

SUNPORT BOULEVARD EXTENSION

Broadway to I-25

Environmental Assessment

NMDOT Control No. A300160
Bernalillo County Project No. IS 09-06

Prepared For:



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Sunport Boulevard Extension Project

NMDOT CN: A300160
Bernalillo County Project No.: TS-09-06
Bernalillo County, New Mexico

This environmental assessment has been developed under the direction of Rodrigo Eichwald, PE, Bernalillo County, New Mexico. The environmental assessment has been prepared by URS Corporation.

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LIST OF ACRONYMS

° F	degrees Fahrenheit
ADOT	Arizona Department of Transportation
AMAFCA	Albuquerque Metropolitan Arroyo Flood Control Authority
BMP	Best Management Practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	carbon monoxide
dBA	A-weighted decibels
EA	Environmental Assessment
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FY	fiscal year
GE	General Electric
HIA	Health Impact Assessment
I-25	Interstate 25
IJR	Interchange Justification Report
IMR	Interchange Modification Report
ISA	Initial Site Assessment
ITS	Intelligent Transportation System
LMP	Limited Maintenance Plan
LOS	Level of Service
mph	miles per hour
MPO	Metropolitan Planning Organization
MRCOG	Mid-Region Council of Governments
MSAT	mobile source air toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act of 1969
NMAC	New Mexico Administrative Code
NMDOT	New Mexico Department of Transportation
NMED	New Mexico Environment Department
NO ₂	nitrogen dioxide
NOI	Notice of Intent

NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
NWR	National Wildlife Refuge
O ₃	ozone
Pb	lead
PM _{2.5}	particulate matter with a diameter less than or equal to 2.5 microns
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns
ppm	parts per million
PSI	Preliminary Site Investigation
REC	Recognized Environmental Conditions
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SRI	Superfund Redevelopment Initiative
STIP	Statewide Transportation Improvement Program
SWPPP	storm water pollution prevention plan
TIP	Transportation Improvement Program
TSM/TDM	Transportation System Management/Transportation Demand Management
USACE	U.S. Army Corps of Engineers
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
VHT	vehicle hours of traveled
VMT	vehicle miles traveled
vpd	vehicles per day

1. EXECUTIVE SUMMARY

The Bernalillo County Public Works Division, in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA), proposes to extend Sunport Boulevard from its current terminus at Interstate 25 (I-25) to Broadway Boulevard (NM 47). This project is located within Bernalillo County and portions of the City of Albuquerque, New Mexico. Both the FHWA and the NMDOT are providing oversight, and Federal funding through the FHWA.

This Environmental Assessment (EA) has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), specifically the National Council on Environmental Quality's NEPA regulations defined in 40 Code of Federal Regulations (CFR) Parts 1500-1508. Key elements used to comply with NEPA include environmental analysis of alternatives and public involvement. The process is used to inform stakeholders of the potential consequences of a proposed action and to solicit input. This document has been prepared in accordance with the NMDOT Location Study Procedures (NMDOT 2000), FHWA Technical Advisory T 6640.8A, 23 CFR Parts 771 and 772, and other applicable guidelines and regulations.

1.1. PURPOSE AND NEED FOR THE PROPOSED PROJECT

The need for the project is based on the following factors:

Transportation System Connectivity. Regional transportation planning and system connectivity goals have been in place since the late 1980's and the early 1990's that include the development of the regional transportation system to incorporate Sunport Boulevard between Broadway Boulevard (NM 47), I-25 and the Albuquerque International Airport, the "Sunport." Sunport Boulevard was originally conceived as a primary access road that would lead from 2nd Street and Broadway Boulevard to the Sunport. With Broadway functioning as a principal arterial serving major north-south traffic throughout the Albuquerque metropolitan area located only one-half mile west of I-25, the lack of a Sunport Boulevard link between Broadway and I-25 represents a major gap in the present transportation system. The need exists to close the gap in the present transportation system that limits access to the west side of I-25. Relative to other adjacent east-west arterial roadways, the distance from Rio Bravo Boulevard (south of Sunport Boulevard) to Gibson Boulevard (north of Sunport Boulevard), is approximately 2.5 miles. The projected westerly extension of Sunport Boulevard would be approximately 1.5 miles north of Rio Bravo and one mile south of Gibson Boulevard. The need exists to complete an important element of the area's transportation system within a reasonably spaced network of principal arterials.

Improved Access. Improved access to the area's economic centers is needed through a more direct roadway link between Broadway Boulevard and the Sunport and related commercial and industrial development in the vicinity. As shown in Figure 2, the interchange at I-25 and Sunport Boulevard, with no west leg, limits direct connections to the airport and across I-25. The proposed project would complete the system that was planned previously and would enable the vehicular access of the overall area to improve.

Congestion Relief. Traffic volumes on the major roadways in the vicinity of the project are forecast to grow considerably by the design year, 2035. Rio Bravo Boulevard serves as the primary east-west connection between Bernalillo County's South Valley, the growing Southwest Mesa area of Bernalillo County, Mesa del Sol, and I-25. Gibson Boulevard to the north of the

project area serves as another east-west principal urban arterial connecting Broadway Boulevard (NM 47) with most of the southeastern portion of Albuquerque, including Kirtland Air Force Base, Sandia National Laboratory, and the Sunport. Traffic growth on both of these arterial roadways and the interchanges of these roadways with I-25 is forecast to exceed their current capacity.

Multi-modal Transportation. Major bicycle facilities exist or are planned both west and east of the project area. The Bosque Riverside Trail, a multi-use recreation trail, is located on the east side of the Rio Grande, between the Albuquerque Riverside Drain and the Barr Main Canal. An east-west extension of this trail has recently been constructed by Bernalillo County, linking the trail to the intersection of 2nd Street and Woodward Road. East of I-25, on University Boulevard between Rio Bravo Boulevard and Gibson Boulevard, on-street bike lanes and either a multi-use trail or sidewalks are the subject of a project being developed by the City of Albuquerque. With these major north-south trails and bicycle facilities either existing or planned both west and east of the project area, there is the need to provide east-west connectivity for the bicycle system.

Emergency Vehicle Access. The secondary need also exists to improve emergency vehicle access between Broadway and I-25. With added access between these primary transportation routes, emergency response times would be greatly reduced for those incidents in the vicinity of the project study area.

The purpose of the proposed project is therefore to improve roadway system linkage between Broadway Boulevard (NM 47), I-25, and the Sunport in Bernalillo County's South Valley in a manner that would:

- 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.

These considerations are discussed in detail in Section 2.2 of this document.

1.2. ALTERNATIVES CONSIDERED AND PREFERRED ALTERNATIVE

A variety of alternatives to address the need for improvements in this corridor were considered, as discussed in Section 3 of this EA. Alternate alignments to connect the Sunport Boulevard interchange at I-25 with Broadway Boulevard were examined as part of prior studies, including the *Sunport Boulevard Extension Broadway to I-25 Alignment Study, NMDOT Combined Phase A/B Report* (URS 2010). The Preferred Alternative was identified as the recommended approach based on engineering feasibility, complexity, and cost considerations. In addition, it

was concluded that the other alternatives considered did not meet the purpose and need for the project with regard to network connectivity among key arterials in the study area

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 Preferred Alternative is discussed in greater detail in Section 3.3.

1.3. PUBLIC INVOLVEMENT THROUGHOUT THE PROCESS

Public involvement has been implemented as part of the evaluation process for this project to solicit input at key project milestones. The Alignment Study and EA were initiated in 2010, and a public meeting was conducted in June 2010 to review alternatives under consideration and inform the public of the initiation of the NEPA process. An EA was distributed for public review in September 2011 and public meetings were held in October 2011 and February 2012. Public comments were submitted to Bernalillo County, NMDOT, and FHWA during that period. In response to those comments, the agencies opted to conduct additional analysis in key areas of concern including traffic impacts, environmental justice, air quality, and land use.

Members of the study team attended four neighborhood association meetings in 2013, and individual correspondence occurred throughout the study process. Another public meeting was conducted in September 2013 to review additional technical information and analysis and to provide an opportunity for public input prior to the completion of the EA.

Meetings were typically advertised through newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. The public was able to review the alignments and the technical analyses as they were conducted, and public comment was obtained via use of written comment forms and electronic means. Agency coordination and involvement took place through meetings, telephone conversations, and e-mail correspondence. Additional information is provided in Section 6 of the EA and in Appendix H.

A public hearing will be conducted to allow for formal comment on the EA prior to a decision by FHWA regarding the project.

1.4. SUMMARY OF ANALYSIS

The EA concludes that the Preferred Alternative would meet the purpose and need for the project: to close gaps in the present transportation system; to improve transportation network connectivity within the South Valley, Mountain View and San Jose areas; and to ease future traffic congestion. Key findings of the environmental analysis include:

- The proposed project crosses a portion of the South Valley Superfund Site, on which the process of remediation planning was first approved in 1984, and where remediation is currently ongoing. Construction of the project would affect some existing wells and associated waterlines that are part of the groundwater remediation system. Avoidance where possible, protection, adjustment, or relocation of these wells and water lines have

been included as an integral part of the project. The clean-up firms currently performing remediation work on site will perform any adjustment or protection work required on their remediation facilities at project expense. As a result, avoidance and mitigation measures regarding the remediation system for the South Valley Superfund site and the remediation system at the Chevron bulk fuels terminal would result in no significant impact to groundwater, hazardous materials, or remediation in the project area.

- The implementation of the Preferred Alternative would affect traffic patterns and volumes, especially by increasing traffic volumes on Woodward Road between 2nd Street and Broadway Boulevard. These effects would be addressed by the development of a co-dependent project for Woodward Road improvements, currently programmed as CN A300161 in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). This project would be completed prior to the opening of the extension of Sunport Boulevard to traffic. Refer to Section 3.3 for more detail regarding Woodward Road.
- Air quality modeling indicates that the implementation of the Preferred Alternative would not result in National Ambient Air Quality Standards (NAAQS) exceedences or contribute to carbon monoxide (CO) “hot spots.”
- The adjacent San Jose neighborhood has a relatively high proportion of low income and minority residents, when compared to the larger region, and has been subject to the impacts of older industrial uses in the area that have caused groundwater pollution that is now being remediated, as well as air pollution from area industries. There is concern by the neighborhood that the extension of Sunport Boulevard would attract additional businesses to the area that are undesirable, polluting, or nuisance businesses. Although it is uncertain exactly what land use changes might occur since no specific development proposals are in place now, the County has prepared the draft San Jose/Mountain View Design Overlay plan to “positively influence development patterns in an effort to shape and enhance the character and identity of Upper Mountain View” (Bernalillo County 2013). When adopted, this plan will impose further development controls and may mitigate potential adverse impacts associated with new development. In addition to the benefit posed from the development and design controls, other positive impacts are anticipated. These include potential economic development associated with improved transportation access and better regional connectivity. The Preferred Alternative would not have a disproportionate impact on any populations of minority or low income groups.

This EA concludes that the proposed action is necessary for efficient and safe travel between Broadway and I-25. The analyses conducted indicate that the implementation of the Preferred Alternative would not result in significant adverse impacts. Unless significant impacts are identified as a result of further public review or at the public hearing, a Finding of No Significant Impact (FONSI) will be requested. The FONSI will address any concerns raised during the circulation of the EA, during the public hearing comment period, or regarding coordination of other aspects of the recommended Build Alternative with appropriate agencies. The FONSI may include additional stipulations to address any public or agency concerns. The FONSI will authorize the next phase of the project that includes final design and approvals and right-of-way acquisition. Additional authorization for construction in conjunction with the co-dependent project on Woodward Road will be sought through a re-evaluation of the FONSI as the project design is advanced.

