and work with us to solve the problems of this community in relation to your project. That is something we are still waiting for these past three and a bit more years.

So, again, we think a discussion is needed. It should be on the record. It should be after working hours and in a place that can accommodate holding a meeting during those hours. It should also be done on a full 30 days notice. We think that is reasonable notice and what has been done so far is not. Merely tacking on days at the end for additional comments will only help people who can get to a meeting and read the 560+ page EA. For those in San Jose who missed the Mountain View meeting and have not seen the one notice that appeared in the Albuquerque Journal on July 19th, holding a meeting now with less than ten days public notice is not going to be reasonable notice for them.

We continue to hope that you will consider carefully setting the time and place of meeting and choose to do so in a way that is calculated to inform people far enough ahead of time so they can make the necessary arrangements to attend. We also hope this will be on the record so that people know their views are going to be considered by the FHWA when it decides whether or not to require an EIS.

Sincerely,
Esther Abeyta

From: Rodrigo L. Eichwald <rleichwald@bernco.gov>
Sent: Thursday, August 13, 2015 1:57 PM
To: Esther Abeyta
Cc: gheitmann@dot.gov; JohnDon.Martinez@dot.gov; marcus.wilner@dot.gov; Lisa Neie; ddolan@cabq.gov; ibenton@cabq.gov; Roger Paul; Dolores Herrera; Nolan Bennett; Peter Hinckley (peter.hinckley@aecom.com); deanna baca (bacadeanna@gmail.com); Lauro Silva (alcoatl944@gmail.com); Cardenas, Adele; Catherine Lopez; Enrico Gradi; G. Andres Romero (andres.romero@nmlegis.gov); Juan Reynosa (juan@swop.net)
Subject: RE: Public Hearing In San Jose?

Good Afternoon Mrs. Abeyta,

Yes, there will be a further extension of the comment period per your request and those of various community members at the Public Hearing. Bernalillo County has conferred with NMDOT and the FHWA and determined to extend the public comment period thru September 28, 2015 at 5:00 pm. There will also be another public meeting to be held at the Herman Sanchez Community Center in the San Jose neighborhood on August 27th. This meeting will be held from 5:00 to 7:00 PM. This public meeting will provide the opportunity for further discourse on the project between the public and the Project Team, including the opportunity for comments and questions from the public, and direct responses from the County and our consultants. We believe that this type of meeting will be most effective in responding to the requests from the public for further discussion on the project. A formal hearing with court reporter is unnecessary since we have already conducted the formal hearing last week, and comments from the public are equally valid whether they are in the form of verbal transcribed comments or written comments submitted within the comment period.

Thank you for your interest in the project.

Rodrigo L. Eichwald, P.E.
Engineer
Bernalillo County
(505) 848-1574 C: (505) 301-6933

From: Esther Abeyta [mailto:sjna1@live.com]
Sent: Thursday, August 13, 2015 7:18 AM
To: Rodrigo L. Eichwald
Cc: gheitmann@dot.gov; JohnDon.Martinez@dot.gov; marcus.wilner@dot.gov; Lisa Neie
Subject: Public Hearing In San Jose?

Dear Mr. Eichwald,

Some people from Mountain View are telling me that there will be a further extension in the comment period and a public hearing in San Jose. I certainly hope this is correct and that you give our community at least 30 days notice of a public hearing.

Please confirm any new hearings and deadlines.

Thank you,
Esther Abeyta