2. PROJECT HISTORY, PURPOSE AND NEED, EXISTING CONDITIONS

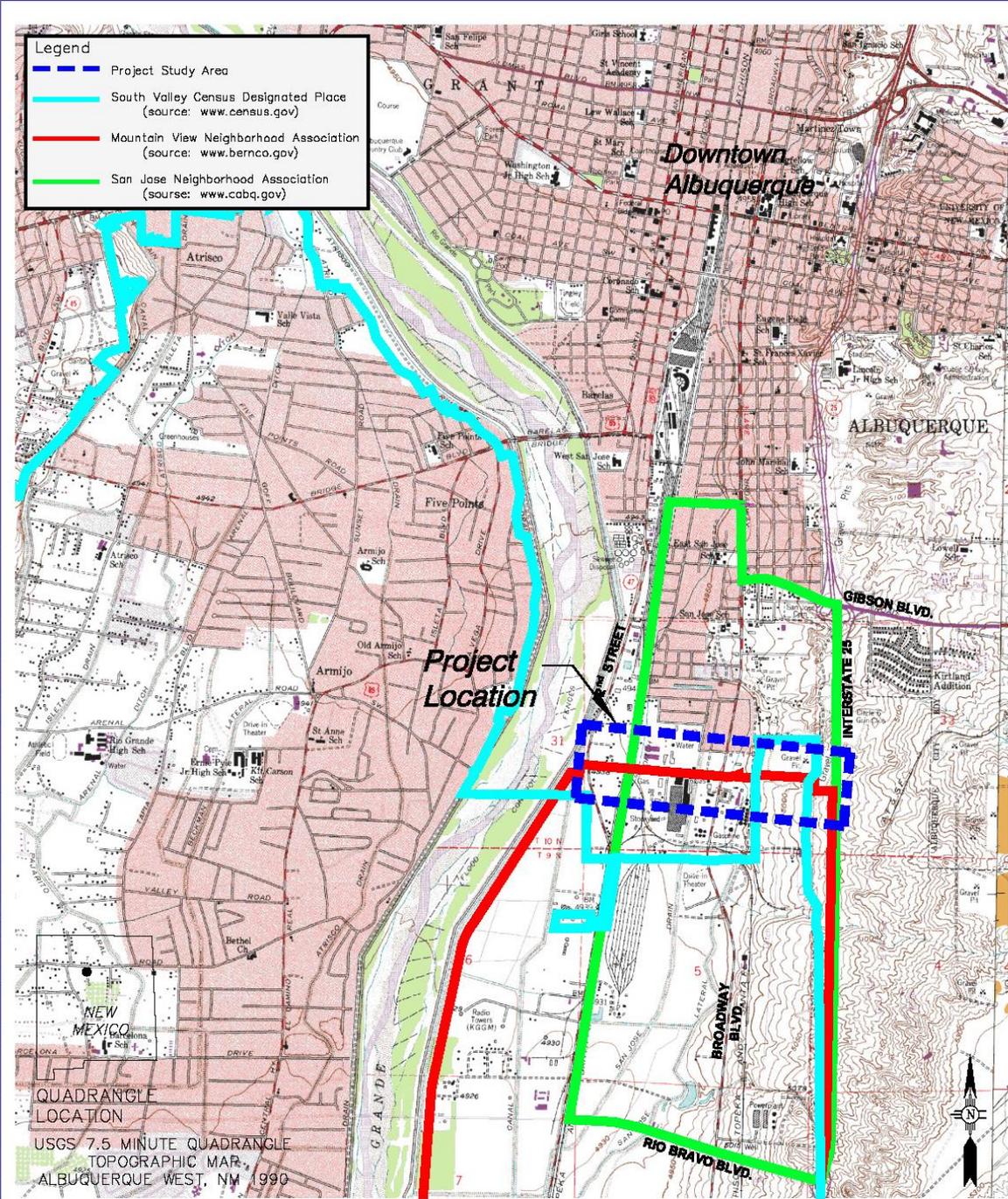
2.1. PROJECT HISTORY

This project is located in the southeast portion of Albuquerque, New Mexico, as shown in Figure 1, and consists of a proposed extension of Sunport Boulevard from Broadway Boulevard east to I-25, as shown in Figures 2 and 3. Original planning of Sunport Boulevard took place in the late 1980's for improved access to the Albuquerque International Sunport (formally known as the Albuquerque International Airport) via a new I-25 interchange and arterial roadway referred to as "Sunport Boulevard." Various studies were initiated to address access to the Sunport. The studies, collectively called the "Airport Access Study," looked at the feasibility of a new interchange at I-25, and a multi-lane, east/west arterial street (Sunport Boulevard) connecting from the interchange west to 2nd Street and east to Yale Boulevard. At the time of the 1989 Airport Access Studies, it was determined that "the most critical factor that evolved from the socioeconomic/environmental analysis of the corridor locations was the presence of environmentally impaired properties, including the U.S. Environmental Protection Agency (EPA) designated South Valley Superfund site." The study area contains numerous identified and potential environmentally impaired properties. Six sites make up the South Valley Superfund Site: General Electric (GE), Duke City, Texaco, Whitfield, Chevron, and Edmund Street Properties. The South Valley Superfund Site is located west of the interchange of Sunport and I-25 in the area near Woodward Road. A groundwater remediation system is currently in operation in this area. See Sections 4.4 and 4.20 for more discussion.

Following the completion of the Airport Access Study, an EA for the corridor from I-25 to the airport was developed and signed by the FHWA on December 2, 1991 (Molzen-Corbin 1991). The FONSI for this project stated that "The alternative selected and approved for implementation ... was Alternative D/H East. Alternatives D West and H West may be considered for implementation in the future when sufficient information regarding potentially impaired properties becomes available to adequately assess these alternatives." (These same early alternatives, Alternative D West and Alternative H West, were again included for consideration as part of this current project, under the original names, Alternatives D and H. Refer to Section 3.1 for more detail.)

Sunport Boulevard from the Sunport to I-25 was constructed as a separate project; the Sunport Boulevard Interchange at I-25 was constructed in 1997. In the more than 20 years since the original planning studies were completed, traffic demand has increased. Environmental remediation activities for the South Valley Superfund Site have progressed to the point of making the extension of Sunport Boulevard west of I-25 feasible to complete in accordance with the original planning documents.

The Sunport Boulevard Extension project is included in the Mid-Region Council of Governments (MRCOG) 2040 Metropolitan Transportation Plan (MTP), approved by the Metropolitan Transportation Board on April 17, 2015, as a part of the future transportation system for the Albuquerque area. Because the Sunport Project is part of the future "build" scenario of this plan, it is considered a committed improvement for planning purposes (i.e. with project funding identified and with the project interpreted as a given part of the future regional planning scenario).



Sunport Boulevard Extension
 Bernalillo County Division of Public Works

Figure 1
Project Location Map



The proposed Sunport Boulevard Extension project is included in the MRCOG FY 2014 to FY 2019 TIP. The TIP conforms to the current State Implementation Plan (SIP) for air quality management as required by the Clean Air Act. The project design for the Preferred Alternative has not changed significantly from that which was described in the TIP, and therefore is in conformity to the plan.

This project is included in MRCOG's current fiscal year (FY) 2014 to FY 2019 TIP and in the recently approved, pending full adoption, FY 2016 to FY 2021 TIP. In the current TIP, the project is labeled as the "Sunport Blvd Extension" from Woodward to I-25 Exit 221 at Sunport Boulevard and identified as CN A300160, Federal ID A300160, with Bernalillo County as the lead agency, and the project description as "Construct new 4 lane divided facility with bike lanes includes signage, drainage, and other necessary appurtenances." The Programmed Funds are shown as a total of \$17,929,856, with \$441,371 programmed in 2015, \$4,465,032 programmed in 2016, \$9,390,090 programmed in 2017, and \$3,633,364 projected in the TIP Informational Year of 2018.

The estimated construction cost of the Preferred Alternative is approximately \$17 million, within the full programmed funding amount.

The project is included in the NMDOT's STIP Federal Fiscal Year (FFY) 2014 – FFY 2017 Amendment 8, approved by the New Mexico State Transportation Commission, FHWA, and Federal Transit Administration on April 10, 2015. The STIP identifies funding for three years, 2015 to 2017, correlating with the TIP, with the total funding for the three years identified as \$14,296,493. Copies of excerpts from the TIP and STIP documents referred to are included in Appendix G.

2.2. PROJECT PURPOSE AND NEED

Project Need

The need for the project is based on the following factors:

Transportation System Connectivity. Transportation planning and system connectivity goals have been in place since the late 1980's and the early 1990's that include the development of the transportation system to incorporate Sunport Boulevard between Broadway Boulevard (NM 47), I-25 and the Sunport. Sunport Boulevard was originally conceived as a primary access road that would lead from 2nd Street and Broadway Boulevard to the Albuquerque International Airport, the Sunport. A "multi-lane, east/west arterial street connecting from the interchange west to 2nd Street and east to Yale Boulevard" was the original planning objective of an alignment study and EA completed in 1991. Sunport Boulevard, as presently exists, was constructed in the late 1990's from I-25 easterly as the primary access to the Sunport, but with no connecting link to the west side of I-25. With Broadway functioning as a principal arterial serving major north-south traffic throughout the Albuquerque metropolitan area located only one-half mile west of I-25, the lack of a Sunport Boulevard link between Broadway and I-25 represents a major gap in the present transportation system. The need exists to close the gap in the present transportation system that limits access to the west side of I-25.

Currently, the transportation network in this portion of Bernalillo County east of the Rio Grande is comprised of principal arterial streets that serve north-south traffic movements, including 2nd Street, Broadway Boulevard (NM 47), and University Boulevard (as well as I-25) and in the east-west direction, Rio Bravo Boulevard (NM 500) and Gibson Boulevard as shown in Figure 2.

The distance from Rio Bravo Boulevard to Gibson Boulevard, along the Broadway alignment, is approximately 2.5 miles. The projected westerly alignment of Sunport Boulevard would be approximately 1.5 miles north of Rio Bravo and one mile south of Gibson Boulevard. The need exists to complete an important element of the area's transportation system within a reasonably spaced network of principal arterials.

Improved Access. Improved access to the area's economic centers is needed through a more direct roadway link between Broadway Boulevard and the Sunport and related commercial and industrial development in the vicinity. As shown in Figure 2, the interchange at I-25 and Sunport Boulevard, with no west leg, limits direct connections to the airport and across I-25. The proposed project would complete the system that was planned previously and would enable the vehicular access of the overall area to improve.

Congestion Relief. Traffic volumes on the major roadways in the vicinity of the project are forecast to grow considerably by the design year, 2035. Rio Bravo Boulevard, located approximately 1.5 miles south of the project area, serves as the primary east-west connection between Bernalillo County's South Valley, the growing Southwest Mesa area of Bernalillo County, and I-25. Gibson Boulevard to the north of the project area serves as another east-west principal urban arterial connecting Broadway Boulevard (NM 47) with most of the southeastern portion of Albuquerque, including Kirtland Air Force Base, Sandia National Laboratory and the Sunport. Traffic growth on both of these arterial roadways and the interchanges of these roadways with I-25 is forecast to exceed their current capacity.

Future traffic volumes have been analyzed for the roadways in the project study area and roadway link levels of service calculated. Level of Service (LOS) is a commonly accepted measure of the operational effectiveness of a particular roadway with respect to its ability to efficiently handle traffic volumes. The scale of operational effectiveness for level of service ranges from A to F, with LOS A being fully effective with no difficulty or impedance in traffic flow, and with LOS F being totally ineffective—i.e. congested to the point of failure, with traffic flow experiencing stop-and-go conditions.

LOS has been analyzed for the roadway segment links between intersections, rather than at each intersection individually. LOS has been calculated using 2035 AM and PM peak hour volumes forecast by MRCOG for the existing roadway network (i.e. the No-Build condition), with results based on the existing number of lanes for each roadway in each direction, and on MRCOG's defined capacity values (vehicles per lane per hour) for various roadways based on functional classifications. Table 2-1 illustrates the Peak Hour traffic volume forecasts and the LOS for the area roadways in 2035 for the No Build scenario.



Sunport Boulevard Extension
 Bernalillo County Division of Public Works

Figure 2
Network Connectivity/System Continuity

Ortho Imagery per Bernalillo County GIS
URS
 March 2014

Table 2-1: Forecast 2035 Level of Service—No Build Scenario

Roadway/Number of Lanes per Direction	No-Build Scenario 2035 Forecast Peak Hour Traffic AM/(PM)	Volume/Capacity 'v/c' AM/(PM)	Level of Service LOS AM/(PM)
I-25, north of Sunport	NB: 5485/(4672) SB: 4335/(5718)	NB: 0.96/(0.82) SB: 0.76/(1.00)	NB: E/(D) SB: D/(E)
I-25, south of Sunport	NB: 6709/(5220) SB: 3861/(6813)	NB: 1.18/(0.92) SB: 0.68/(1.19)	NB: F/(E) SB: C/(F)
Gibson, east of Broadway / 3	EB: 1915/(1199) WB: 526/(1942)	EB: 0.67/(0.42) WB: 0.18/(0.68)	EB: C/(B) WB: A/(C)
Broadway, north of Woodward / 2	NB: 2549/(1493) SB: 674/(2597)	NB: 1.53/(0.90) SB: 0.40/(1.56)	NB: F/(D) SB: B/(F)
Broadway, south of Woodward / 2	NB: 1958/(1287) SB: 670/(1947)	NB: 1.17/(0.77) SB: 0.40/(1.17)	NB: F/(D) SB: B/(F)
Woodward, 2 nd Street to Broadway *	EB: 790/(336) WB: 203/(781)	EB: 0.83/(0.35) WB: 0.21/(0.82)	EB: D/(B) WB: A/(D)
2 nd Street, Rio Bravo to Woodward / 1	NB: 1978/(777) SB: 378/(1942)	NB: 2.20/(0.86) SB: 0.42/(2.16)	NB: F/(D) SB: B/(F)
Rio Bravo, Broadway to I-25 / 3	EB: 2431/(1736) WB: 2043/(1999)	EB: 0.85/(0.61) WB: 0.72/(0.70)	EB: D/(C) WB: C/(C)

The above table illustrates certain failing conditions (LOS F) on area roads. These include Broadway, both north and south of Woodward, northbound in the AM peak hour, and conversely, southbound in the PM peak hour; and 2nd Street, south of Woodward, northbound in the AM peak hour and conversely, southbound in the PM peak hour. The need exists to provide congestion relief to these roadways to the degree possible.

Purpose of the Project

The purpose of the proposed project is therefore to improve roadway system connectivity between Broadway Boulevard (NM 47), I-25, and the Sunport in Bernalillo County’s South Valley in a manner that would:

- 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; and
- 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.

Needs addressed by the proposed project have been discussed in the preceding sections. In addition, secondary needs have also been identified, as shown below:

- Improve pedestrian and bicycle facilities and connectivity
- Improve emergency vehicle access and evacuation routes in the South Valley

Pedestrian facilities in the immediate area are generally non-existent, in that the existing streets in the immediate project area, Broadway and Woodward Road, do not contain sidewalks or adjacent trails. However, comments have been received from the public that enhanced pedestrian facilities are needed.

Major bicycle facilities exist or are planned both west and east of the project area. The Bosque Riverside Trail, a multi-use recreation trail, is located on the east side of the Rio Grande, between the Albuquerque Riverside Drain and the Barr Main Canal. An east-west extension of this trail has recently been constructed by Bernalillo County, linking the trail to the intersection of 2nd Street and Woodward Road. East of I-25, on University Boulevard between Rio Bravo Boulevard and Gibson Boulevard, on-street bike lanes and either a multi-use trail or sidewalks are the subject of a design project, being developed by the City of Albuquerque. With these major north-south trails and bicycle facilities either existing or planned both west and east of the project area, there is the need to provide east-west connectivity for the bicycle system.

The secondary need also exists to improve emergency vehicle access between Broadway and I-25. With added access between these primary transportation routes, emergency response times will be greatly reduced for those incidents in the vicinity of the project study area.

2.3. EXISTING ROADWAY CONDITIONS

Sunport Boulevard presently exists as a multi-lane access-controlled urban arterial with a westerly terminus at an interchange with I-25 and an easterly terminus at the Sunport. Sunport Boulevard consists of six 12-foot lanes from east of I-25 to University Boulevard, where a conventional diamond interchange provides the connection with University Boulevard, with Sunport Boulevard crossing over University Boulevard. In the westbound direction as Sunport Boulevard approaches the I-25 interchange from the east, an additional 12-foot lane is provided for left-turning traffic for the westbound to southbound direction; however, the full available four lanes are not all utilized. The present westbound configuration is striped for two right-turn lanes, for westbound to northbound traffic onto the northbound I-25 On-Ramp, a striped-out and unused buffer area separating the right-turn lanes from the left-turn lane, and a single left-turn lane for westbound to southbound traffic onto the southbound I-25 On-Ramp. Direct access to and from I-25 is presently provided with a full movement diamond configuration interchange at the present western terminus of Sunport Boulevard at I-25. Refer to Figure 3 for an overview of the project study area and existing roadway conditions. Refer to Figure 4 for details of the existing roadway configuration and laneage on the I-25 interchange overpass.

The interchange with I-25 and Sunport Boulevard was constructed in 1997 with all traffic movements provided for, with the exception of the leg for the cross road to the west, as is being currently proposed. With the addition of this westerly leg to the interchange, and with the anticipated increase in traffic through the interchange that is expected, access to and operation of the mainline I-25 must be addressed. It is the policy of the FHWA to address changes in access to the Interstate Highway System in accordance with 49 CFR 1.84, 23 USC 111, and per additional guidance published in the Federal Register on October 22, 1990 (55 FR 42670), February 11, 1998 (63 FR 7045) and August 27, 2009 (74 FR 20679).

At a meeting held on September 11, 2009, with representatives from the FHWA, NMDOT, Bernalillo County, and the engineering consultant, a discussion was held regarding the need for an Interchange Justification Report (IJR—now known as an Interstate Access Change Request). At the time, the NMDOT and FHWA were in the process of reviewing the current policy and process; the new process was not in effect and the NMDOT was still operating under the 2006 Design Directive IDD-2006-09 “Guidance on Interstate Access Request Policy.” Based on the policy in place, the initial opinion of the NMDOT and FHWA’s representative was that no formal IJR would be necessary for this project. The NMDOT requested a letter documenting the project conditions and addressing the policy points of the IJR which was provided by the County. In addition, the NMDOT asked for additional analysis of the intersections of Sunport Boulevard and the interstate ramps to ensure that the queues at these intersections would not impact the interstate operation. A letter dated April 28, 2010, addressing the eight policy points of an IJR, and accompanied by the necessary traffic analyses, was prepared for this project to address the requirements in the Design Directive IDD-2006-09. In response to the April 28, 2010 document, a letter from the NMDOT to the FHWA was prepared, dated August 12, 2010, committing to “providing additional queuing capacity in the form of dual right turn lanes on the southbound approach to Sunport Boulevard.” (A copy of this letter is provided in Appendix B.) With this commitment (as incorporated in the Preferred Alternative for this project), the NMDOT stated that “the Department will recommend that an IACR is not required for this project.” As the result, the Preferred Alternative was developed to provide for the additional queuing capacity referred to in the letter.

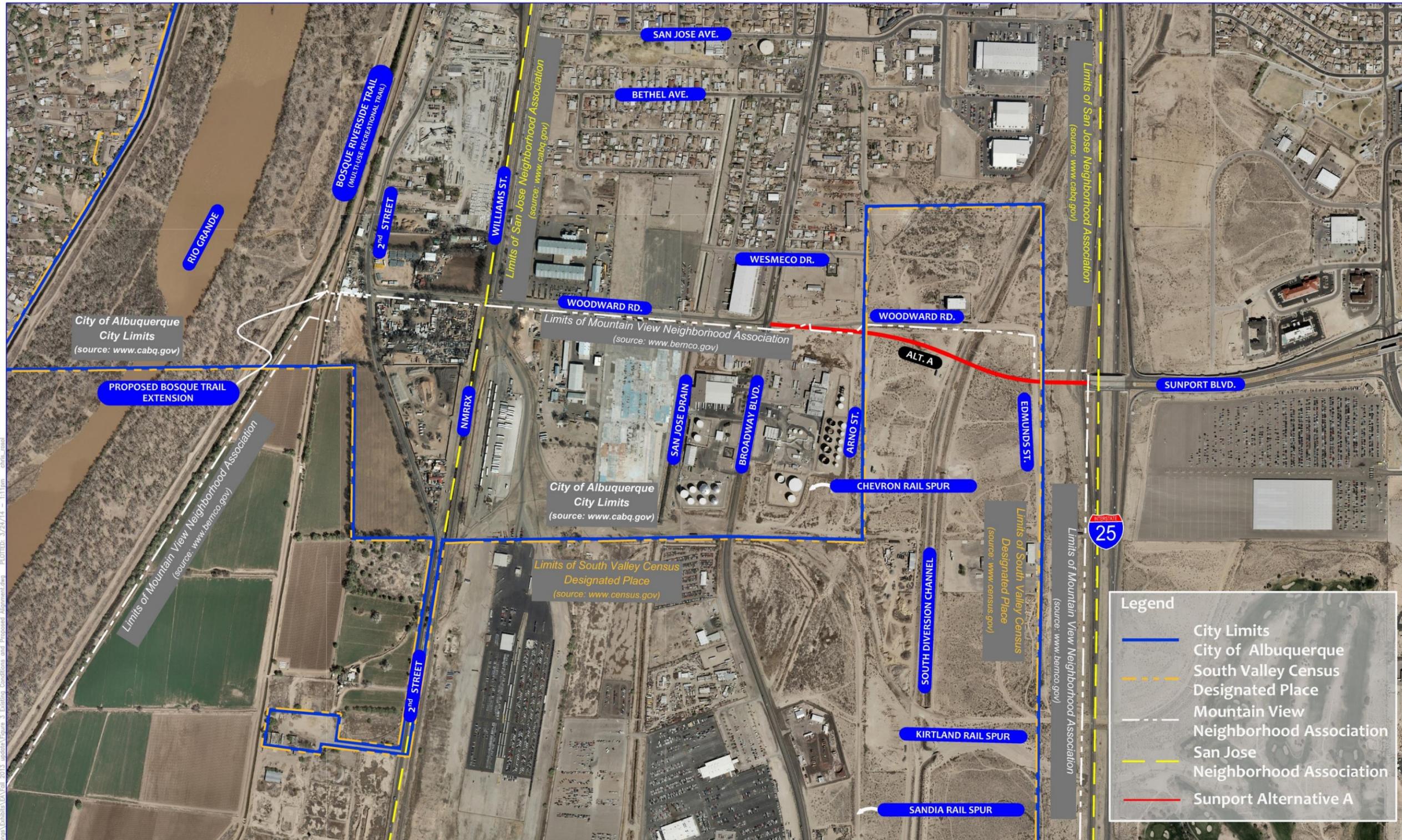
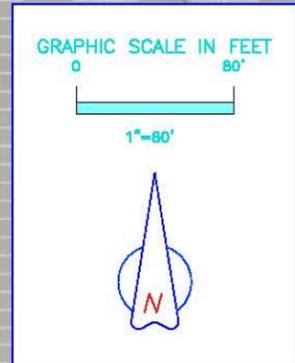
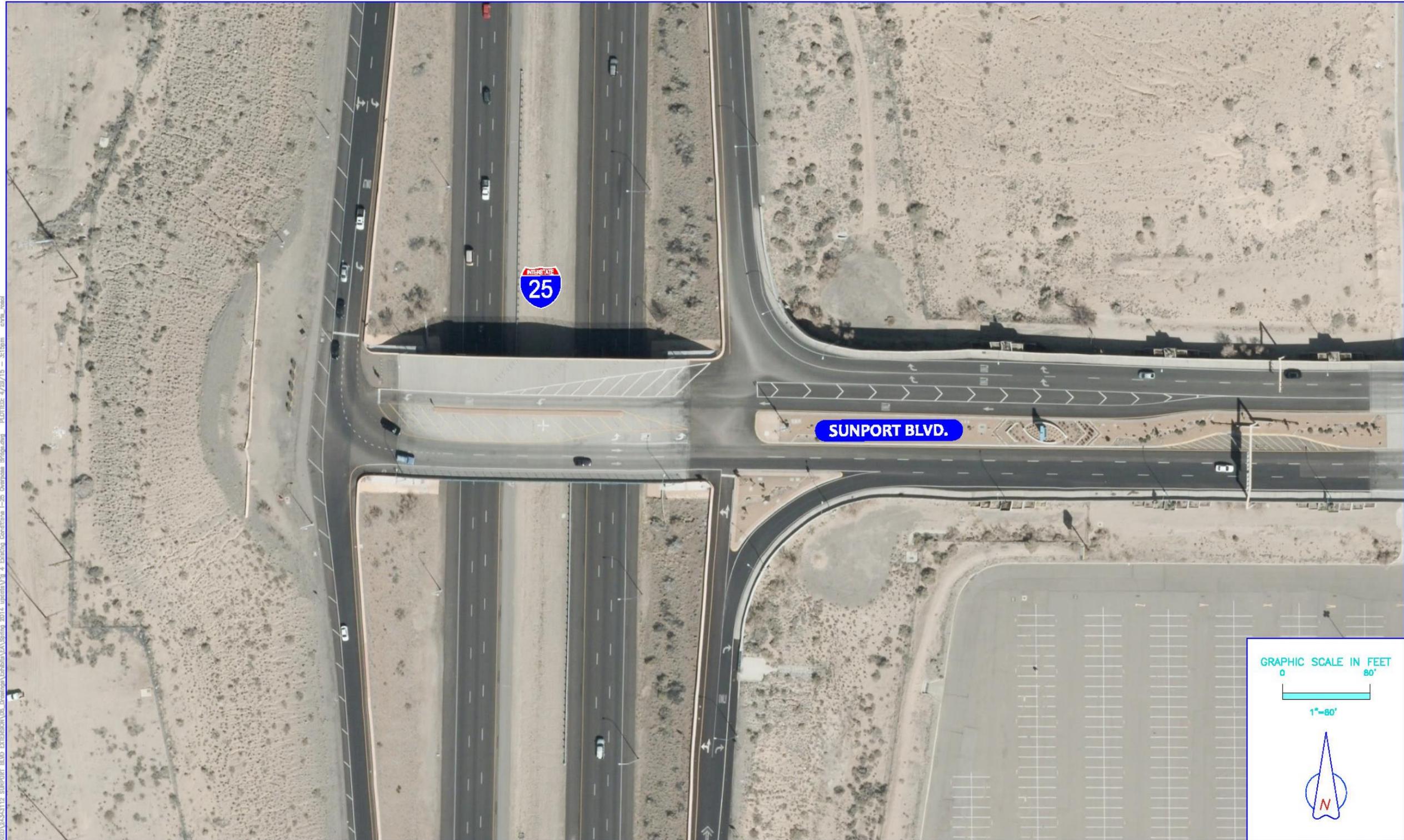


Figure 3
Existing Conditions & Proposed Alignment



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Figure 4
Existing Conditions-I-25 Overpass Bridge

May 2015



Following this previous interaction and the adoption of an update to the NMDOT's interstate access policy, IDD-2012-01 (Interstate Access Change Request) dated January 3, 2012, the determination was made by the NMDOT and FHWA that the project would require an Interchange Modification Report (IMR) to address the modifications to the interchange. Representatives from Bernalillo County, the NMDOT, and FHWA signed an Assumption Document on this project dated June 19, 2012. An IMR Report (URS 2012) was prepared and submitted to the NMDOT and FHWA. Approval of this report remains pending the outcome of this NEPA/EA process.

Sunport Boulevard/I-25 Interchange



View of the interchange looking north.

Broadway Boulevard, at the west terminus of the Sunport Boulevard Preferred Alternative, is a four-lane rural type principal arterial highway, designated as NM 47. Broadway has been constructed as an urban street, with a raised and landscaped median defined with curb and gutter, north of the project area, beginning at Woodward Road and extending north into downtown Albuquerque. South of Woodward Road, Broadway is rural, with four through lanes, two 12-foot lanes in each direction, and minimal shoulders, no median or lane separation, no curb and gutter, and no formal drainage collection system.

Broadway Boulevard/Woodward Road Intersection



View of intersection from Broadway Boulevard looking north.

Woodward Road, west of Broadway Boulevard, is a paved two-lane collector, connecting 2nd Street to the west and Broadway on the east. Woodward Road is approximately 0.6 mile long between Broadway and 2nd Street. It consists of two 12-foot lanes, and variable width paved shoulders, with shoulders paved as part of business frontages. A raised median island has been constructed on Woodward at it approaches Broadway from the west, otherwise there is no curb and gutter, median or formal storm drainage collection system on Woodward. Woodward Road, east of Broadway Boulevard, is a paved road (although with a very thin and deteriorated asphalt pavement), approximately 30 feet wide, extending approximately 2,000 feet east of Broadway, to a 90 degree intersection with a gravel road, Edmund Street. The paved portion of Woodward Road ends at the crossing of the South Diversion Channel. This segment of Woodward Road is subject to being covered with debris and sediment in storm events, since there are no effective drainage ditches or other drainage facilities.

Woodward Road



View from Woodward Road looking west, toward the intersection with Broadway.



View from Broadway looking east at the paved portion of Woodward Road.

2.4. TRAFFIC CHARACTERISTICS

The present weekday traffic volume on Sunport Boulevard between I-25 and University Boulevard to the east of I-25 is approximately 9,000 vehicles per day (vpd) (a considerable drop in volumes over the past few years during the national economic recession and a reduction in air travel through the Sunport). Table 2-2 following contains “current” traffic volumes on Sunport Boulevard and surrounding area roadways. These data are comprised of two sets of information obtained at different times. The initial data labeled as 2008 were obtained directly from MRCOG for use in the Alignment Study for this same project, documented in the Phase A/B Report, approved on November 4, 2010, and was based on actual traffic counts obtained by MRCOG over the past few years, dating back to 2005. A recent update to these traffic volume counts was also obtained directly from MRCOG, consisting of count data obtained by MRCOG between 2009 and 2012, with the count data seasonally adjusted by MRCOG to provide Average Weekday Daily Traffic for 2011. Although traffic volumes have been observed to fluctuate and to decrease over the past few years as the result of the economic recession, these volumes are included here as the best available base case volumes, i.e. representative of the “existing” volume operating on the roadways in the study area. It is expected that actual present day (2015) traffic volumes are of a similar order of magnitude.

Table 2-2: Current Traffic Volumes (2008 and 2011)

Roadway Segment	Traffic Volume 2008* Avg Daily Traffic (vpd)		Traffic Volume 2008* AM Peak Hr (vph) Directional	Traffic Volume 2008* PM Peak Hr (vph) Directional	Traffic Volume 2011 Avg Weekday Daily Traffic (vpd)
	Directional	Total			
Sunport Boulevard (East of I-25)	EB 12,562 WB 12,002	24,564	EB 1,191 WB 376	EB 531 WB 1,365	8,773
Sunport/I-25 NB On Ramp	NB 9,640	9,640	NB 491	NB 1,049	8,182
Sunport/I-25 NB Off Ramp	NB 1,039	1,039	NB 127	NB 60	1,090
Sunport/I-25 SB On Ramp	SB 1,730	1,730	SB 68	SB 290	1,747
Sunport/I-25 SB Off Ramp	SB 10,032	10,032	SB 1,057	SB 519	7,934
Broadway North of Woodward	NB 7,331 SB 10,820	18,151	NB 888 SB 567	NB 510 SB 1,247	16,599
Broadway South of Woodward	NB 5,286 SB 6,715	12,001	NB 662 SB 270	NB 294 SB 837	8,188
Woodward West of Broadway	EB 3,124 WB 3,431	6,555	EB 296 WB 174	EB 151 WB 352	6,009
Gibson, Broadway to I-25	EB 7,553 WB 8,908	16,461	EB 633 WB 562	EB 656 WB 869	14,891
Rio Bravo, Broadway to I-25	EB 15,831 WB 14,989	30,820	EB 1,543 WB 795	EB 981 WB 1,472	32,345

**Note: Volumes shown are from counts taken in 2008 by MRCOG, except for Broadway—North of Woodward (2009), Gibson—Broadway to I-25 (2006), and Rio Bravo—Broadway to I-25 (2005).*

Safety for the project area was examined by reviewing the crash history data for the years 2006, 2007, and 2008 for Broadway Boulevard from Rio Bravo Boulevard north to Broadway’s northern terminus at Edith Boulevard, and the crash history for I-25 through the Sunport Interchange area.

One crash was reported near the intersection of Broadway Boulevard and Woodward Road in 2007. The crash was reportedly due to driver inattention and “other improper driving” (URS 2010). While crashes were reported on I-25 in the area of the Sunport interchange, the crash locations were not well-defined, therefore the crash history results were inconclusive.

As part of the engineering analysis performed for the Phase A/B report, a field visit was conducted to review possible safety concerns at both the Broadway and I-25 project termini. The existing intersection of Broadway at Woodward Road is signalized with a two-phase traffic signal. Adjacent signalized intersections are situated at San Jose Avenue approximately 0.4 mile north of Woodward Road, and at Rio Bravo Boulevard approximately 1.6 miles south of Woodward Road. Broadway has continuous street lighting north of the Woodward Road intersection and street lighting south of the intersection extending approximately 300 feet south. The speed limit on Broadway at this location is 40 mph. There are raised medians on Broadway and on Woodward Road west of Broadway, but no curb and gutter at the intersection.

The interchange of Sunport Boulevard and I-25 was previously constructed to accommodate the future extension of Sunport Boulevard to the west. The overpass bridge was constructed wide enough for the ultimate lane configuration, and currently unused lanes have been striped closed. Refer to Figure 4 for the existing striping configuration on the overpass.

Table 2-3 below illustrates the traffic volumes forecast in 2035 with the Proposed Action—i.e. the Sunport Boulevard Extension, in place (URS 2013).

Table 2-3: Forecast Traffic Volumes 2035 Build Scenario

Roadway Segment	Traffic Volume ADT (vpd)		Traffic Volume AM Peak Hr (vph)	Traffic Volume PM Peak Hr (vph)
	Directional	Total	Directional	Directional
Sunport Boulevard (East of I-25)	EB 17,600 WB 21,240	38,840	EB 1,625 WB 1,405	EB 1,240 WB 2,415
Sunport Boulevard (West of I-25)	EB 11,121 WB 15,063	26,184	EB 1,065 WB 1,100	EB 875 WB 1,600
Sunport/I-25 NB On Ramp	NB 22,905	22,905	NB 1,195	NB 1,975
Sunport/I-25 NB Off Ramp	NB 9,895	9,895	NB 520	NB 895
Sunport/I-25 SB On Ramp	SB 6,030	6,030	SB 610	SB 580
Sunport/I-25 SB Off Ramp	SB 18,070	18,070	SB 1,590	SB 1,185
Broadway North of Woodward	NB 17,324 SB 17,631	34,955	NB 2,211 SB 513	NB 1,370 SB 2,278
Broadway South of Woodward	NB 15,511 SB 19,192	34,703	NB 2,170 SB 668	NB 1,362 SB 2,230
Woodward West of Broadway*	EB 10,000 WB 9,590	19,590	EB 1,065 WB 348	EB 615 WB 1,068
Gibson, East of Broadway	EB 13,025 WB 11,761	24,786	EB 1,653 WB 270	EB 875 WB 1,636
Rio Bravo, Broadway to I-25	EB 19,484 WB 21,665	41,149	EB 2,012 WB 1,673	EB 1,542 WB 1,791

*Note that the volumes shown here differ from volumes shown in Table 3-2 for Woodward because a different segment of Woodward has been described (i.e. west of Broadway vs. east of 2nd Street).

In addition, traffic volumes have also been forecast for the “opening day” condition when the proposed project is constructed and initially opened to traffic, anticipated to be in 2018. Table 2-4 below illustrates the traffic volumes forecast in 2018 with the Proposed Action in place.

Table 2-4: Forecast Traffic Volumes 2018 Build Scenario

Roadway Segment	Traffic Volume ADT (vpd)		Traffic Volume AM Peak Hr (vph)	Traffic Volume PM Peak Hr (vph)
	Directional	Total	Directional	Directional
Sunport Boulevard (East of I-25)	EB 10,200 WB 10,555	20,755	EB 905 WB 770	EB 730 WB 1,350
Sunport Boulevard (West of I-25)	EB 7,720 WB 6,855	14,575	EB 690 WB 650	EB 605 WB 910
Sunport/I-25 NB On Ramp	NB 15,000	15,000	NB 770	NB 1,245
Sunport/I-25 NB Off Ramp	NB 5,440	5,440	NB 285	NB 485
Sunport/I-25 SB On Ramp	SB 3,450	3,450	SB 355	SB 350
Sunport/I-25 SB Off Ramp	SB 11,790	11,790	SB 990	SB 750
Broadway North of Woodward	NB 3,950 SB 3,060	7,010	NB 1,046 SB 165	NB 363 SB 809
Broadway South of Woodward	NB 5,260 SB 5,010	10,270	NB 1,389 SB 259	NB 315 SB 1,377
Woodward West of Broadway*	EB 5,190 WB 4,570	9,760	EB 458 WB 207	EB 395 WB 417
Gibson, East of Broadway	EB 7,188 WB 6,707	13,895	EB 1,330 WB 370	EB 622 WB 1,079

**Note that the volumes shown here differ from volumes shown in Table 3-1 for Woodward because a different segment of Woodward has been described (i.e. west of Broadway vs. east of 2nd Street).*

3. ALTERNATIVES

This section discusses alternatives considered for meeting the project purpose and need. Three initial build alternatives were developed. The general alignment of these alternatives is illustrated in Figure 5. Two of the three alternatives were previously developed as Alternative D and Alternative H from the *Environmental Assessment for the Sunport Transportation Corridor* (Molzen-Corbin & Associates 1991). This labeling has been retained in the present project. Another alternative was added for this current project, labeled as Alternative A, described below.

Another Alternative, labeled as Alternative C, was also proposed in the original *I-25 Interchange and Albuquerque International Airport Access Route Study* (JHK & Associates 1989). Alternative C was shown to the north of Alternative D/H East (Alternative D and Alternative H had a common alignment east of I-25). Alternative C connected directly to Woodward Road, effectively encompassing Woodward Road. Alternative C was not recommended and was eliminated from further consideration at that time because its crossing of I-25 was further north, closer to Gibson Boulevard, than Alternative D/H East, thus reducing freeway weaving distance between the new Sunport Boulevard Interchange and the existing Gibson Boulevard Interchange, it contained steeper grades than other alternatives, and it would require right-of-way from environmentally impaired properties. Although appearing logical today, there was no alternative proposed at that time that connected the Alternative D/H East location with Woodward Road to the west, likely because of the presence of the Superfund Site and impaired properties. The currently proposed Alternative A, discussed in Section 3.3 following, is effectively the same as the previous Alternative C (West) connecting with Alternative D/H East as described above. There were no other alternatives considered north of Alternative A because any such alternative would have been in much closer proximity to existing residences in the Wesmeco neighborhood, and would have created obvious and significant impacts to this neighborhood and these residents.

Alternatives D and H were initially considered during this current project but later eliminated from further consideration due to a number of fatal flaws associated with their physical geometry and impacts to adjacent lands and facilities. Alternatives were identified, developed and analyzed in the *Sunport Boulevard Extension Broadway to I-25 Alignment Study, NMDOT Combined Phase A/B Report* (URS 2010). Alternative A (now carried forward as the Preferred Alternative) was identified and recommended in the aforementioned *Phase A/B Report* (URS 2010). The Preferred Alternative was identified based on addressing the purpose and need, engineering feasibility, reduced complexity and cost, and public comment, then carried through the environmental analysis discussed in Section 4. The No Build Alternative is also analyzed as required by NEPA and serves as a baseline for analysis of potential impacts and benefits of the proposed project.

3.1. ALTERNATIVES CONSIDERED BUT ELIMINATED

Alternative D. This alternative consists of an alignment with the western terminus connecting to Broadway Boulevard, south of the former Chevron bulk fuels terminal at Stock Drive, and the eastern terminus connecting to the I-25/Sunport interchange. Based on detailed engineering analysis, this alternative was found to exhibit the following characteristics:

- Very long 450-foot bridge over AMAFCA's South Diversion Channel at undesirable 45 degree skew angle

- 7% maximum grade (steeper grade actually needed to satisfy AMAFCA vertical clearance requirement describe in next bullet)
- 9.3-foot vertical clearance over AMAFCA’s Service Road with use of 7% maximum grade (*12-foot minimum vertical clearance required by AMAFCA could only be achieved with use of a much steeper grade than 7%, thus not meeting minimum design standards*)
- Local street intersection (Arno corridor) located on curve with unsafe intersecting (skew) angle
- At-grade crossing of railroad spur track leading into the former Chevron bulk fuels terminal, introducing a possible hazard related to sporadic and unexpected railroad traffic
- New signalized intersection located immediately adjacent to railroad spur track crossing (undesirable for traffic safety) with the new intersection creating additional traffic conflicts on Broadway
- No connectivity provided with roadway network to the west.

With the above characteristics, this alternative was found to be fatally flawed. The less than adequate vertical clearance over the AMAFCA Service Road is considered prohibitive; the unsafe local road intersection is unacceptable; the crossing of and intersection parallel to a railroad spur track is undesirable and potentially unsafe; and the lack of network continuity does not meet the project purpose and need. This alternative was eliminated from further consideration because it is fatally flawed and does not satisfy the Project Need.

Figure 5 illustrates the Alternative D alignment in relation to existing features.

Alternative H. This alternative consists of an alignment with the western terminus connecting to Broadway Boulevard just north of a NMDOT maintenance equipment yard and across from an auto auction business driveway; the eastern terminus is located at the I-25/Sunport interchange. Based on detailed engineering analysis, this alternative was found to exhibit the following characteristics:

- Extremely long 795-foot bridge over AMAFCA’s South Diversion Channel at very sharp and unacceptable 15 degree skew angle
- 4.9% maximum grade
- 12-foot vertical clearance over AMAFCA’s Service Road (12-foot minimum vertical clearance required by AMAFCA is adequate)
- Crossing of two railroad spur tracks
 - Requires raising the crossing grade of Sandia railroad spur 4.7 feet, with approximately 1,400 feet of track reconstruction
 - Requires lowering the crossing grade of Kirtland railroad spur 5.2 feet; however, *changing of this railroad track grade would result in exceeding maximum allowable railroad grade standards and would instead result in track closure. Since this track serves one of the groundwater clean-up facilities for the Superfund site, this is unacceptable.*
- Relocation of an existing business located directly on the alignment
- New signalized intersection creates additional traffic conflicts on Broadway
- No connectivity provided with roadway network to the west.

With the above characteristics, this alternative was also found to be fatally flawed. The closure of a railroad spur track that serves as part of the Superfund clean-up operation is unacceptable, the relocation of a business is avoidable with selection of another alternative, and the lack of network continuity does not meet the project purpose and need. This alternative was eliminated from further consideration because it is fatally flawed and does not satisfy the Project Need.

Figure 5 illustrates the Alternative H alignment in relation to existing features.

TSM/TDM Alternative. A Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative was also considered for this project. The TSM/TDM Alternative would include activities that are intended to improve traffic flow and provide limited capacity improvement without building new travel lanes or a new roadway. TSM focuses on strategies to maximize the efficiency of the existing system through improvements such as intersection improvements, addition of turn lanes, traffic signal coordination and optimization, ramp metering, provision of auxiliary lanes, Intelligent Transportation Systems (ITS) features, and access management to reduce conflicts.

TDM consists of programs that are designed to reduce travel demand by encouraging the use of transit, carpools, telecommuting, and flexible work hours. These programs are typically implemented by large employers who promote and support TDM projects. Currently, there are no large employers actively sponsoring TDM initiatives in the study area. However, as Albuquerque and other communities in Bernalillo County continue to grow and develop, new TDM opportunities may arise.

The traffic operations and analysis models already have some TSM elements incorporated into the area traffic analysis to maximize the efficiency of the roadway and intersection operations. Even with these TSM elements incorporated, the TSM/TDM Alternative would only provide modest and localized improvements in the operation of the overall existing transportation system. The TSM/TDM Alternative would not fulfill the project purpose and address the project need because it would not result in increased connectivity of the transportation network. The TSM/TDM Alternative does little to increase capacity because it would have limited beneficial effect on congestion; and it does not maximize traffic throughput because no additional through lanes are provided. Consequently, this alternative was eliminated from further consideration because it does not satisfy the Project Need.

Although TSM and TDM measures alone do not satisfy the purpose and need of the project, the following TSM and TDM measures are included as design features of the Proposed Action/Build Alternative:

- Upgraded traffic signals interconnected and coordinated with adjacent signals, connecting the intersections of I-25 east ramps/Sunport Boulevard, I-25 west ramps/Sunport Boulevard; Sunport Boulevard/Broadway/Woodard Road, and when implemented via a separate project, Woodward Road/2nd Street;
- Additional guide signs on I-25 and the arterials;
- Design of on- and off-ramps at the I-25/Sunport Boulevard Interchange to limit impacts to non-motorized travel and promote safety for bicyclists; and
- ITS elements including fiber-optic communications from the Traffic Operations Center to field devices, enabling improved traffic signal control, video surveillance, traveler information via dynamic message signs, emergency response, and transit operations.

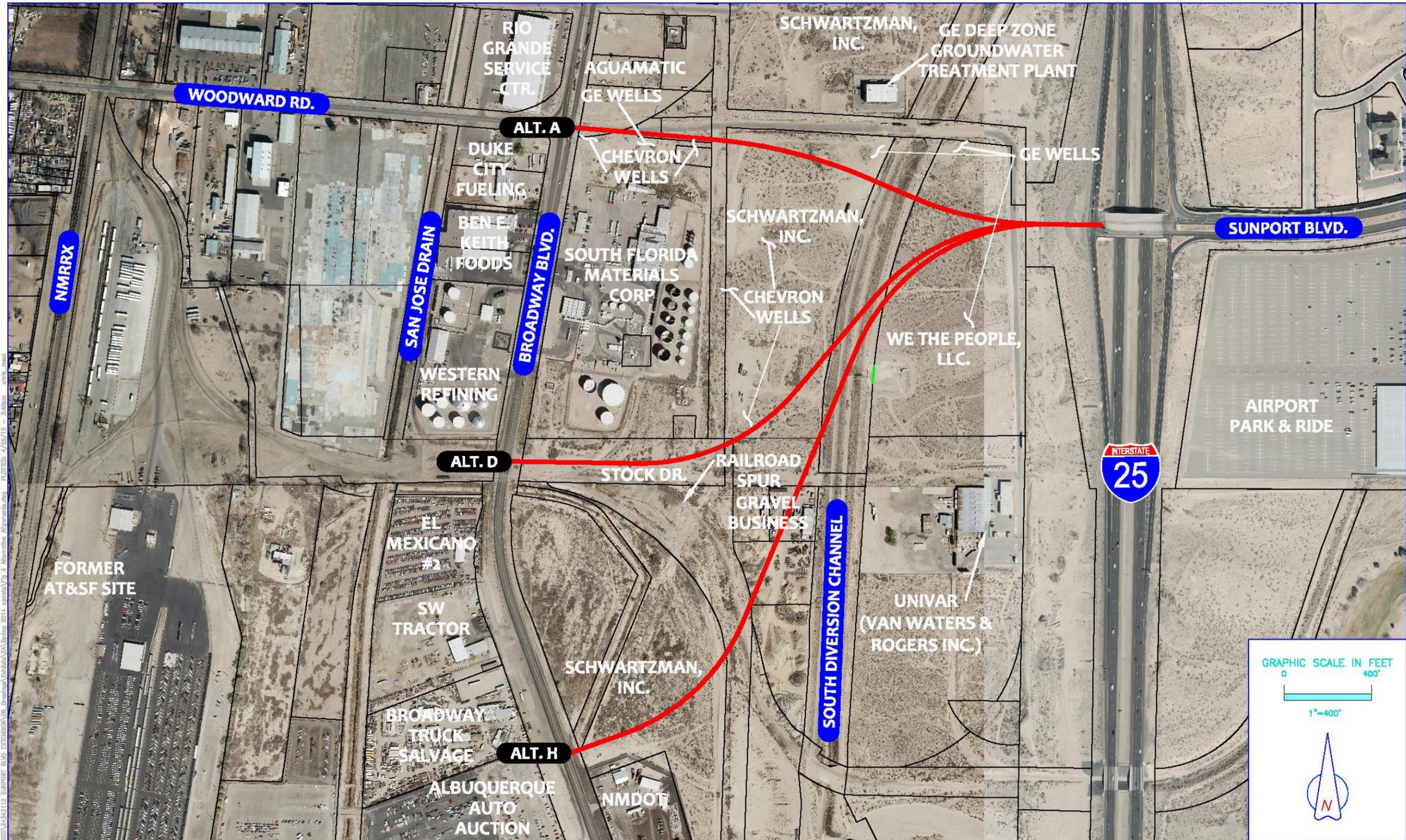


Figure 5
Alternative Alignments

3.2. NO BUILD ALTERNATIVE

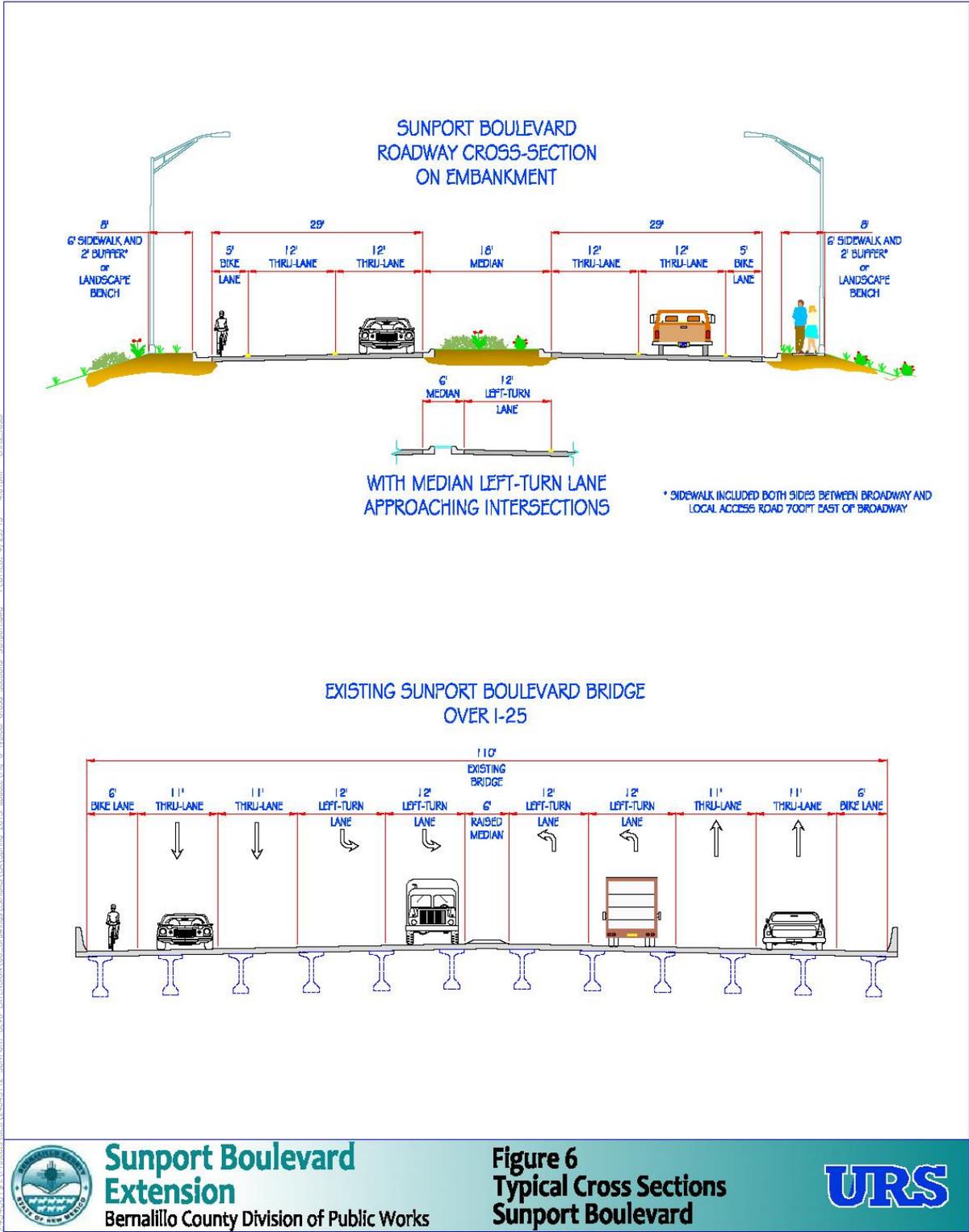
Under the No Build Alternative, no extension of Sunport Boulevard from Broadway Boulevard to I-25 would occur. In accordance with NMDOT *Location Study Procedures* and NEPA, the No Build Alternative is considered as a baseline for comparison with other alternatives. Traffic and traffic congestion would continue to increase on the arterial roads in the area under the No Build Alternative, based on forecasted traffic volumes as described in Section 2. In addition, no provisions or facilities for bicycle and pedestrian traffic would be made unless another project addresses this need.

Use of these existing arterial roadways and interchanges as an alternative to implementation of a Build Alternative is not adequate to satisfy the Project Purpose and address the Project Need. The Gibson interchange is a partial cloverleaf configuration that was designed and constructed in the 1960's; its configuration has inherent safety and capacity concerns and it is functionally obsolete. This interchange is included in the NMDOT's *South I-25 Freeway Operations Study* (CN A301100) for consideration of improvements. The Rio Bravo interchange was partially reconstructed by the City of Albuquerque in 2011 and 2012, however the interim improvements did not address the constriction imposed by existing bridges carrying I-25 over Rio Bravo. Even with the partial reconstruction, the Rio Bravo interchange remains inadequate to address future traffic needs. This interchange is the subject of the NMDOT's *Alignment Study Report—I-25/Rio Bravo Boulevard Interchange* (CN A300280) and an ongoing study and design project being developed under this same control number.

The No Build Alternative would not meet the purpose and need for connectivity, improving the transportation system continuity or easing area traffic congestion. The No Build Alternative would also not improve pedestrian or bicycle connectivity nor would it improve emergency vehicle access to the study area.

3.3. PREFERRED ALTERNATIVE

Alternative A shown on Figure 5 has been identified as the Preferred Alternative. Alternative A was identified as the Preferred Alternative because it meets the purpose and need for the project, it is feasible from an engineering perspective, lacks fatal flaws exhibited by Alternatives D and H, and it provides reduced complexity, lower cost, and better responsiveness to public comment than the other alternatives. As the Preferred Alternative, the proposed Sunport Boulevard extension from Broadway Boulevard to I-25 consists of a four-lane median divided urban arterial roadway, designed for traffic operating at 45 mph, from the intersection of Broadway Boulevard and Woodward Road east to the existing interchange of Sunport Boulevard and I-25. Figure 6 illustrates the roadway typical sections that comprise the Preferred Alternative. The elevation differential between the interchange and Broadway Boulevard is approximately 120 feet; therefore, the roadway would require a fairly steep grade (maximum of 7%) to meet existing grades at either end. (In accordance with AASHTO's *A Policy on Geometric Design of Highways and Streets*, the maximum grade for an Urban Arterial in rolling terrain, at 45 to 50 mph design speed, is 7%. The design speed of the preferred alternative for Sunport Boulevard is 45 mph. Therefore the use of this grade, although fairly steep, does meet the guidance provided by AASHTO.) The roadway would contain twin bridges over the existing AMAFCA South Diversion Channel, twin bridges over Edmunds Street to allow Edmunds Street to continue to function as local access and a combination of retaining walls and fill sloping to existing grade.



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Sunport Boulevard Extension
 Bernalillo County Division of Public Works

Figure 6
Typical Cross Sections
Sunport Boulevard



Roadway

The new four-lane roadway would follow a portion of the existing Woodward Road corridor and is approximately 0.46 mile in length. The roadway would include a raised median and allow width for left-turn bays and curb and gutter along with a storm drainage system to collect storm water runoff and direct its outfall to a designated location. The storm drainage system would include detention ponds to generally contain storm water runoff on site, and to meter its eventual outfall to downstream drainageways at a volume level no greater than currently outfalls without the project. Although the specific details of the storm drainage system, including the detention ponds, would be subject to change during final design, one pond of just over half an acre is proposed south of Sunport Boulevard and just east of Broadway, in the southeast corner of the intersection, and another smaller pond, of approximately 0.08 acre, is proposed on the north side of Sunport Boulevard between the South Diversion Channel and Edmunds Street. The County has had discussions regarding the area for the larger proposed detention pond with representatives of the former Chevron bulk fuels terminal facility, now owned by Vecenergy. Chevron, however, remains the responsible party for the Superfund clean-up. During project meetings held with Chevron officials and the New Mexico Environment Department (NMED), it was determined that the formerly active wells in the area may be recommended for closure and abandonment. See Appendix B for meeting minutes. Refer to Figures 7a, 7b, and 7c for detention pond locations.

A 5-foot bike lane in each direction would also be included as part of the roadway typical section for Sunport Boulevard. Sidewalks are included on both sides of Sunport Boulevard as part of the Preferred Alternative for the westerly 700 feet of the proposed roadway, connecting Broadway Boulevard and a local access road intersecting with Sunport Boulevard approximately 700 feet east of Broadway. East of this intersection, approaching the interstate highway and the airport, a graded “landscape bench” area, 8 feet wide, would be included in the roadway section between the local access road and I-25; this area is not expected to carry pedestrian traffic however due to the lack of demand for pedestrian traffic to and over I-25. There are currently no sidewalks or typical pedestrian destinations on Sunport Boulevard east of I-25.

Curb ramps would be provided at the intersections of Sunport Boulevard and Broadway Boulevard, and Sunport Boulevard and the local access road, in accordance with City of Albuquerque design standards, meeting Americans with Disabilities Act requirements. In addition, at the signalized intersection of Sunport Boulevard and Broadway Boulevard, pedestrian accommodations would include pedestrian push buttons for full accessibility.

The existing Sunport Boulevard bridge over I-25 was constructed in 1996 with 110 feet of available roadway width, providing adequate width for future traffic growth and added laneage. With the 110 feet, two through lanes would be provided in each direction, as well as two left-turn lanes in each direction, and two 6-foot shoulders in each direction that can be utilized by bicyclists. The project would also require modifications to the southbound on- and off-ramps. These modifications would consist of adding two lanes to the southbound off-ramp and one lane to the southbound on-ramp in order to facilitate turning movements and reduce or eliminate traffic queuing. The ramp interface with I-25 would not change. See Figures 7d and 7e for ramp plan and profile. The project would also require modification of an existing traffic island on the southeast corner of the interchange in order to allow through bicycle traffic on the existing Sunport Boulevard. No further modifications of the existing Sunport Boulevard would be required east of the northbound off-ramp.

Local Access

Access to the various properties abutting and in the vicinity of the Preferred Alternative would be provided by means of an at-grade intersection to be located approximately halfway between Broadway Boulevard and the South Diversion Channel. This intersection would be a full movement four-way intersection with the intersection to serve as a connection with Woodward Road to the north and Edmunds Street to the east, and with the Arno Street right-of-way (and existing dirt road) to the south. The configuration of this intersection shown on Figure 7b shows a roadway curving from Sunport Boulevard north to Woodward Road on the north side of Sunport Boulevard and a stub-out connection to the south that would be configured more specifically with input from local landowners during the right of way definition and acquisition process. There is no intention of connecting this local access road and Sunport Boulevard to the existing Arno Street in the Wesmeco neighborhood to the north.

Woodward Road

Traffic volumes are forecast to increase considerably on Woodward Road with the implementation of the Sunport Boulevard Extension (refer to Table 3-1 and Table 3-2 below). This increase is predicted for both the long term (2035) as well as the short term, i.e. opening day of the Sunport Boulevard operation (anticipated to be 2018). To address this traffic increase, improvements to Woodward Road would be required. A co-dependent project has been programmed, with construction funds identified, in the NMDOT’s FFY 2014-2017 STIP for improvements to Woodward Road. This project has been identified as CN A300161 Woodward Road Improvements Project—from the intersection of Broadway Boulevard and Woodward Road to the intersection of 2nd Street and Woodward Road. A total of \$3,050,000 has been programmed with funds in 2015 and 2017 for this project. This same project has also been programmed in the FY 2014—FY 2019 TIP for the Albuquerque Metropolitan Planning Area by the MRCOG. The intent of this project is to address the traffic growth forecast for Woodward Road by providing additional capacity to this road. Refer to Section 5, Environmental Commitments, of this EA document for more information related to the timing of Woodward Road improvements.

Conceptual improvements to Woodward Road to address future traffic volumes have been addressed in the report *Traffic Operational Analysis Woodward Road* (URS 2014). Improvements to address long term traffic growth (i.e. 2035) consist of widening and reconstruction of Woodward Road between 2nd Street to the west, and Broadway Boulevard to the east.

Table 3-1: Woodward Road Projected Traffic Volumes – 2018 Build Scenario

Roadway Segment	2018 ADT (vpd)		2018 AM Peak Hour Volume (vph)	2018 PM Peak Hour Volume (vph)			
	Directional	Total					
2nd Street North of Woodward Road	NB	3,150	6,050	NB	447	NB	413
	SB	2,900		SB	258		SB
Woodward Road East of 2 nd Street	WB	5,370	11,260	WB	239	WB	552
	EB	5,890		EB	559		EB
2nd Street South of Woodward Road	NB	7,660	14,550	NB	818	NB	673
	SB	6,890		SB	308		SB

Table 3-2: Woodward Road Projected Traffic Volumes – 2035 Build Scenario

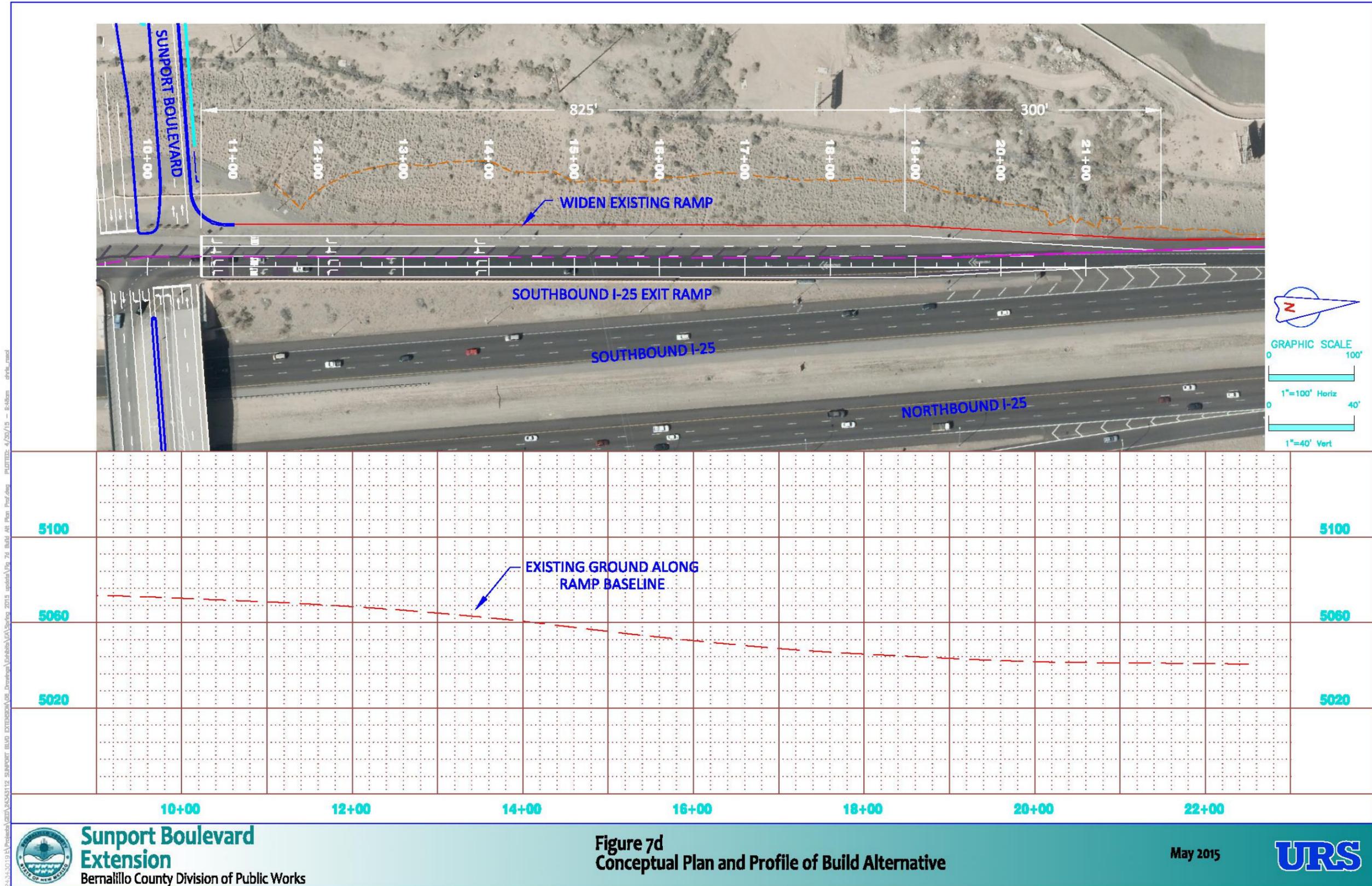
Roadway Segment	2035 ADT (vpd)			2035 AM Peak Hour Volume (vph)	2035 PM Peak Hour Volume (vph)
	Directional		Total		
2nd Street North of Woodward Road	NB SB	9,240 8,110	17,350	NB 1,006 SB 239	NB 561 SB 1,009
Woodward Road East of 2 nd Street	WB EB	10,780 10,940	21,720	WB 378 EB 1,139	WB 1,191 EB 663
2nd Street South of Woodward Road	NB SB	18,400 17,120	35,520	NB 2,066 SB 539	NB 1,059 SB 2,036

The ultimate typical section of Woodward Road would be determined as part of the study and design developed under the Woodward Road Improvements Project (CN A300161); however, it is likely going to consist of four travel lanes, along with pedestrian and bicycle facilities.

The Woodward Road Improvements Project would also include improvements to the intersection of Woodward Road and 2nd Street. Since the present intersection of Woodward Road and 2nd Street consists of STOP signing control only, a traffic signal and associated geometric improvements to all three legs of the three-way intersection would likely be needed to address future traffic volume when Sunport Boulevard is opened to traffic. Further environmental investigations of Woodward Road and the 2nd Street intersection area would be necessary as part of the Woodward Road Improvements Project. Woodward Road improvements will be completed prior to or simultaneous with the Sunport Boulevard Extension.

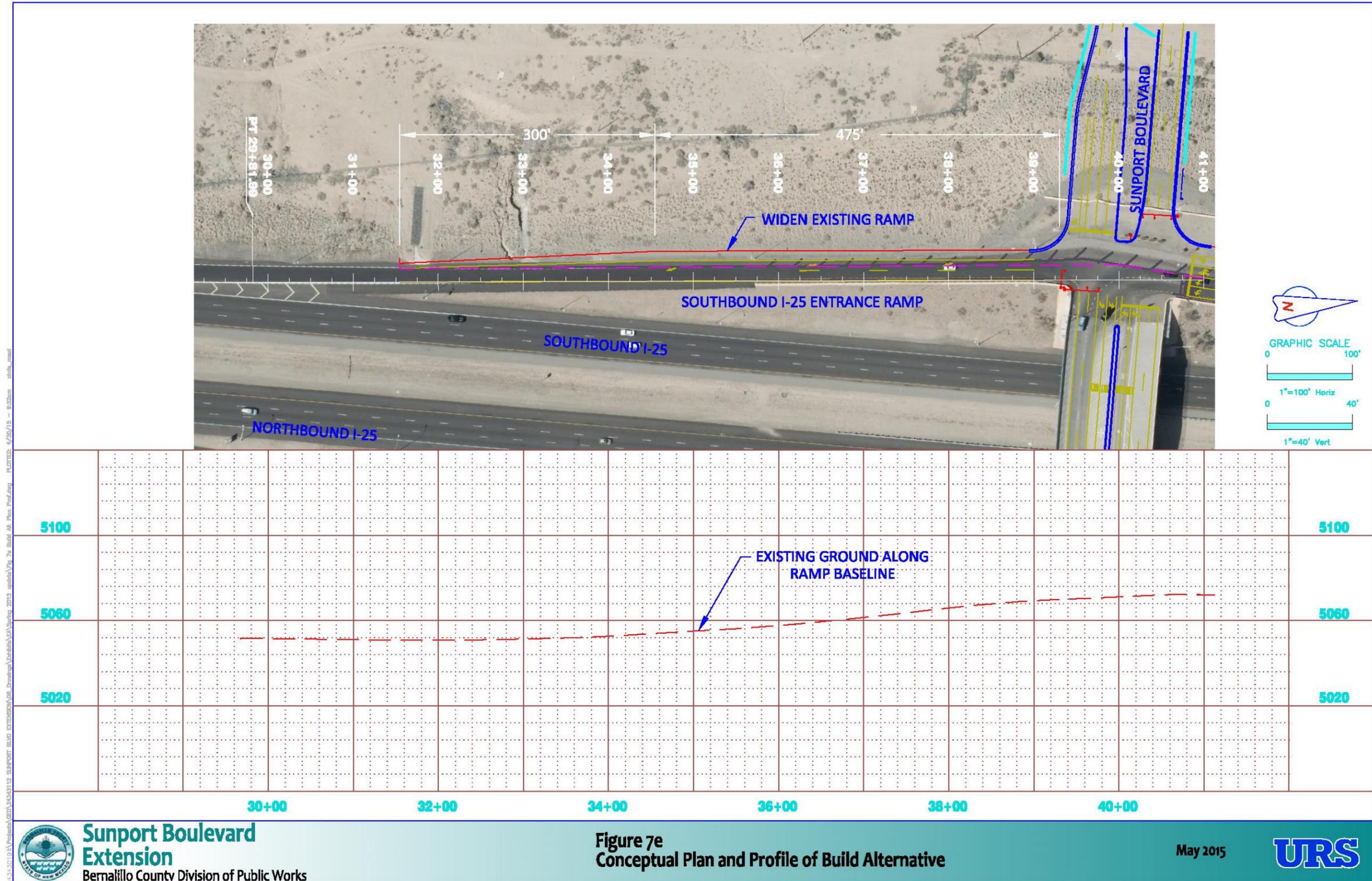
3.4. RIGHT-OF-WAY

Approximately 9.5 acres of private property would be acquired for right-of-way (including a number of parcel acquisitions and a construction and maintenance easement) for the Preferred Alternative. Another portion of the required right-of-way is already public right-of-way, occupied by a segment of Woodward Road. Land for the new required right-of-way is comprised of portions of an industrial facility, a commercial establishment, currently vacant land and the existing public right-of-way. Figure 8 shows the probable right-of-way requirements with a listing of property owners and the approximate area required from each that would occur under the Preferred Alternative. For all acquisitions, affected individuals would be fairly compensated through the Uniform Relocation Assistance and Real Property Acquisition Policies Act and other applicable legislation (49 CFR 24). In addition to the acquisitions of private property, a license agreement with AMAFCA, covering approximately 0.7 acre, would also be required for the crossing of AMAFCA’s South Diversion Channel.



2:\3\10101\A\Projects\02\Sunport Blvd Extension\GIS\Drawings\Exhibit\EA\Servers\2015\update\Fig 7d Build Alt Plan Prof.dwg PLOTDATE: 4/20/15 - 8:48am chris.mead

Figure 7d
Conceptual Plan and Profile of Build Alternative



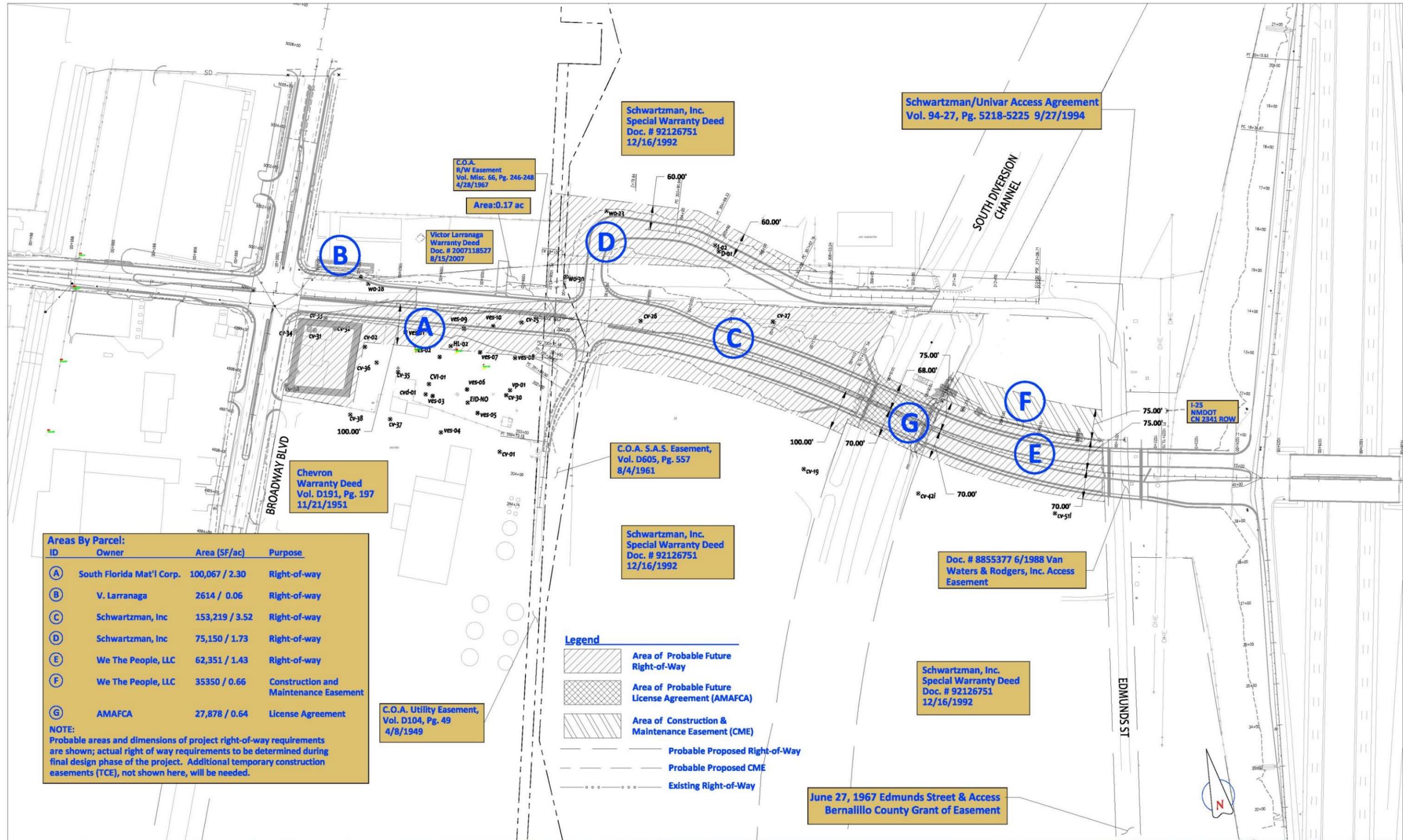


Figure 8
Probable Right-of-Way Requirements

4. AFFECTED ENVIRONMENT, EFFECTS AND MITIGATION

This section provides a description of the existing conditions for each environmental resource area; potential impacts that may occur if the Preferred Alternative is implemented and recommended mitigation measures, as appropriate; and a comparison to impacts under the No Build scenario.

4.1. GENERAL PROJECT SETTING

The project area is within Bernalillo County, located within north-central New Mexico, at the southern edge of the City of Albuquerque. The area is part of the South Valley where land use is a mix of industrial, commercial, residential and agricultural. Major roadways in the area are I-25 on the east, Rio Bravo Boulevard to the south, Gibson Boulevard to the north, and Broadway Boulevard and 2nd Street to the west. Sunport Boulevard is the main access point to the Sunport from I-25. The length of the primary project area along the Sunport Boulevard corridor is approximately 0.46 mile and includes private property and existing county road right-of-way, currently occupied by a portion of Woodward Road. Much of this area is vacant land that is located within the boundaries of the South Valley Superfund Site and contains a groundwater remediation system consisting of monitoring, extraction, and injection wells and associated piping. Properties immediately adjacent to the project area are industrial or commercial. There is a residential subdivision located about 550 feet to the north of the project area. The Preferred Alternative would cross the South Diversion Channel, a riprap-lined and dirt channel that carries regional storm water flow south, eventually emptying into the Rio Grande.

Project Area



View to the west through the project area from the I-25/Sunport Interchange.

4.2. CLIMATE, GEOLOGY AND SOILS

Existing Conditions

The project area is within the Albuquerque Basin and the Rio Grande Floodplain physiographic province. The elevation of the project area ranges from approximately 4,940 to 5,070 feet above mean sea level. The Rio Grande Valley within Albuquerque is flanked by the uplifted fault blocks of the Sandia Mountains and the Manzano Mountains to the east and the Rio Grande floodplain and the terraces and quaternary features to the west. The area is part of the Rio Grande Rift, a north-south trending structural basin that extends from Southern Colorado to Southern New Mexico through which flows the Rio Grande. The Albuquerque Basin is one of several grabens in the Rio Grande rift system. The distance from the project area to the Rio Grande, located to the west, is approximately 1 mile from the western terminus. The western terminus of the project is within the valley bottom, climbing to the east through terraced alluvium or escarpments to I-25.

The climate in the project area is classified as ustic aridic to aridic and temperatures range from a typical low of 19 degrees Fahrenheit (°F) in the winter to highs over 90° F in the summer (Griffith, G.E. et al. 2006). Precipitation sources are typically divided between monsoonal thundershowers in the summer and fall and snow during the winter and early spring. The project area has a semiarid climate with an annual precipitation of less than 10 inches per year, with most falling in the summer months (Brown 1987).

Soils within the project study area are primarily Bluepoint loamy fine sand, found on slopes that range from 1 to 9% gradient. Bluepoint soils consist of deep, somewhat excessively drained soils that formed in sandy alluvial and eolian sediments on alluvial fans and terraces (U.S. Department of Agriculture 1977).

No Build Alternative: Potential Effects

Under the No Build Alternative, existing conditions would continue with localized erosion in response to storm events.

Preferred Alternative: Potential Effects and Mitigation Measures

Excavation would be minimal as the majority of the project would consist of fill above existing grade. The proposed project would require construction of bridge piers/abutments at the bridge structures. A geotechnical investigation will be conducted in this area to evaluate soil stability for bridge structures. No blasting of bedrock is anticipated.

Impacts to soils would primarily consist of construction disturbances and resulting erosion. These potential impacts would be minimized through the National Pollution Discharge Elimination System (NPDES) permit process, which requires a storm water pollution prevention plan (SWPPP) as a contractual requirement to control erosion and sedimentation. More than one acre of ground would be disturbed for construction activities, therefore the County and the construction contractor would file a Notice of Intent (NOI) as an operator with the EPA. As part of this NPDES permit the contractor would prepare a SWPPP that identifies Best Management Practices (BMPs) to minimize soil erosion and transport of sediment and contaminants. The SWPPP would outline erosion control measures such as stabilization practices, storm water management measures, structural controls, and BMPs to mitigate soil erosion. Disturbed areas would be re-vegetated after construction.

4.3. WATER RESOURCES

Existing Conditions

Surface Water

The major surface water feature in the region is the Rio Grande, located approximately one mile to the west of the project area. The South Diversion Channel, a major regional storm drainage collection facility, crosses the project area and the San Jose Drain, an irrigation overflow facility, is located at the western terminus of the project area. There are arroyos adjacent to or near the project area that infrequently carry storm water runoff from the east to the west to the South Diversion Channel, but otherwise are dry. The South Diversion Channel is owned by AMAFCA, and the San Jose Drain is owned and operated by the Middle Rio Grande Conservancy District.

Groundwater

The project area is located within the Middle Rio Grande Basin, which is a groundwater basin composed of the Santa Fe Group aquifer system. The depth of water in the Santa Fe Group aquifer system varies widely, ranging from less than 2 feet near the Rio Grande to about 1,180 feet in an area west of the river beneath the West Mesa. Due to groundwater draws on area municipal wells, the groundwater movement beneath the project study area is generally from west to east. The depth to groundwater within the project study area ranges from approximately 30 feet to 120 feet below ground surface. Groundwater below the project area is being remediated as part of the South Valley Superfund site (refer to Section 4.20, Hazardous Materials, regarding the Superfund site). Both shallow and deep aquifers are being remediated. The shallow zone aquifer is approximately 20 to 25 feet below ground surface. This treatment zone is located outside of the Preferred Alternative to the west. The area where groundwater is being remediated for the deep zone aquifer is located within the footprint of the Preferred Alternative area but it is 600 to 700 feet below ground surface (EPA 2010). The EPA has reported that the groundwater remedial systems have been very effective in recovering and treating over 5.1 billion gallons of groundwater. A “significant” portion of the entire amount of the water has been returned to the aquifer from which it was extracted (EPA 2010). Groundwater impacts are not anticipated from this project.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for surface and groundwater would occur.

Preferred Alternative: Potential Effects and Mitigation Measures

Surface Water

The proposed extension does not cross any perennial or intermittent surface waters and there would be little potential for accelerated erosion and sedimentation into any surface waters as a result. The project crosses the South Diversion Channel. The project would incorporate a bridge that will span over the South Diversion Channel and would not disturb the channel structure. Striping on Woodward Road is planned over the San Jose Drain but no construction activities or other disturbances are planned within the channel as part of this Proposed Action. No additional storm water runoff into the channel is anticipated as a result of the project. The Proposed Action would not impact the San Jose Drain, however the separate Woodward Road Improvements Project may have an impact on the San Jose Drain.

Stormwater runoff generated by the proposed extension would be collected on site via a storm drain system consisting of stormwater inlets, manholes and storm drain pipe, with outlet into two storm water quality/detention ponds. 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. The larger pond would be located at the low end of the extension, at the southeast quadrant of the intersection of Broadway Boulevard and Sunport Boulevard. This pond would be excavated to an approximate elevation of 4,935 feet, from an existing ground elevation of approximately 4,941 feet, or to a depth of 6 feet below existing grade. The final design depth of this pond would be 5 feet. The smaller pond would be located in a much higher area, at the northeast quadrant of Sunport Boulevard and the South Diversion Channel. The existing ground elevation in the area of this pond varies from approximately 5,007 feet to 5,010 feet; the excavated elevation of the pond bottom would be 5,001 feet, 6 to 9 feet below existing grade. The final design depth of this pond would be 6 feet. Neither of these ponds are expected to encounter ground water, nor would either pond be expected to intercept contaminated ground water which is reported to be 600 to 700 feet below the existing surface at this location.

Agency input was sought from the NMED for potential impacts to water resources and water quality. Comments were received from the Surface Water Quality Bureau stating the project will require appropriate NPDES permit coverage and under the permit a SWPPP be prepared with appropriate BMPs installed and maintained both during and after construction. The letter from NMED providing details of the requirements is included in Appendix A.

Groundwater

Construction of the project's new roadway, storm drainage facilities, bridges and retaining walls would be confined to either the surface area or within 10 to 20 feet below existing grade, well above any groundwater. Most of the roadway would actually be constructed above existing grade in fills with embankments. Therefore, no impacts to groundwater would result from implementation of the Preferred Alternative.

Comments received from the NMED Ground Water Quality Bureau stated that all parties involved in the project are to be aware of notification requirements contained in 20.6.2.1203 New Mexico Administrative Code (NMAC) for accidental discharges. Compliance with the notification and response requirements will be met in the event of any potential leaks or spills occurring during construction from heavy equipment.

4.4. WETLANDS

The U.S. Army Corps of Engineers (USACE) and the EPA define wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas (EPA 1987, USACE 1987).

Existing Conditions

No wetlands occur within current project limits.

Potential Effects and Mitigation

No impacts to wetlands would result from the Preferred Alternative or the No Build Alternative.

4.5. FLOODPLAINS

Protection of floodplains and floodways is required by Executive Order (EO) 11988, Floodplain Management; U.S. DOT Order 5650.2, Flood Management and Protection; and 23 CFR 650, Subpart A, “Location and Hydraulic Design of Encroachment on Floodplains.” These guidelines require that any potential impacts to floodplain areas be studied to reduce the risk of flood loss; minimize the impact of floods; and restore and preserve the beneficial values of floodplains. The NMDOT’s policy is to avoid building at risk structures in floodplains and to ensure that any physical improvements are designed to prevent adverse floodplain effects.

Existing Conditions

The project area has been mapped on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community-Panel No. 35001CO342G. The South Diversion Channel is located within a special flood hazard area that is subject to inundation by the 1% annual chance flood (Zone AH) that is confined to the channel. Portions of Broadway Boulevard in the area of Woodward Road are within a zone that is protected, but with cautionary conditions. The conditions state that this area is shown as being protected from the 1% annual chance flood hazard by levee, dike, or other structure; however, overtopping or failure of the structure is possible and could result in destructive flood elevations and water velocities. The western terminus of the Preferred Alternative at its connection with Woodward Road would be within this conditional zone.

The *South Broadway Sector Management Plan* is a developed conditions report for the area along Broadway Boulevard from south of Lomas Boulevard to south of Gibson Boulevard (Bohannon-Huston, Inc. 1990) that includes recommended projects for flood alleviation measures. These recommended projects would address the flood hazard potential identified via the FIRM. The projects included improvements to the San Jose Drain from Woodward Road to the City of Albuquerque limits. A more recent plan has also been developed, the *South Broadway Drainage and Storm Water Quality Management Plan* (URS 2013). This Plan covers the South Broadway area from approximately Martin Luther King Jr. Boulevard to south of Woodward Road. Four future drainage detention pond and storm sewer expansion projects have been recommended in this plan. The closest planned drainage project recommended in this Plan as Priority 1, is improvements to the Mechem Pond located approximately two blocks north of San Jose Avenue. Otherwise, storm drainage system improvements have not been identified for the area south of San Jose Avenue.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for floodplains would occur. It is expected that the projects identified in the *South Broadway Sector Management Plan* and the *South Broadway Drainage and Storm Water Quality Management Plan* would be implemented to address the flooding potential of the project area.

Preferred Alternative: Potential Effects and Mitigation

The Preferred Alternative would not alter the current floodplain status of the project area, nor will it alter the opportunity to implement any proposed flood alleviation measures as outlined by the *South Broadway Sector Management Plan* (Bohannon-Huston, Inc. 1990) or the *South Broadway Drainage and Storm Water Quality Management Plan* (URS 2013). The projects identified in these plans are necessary to address the flooding potential of the project area.

The Bernalillo County Floodplain Administrator was contacted for project review of the Sunport Boulevard extension. The Administrator stated that the Preferred Alternative would have minimal impact on the surface water resource. The Administrator also stated that as all alternatives cross the South Diversion Channel measures must be taken to avoid impacts during construction. The South Diversion Channel would be protected from sediment, construction debris and fuels from entering the channel. The construction Storm Water Pollution Prevention Plan for this project will specifically address this issue. The Floodplain Administrator response letter is included in Appendix A.

4.6. VEGETATION

Existing Conditions

The project is primarily within the Albuquerque Basin sandscrub and desert grassland community. The most common native plant species within the project area are four wing saltbush (*Atriplex canescens*), purple sage (*Psoralea scoparius*), tumbleweed (*Salsola tragus*), and broom snakeweed (*Gutierrezia sarothrae*). Although the area is heavily industrialized and has been impacted by development, illegal dumping and industrial operations, the project study area contains some vacant lands with native plant species. Project construction activity would occur primarily within disturbed areas.

Based on the field and literature review of the project study area and in consideration of the activities proposed under the project, it is determined that the proposed project is within potentially suitable habitat for two plant species listed on the New Mexico Rare Plant Technical Council list for Bernalillo County: the La Jolla prairie clover (*Dalea scariosa*) and the Santa Fe milkvetch (*Astragalus feensis*). The species are designated as species of concern.

Noxious weeds are undesirable, non-native plant species that have negative impacts upon crops, native plant communities, livestock, and the management of natural or agricultural systems. The New Mexico Department of Agriculture has classified and targeted numerous noxious weeds for control or eradication pursuant to the Noxious Weed Management Act of 1998. No New Mexico Class A, B, or C noxious weeds were present in the area of project disturbance at the time of the biological survey.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for vegetation would occur.

Preferred Alternative: Potential Effects and Mitigation

There are no unique plant species or plant communities within the project area. The area of natural vegetation is located in the eastern portion of the project study area. While project construction activities would occur primarily within habitat-altered areas, there would be vegetation disturbance from construction activities within the project area. Revegetation would be incorporated into the roadway design along either side of the roadway and within the median as is feasible. Any areas that have not been improved with the roadway will be revegetated with a native seed mix after final construction.

Because they are listed as species of concern, a pre-construction survey for the La Jolla prairie clover and the Santa Fe milkvetch is not required; however, when a survey is performed for the Western burrowing owl (*Athene cunicularia hypugaea*) (see Section 4.7 for discussion), a plant survey should be conducted simultaneously for the two plant species.

4.7. WILDLIFE

Existing Conditions

Wildlife within the project study area is highly influenced by the existing interstate highway and regional urban development of the Albuquerque area. No sensitive wildlife species were observed during the field survey. Evidence of wildlife was observed, primarily from wildlife tracks within the South Diversion Channel. The channel may provide a connectivity corridor for wildlife to the other remnant natural areas near the project area. There were several burrows within the project study area possibly associated with rabbits or rock squirrels that were observed during the field survey.

Based on the field and literature review of the project area, agency correspondence, and in consideration of the activities proposed under the project, it is determined that the proposed project is within potentially suitable habitat for the Western burrowing owl. No burrowing owls were observed during the site survey, and no prairie dog towns were observed. Although no evidence was observed of individuals, there is a potential for occurrence because of the presence of the burrows and known owl populations in the area (Klute et al. 2003). Although no bird nests were observed in the project area, it is possible that burrowing owls or other shrub-nesting birds could move into the area.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for wildlife would occur.

Preferred Alternative: Potential Effects and Mitigation

April 15 through August 15 is nesting bird season, and if construction is scheduled between these dates, a pre-construction nesting bird survey would be conducted and results of the survey will be submitted in letter format to the NMDOT for review at least two weeks prior to construction.

The project would result in some loss of habitat for small mammals and reptiles, and could impact individuals that are underground. Large species are not likely to be affected. Some wildlife habitat loss will be permanent but revegetation would mitigate temporary losses.

4.8. THREATENED AND ENDANGERED SPECIES

The Endangered Species Act of 1973 (16 United States Code [USC] Sections 1531 to 1534), as amended, requires federal agencies or their designated representative to determine the effects of their actions on threatened, endangered, or proposed species of fish, wildlife, and plants, and their habitats, and take steps to conserve, recover, and protect these species.

Existing Conditions

The U.S. Fish and Wildlife Service (USFWS), the New Mexico Department of Game and Fish, and the New Mexico Energy, Minerals, and Natural Resources Department were consulted for information regarding threatened, endangered, or sensitive species. Copies of the agency letters are included in Appendix A. From information provided by these agencies, a list of potentially occurring species in the project area was compiled. This list of “target” species was based on the local biotic community and the habitat requirements of the species. A 100% ground survey was conducted to identify protected species. Target species with potential habitat in the project area is summarized in Table 4-1 below.

Table 4-1: Federal Listed Species with Potential to Occur in Project Area

Common Name Scientific Name	Status	Habitat	Presence/Absence and Potential for Occurrence
Western burrowing owl <i>Athene cunicularia hypugaea</i>	Species of Concern*	Open grassland areas, particularly in or adjacent to prairie dog towns and/or ground squirrel burrows.	Potential for occurrence

*Species of Concern is not formally defined in the Endangered Species Act. The listing status is used for planning and conservation efforts for species that are declining or appear to be in need of conservation. In the case of the Western burrowing owl it is considered by the USFWS to be a Bird of Conservation Concern (Klute et al. 2003).

A list of rare plants in Bernalillo County was obtained from the New Mexico Rare Plant Technical Council. Table 4-2 below contains rare plants with the potential for occurrence within the project area.

Table 4-2: Rare Plant Species with Potential for Occurrence within Project Area

Common Name Scientific Name	Status	Habitat	Presence/ Absence
La Jolla prairie clover <i>Dalea scariosa</i>	NM Species of Concern	Open sandy clay banks and bluffs	Not observed
Santa Fe milkvetch <i>Astragalus feensis</i>	NM Species of Concern	Sandy benches and gravelly hillside in piñon-juniper woodland or plains-mesa grassland	Not observed

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for species listed as threatened and endangered under Endangered Species Act would occur.

Preferred Alternative: Potential Effects and Mitigation Measures

No listed species were observed during the biological survey. Construction activities would have no effect on Federal or New Mexico endangered species, threatened species, or species of concern for Bernalillo County.

4.9. CULTURAL RESOURCES

The potential effects of the proposed project on cultural resources were evaluated through the Section 106 process of the National Historic Preservation Act (16 USC 470) as described in 36 CFR 800. Cultural resources may include, but are not limited to, districts, archaeological sites, isolated occurrences, historic buildings, historic objects, and acequias over 50 years old. In consultation with the State Historic Preservation Officer at the New Mexico Historic Preservation Division, an assessment was made for each resource as to its eligibility status for inclusion to the National Register of Historic Places (NRHP) and, for those resources determined eligible for inclusion to the NRHP, recommendations were developed to avoid, minimize, or mitigate any adverse effects from the proposed project.

Existing Conditions

Two newly discovered archaeological sites (LA 167700 and LA 167701), two historic/modern diversion channel segments (South Diversion Channel and San Jose Drain), and one Isolated Occurrence were documented during the 2010 investigation. No acequias, historic districts, historic buildings, or cultural landscapes were identified (Parametrix 2010).

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions for cultural resources would occur.

Preferred Alternative: Potential Effects and Mitigation Measures

Section 106 concurrence for the project was received on October 4, 2010, but is contingent upon following the recommendations outlined below. See Appendix A for agency correspondence.

The project cultural resource report recommends that a limited testing plan for the archaeological site LA 167700 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 possible, the proposed undertaking will have *no effect* on this resource. If avoidance is not possible, a testing program would also be implemented for this site.

If the South Diversion channel is damaged or altered during construction activities (although there are no plans to do so), it would be replaced with like materials. No additional investigation or treatment is recommended for the South Diversion Channel.

The San Jose Drain would not be affected by the Preferred Alternative. No additional investigation or treatment is recommended for the San Jose Drain.

If cultural materials or human burials are encountered during the proposed project construction, work in that area would stop and additional mitigation measures would be implemented.

4.10. AIR QUALITY

The EPA is responsible for establishing the Nation's standards for clean air as mandated by the Clean Air Act of 1970 (CAA). These standards—the National Ambient Air Quality Standards (NAAQS)—are established after reviewing all available scientific data on the health effects of the pollutants. Scientific review committees and the public participate in the standard setting process. Primary standards are set at those levels required to protect the public health, with an adequate margin of safety. Secondary standards are set at the level required to protect the public welfare from any known or anticipated adverse effect of an air pollutant. In setting these standards, the adverse health effects on the most sensitive population groups—the elderly, young, and infirm—are considered.

There are seven criteria pollutants for which NAAQS have been promulgated: carbon monoxide (CO), lead (Pb), ozone (O₃), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with a diameter less than or equal to 2.5 microns (PM_{2.5}), nitrogen dioxide (NO₂), and sulfur dioxide (SO₂). The fundamental method by which the EPA tracks compliance with the NAAQS is through the designation of areas as either in attainment, nonattainment, maintenance, or unclassifiable. Areas are given the status of nonattainment, due to violations of one or more of the established NAAQS, and must then comply with standards that are more stringent until the NAAQS are achieved. Maintenance areas are those that were previously in nonattainment, but have improved their air quality to meet the NAAQS and are not in a probationary period.

The CAA Section 176(c) requires the EPA to publish regulations requiring federal actions to conform to applicable State or Federal Implementation Plans to ensure the actions do not interfere with strategies employed to attain the NAAQS. EPA finalized the regulation (40 CFR 93) to ensure that federal actions do not adversely affect the timely attainment and maintenance of the air quality standards. The transportation conformity regulations stipulate that projects from a conforming transportation plan meet the conformity requirements if the project's design concept and scope have not changed significantly from those which were described in the transportation plan.

Existing Conditions

The proposed project is located within both an unincorporated portion of Bernalillo County as well as within the City of Albuquerque (located along the south city limit), in an area defined as the Albuquerque Metropolitan Planning Area by MRCOG. Bernalillo County is currently designated by the EPA as an attainment area for all air pollutants identified in the NAAQS. However, it was previously designated as a moderate non-attainment area for CO, in 1978, due to violations of the NAAQS for CO. The county remained under this designation until 1996, when it was redesignated as an attainment area under maintenance for CO. Currently, the county is designated as "limited maintenance" because it has been in attainment for more than ten years.

Principal sources of CO in the project study area are vehicular traffic on the street system as well as emissions from industrial sources of the area. Under certain conditions, high traffic volumes result in localized impacts, or "CO hot spots," which are detrimental to the health of people who are exposed. These CO hot spots, when they occur, are typically found near major intersections in areas immediately adjacent to driving lanes. The nearest major existing intersections in the area are Gibson Boulevard and Broadway Boulevard, Rio Bravo Boulevard and Broadway Boulevard, and the Sunport Boulevard/I-25 interchange ramp terminals.

Transportation facilities also contribute to the presence of other criteria pollutants, particularly O₃, NO₂, and particulates (PM₁₀ and PM_{2.5}). The entire metropolitan area has experienced high levels of O₃ during summer months, although currently it is an attainment area for O₃ and levels have been trending downward during the past year. High particulate level events have also occurred around the urban area, often related to factors such as high winds, regional forest fires, and local wood burning. Although transportation facilities contribute to these events, other factors are more critical and transportation control measures and predictive modeling procedures have not been established.

Other sources of regulated air emissions in the study area include stationary industrial sources, the airport, and Kirtland Air Force Base. Within the area encompassed by I-25, Rio Bravo Boulevard, 2nd Street, and Gibson Boulevard, there are approximately 25 industries with air quality permits on record with the City of Albuquerque (Ecosphere 2015). Most of these permits are not related to CO, but rather to O₃ precursors such as volatile organic compounds and NO₂ or particulates.

Air quality monitoring data are available from monitoring sites in Bernalillo County that are operated by the City of Albuquerque. The closest existing site to the project area is located on Prosperity Avenue SE just south of Rio Bravo Boulevard (Ecosphere 2015). Data from this location indicate that CO levels are lower than the NAAQS and close to the average 1-hour and 8-hour CO levels across the county. CO levels have been declining across the region, possibly due to improved emissions technology in vehicles.

No Build Alternative: Potential Effects

Under the No Build Alternative, air emissions would continue to be generated from traffic and other stationary sources in the project area. Without the proposed project, regional traffic patterns and localized operations of intersections and the local street system would continue in a similar manner to current conditions, with some probable growth. The current trends of declining emissions of NAAQS and toxic pollutants from transportation sources indicate that it is likely ambient air quality would continue to improve either with or without the project.

Preferred Alternative: Potential Effects and Mitigation

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 (SIP) developed by the Albuquerque-Bernalillo County Air Quality Control Board as required by the CAA. The project design for the Preferred Alternative has not changed significantly from that which was described in the TIP, and therefore is in conformity to the plan.

An evaluation of potential traffic-related air quality effects associated with the proposed roadway improvements was conducted to predict CO concentrations at the project intersections, including Sunport Boulevard/Broadway Boulevard, Sunport Boulevard/I-25 West Ramps, and Sunport Boulevard /I-25 East Ramps (Ecosphere 2015). Additional details on the methodology, data and results of the evaluation are provided in the technical report *Project Level Carbon Monoxide Analysis* (refer to Appendix D). These three intersections were analyzed because they have the highest signal delay and traffic volumes. The air quality analysis, utilizing the EPA-approved MOVES2014 and CAL3QHC computer models, predicted CO levels at these intersections for the highest volume PM peak hours in the 2035 design year. Both the project build and no-build scenarios were analyzed. The modeled results were evaluated in relation to the NAAQS (9.0 ppm over 8 hours and 35.0 ppm during the 1-hour period) and the Albuquerque/Bernalillo County Limited Maintenance Plan for Carbon Monoxide (LMP) (Albuquerque Environmental Health Department 2004) standards (7.7 ppm for the 8-hour period and 29.8 ppm for the 1-hour period). The LMP standards establish values for the 1-hour and 8-hour CO concentrations at 85% of the NAAQS, thus they are more conservative.

The modeling results indicated that CO levels would be well below the NAAQS and LMP standards and that the differences in CO levels between the build and no-build scenarios would be negligible. It was concluded that the development proposed under the Preferred Alternative would not “cause or contribute to air quality exceedences.”

Transportation-related emissions contribute to the formation of O₃ and the ambient levels of PM₁₀, PM_{2.5}, and NO₂; however, the region has historically been in attainment for these pollutants and project-specific transportation control measures have not been established. The SIP (Albuquerque-Bernalillo County Air Quality Control Board 2010) contains elements that address O₃, PM₁₀, PM_{2.5}, and NO₂, including measures such as enforceable limitations on vehicle emissions through the inspection and maintenance program, mandatory air quality monitoring and data analysis, and stationary source permitting. MRCOG’s Long Range Metropolitan Transportation Plan (MTP) (MRCOG 2015) also includes a conformity analysis designed to help mitigate congestion and air pollution. The Sunport Extension project is included in the current MTP.

Project-specific measures will also be taken to control emissions of particulate matter during construction. Since there will be ground disturbance of more than three-quarters of an acre during construction, New Mexico Administrative Code 20.11.20.14 requires that a fugitive dust permit be obtained from the City of Albuquerque, including the development of a dust control plan. The dust control plan would detail practices such as watering or covering disturbed soil surfaces or debris piles, suspending earthmoving and other dust-producing activities during periods of high winds, sweeping or clearing construction areas and adjacent roads of mud and debris, and covering material transported on- or off-site by truck. The dust control plan details the reasonably available control measures the applicant commits to for reducing the quantity of visible fugitive dust and airborne transported material, and provides contingency fugitive dust control measures.

Air Toxics

Mobile source air toxics (MSATs) are compounds emitted from highway vehicles and nonroad equipment which are known or suspected to cause cancer and irritation to the respiratory tract, including the exacerbation of asthma. Mobile sources are responsible for direct emissions of air toxics and contribute to precursor emissions which react to form secondary pollutants such as O₃. Controlling air toxic emissions became a national priority with the passage of the CAA, whereby Congress mandated that the EPA regulate 188 air toxics. The EPA has assessed this expansive list and identified seven compounds with major contributions from mobile sources. These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter.

The FHWA has developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The Sunport Extension project is considered to be a project with low potential MSAT effects, requiring a qualitative assessment of MSAT emissions. The types of projects included in this category are minor widening projects, new interchanges, replacing a signalized intersection on a surface street, new roadway segments connecting to an existing limited access highway, or projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic. A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives.

For each alternative in the Sunport Extension project, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. MRCOG developed traffic forecasts for the Sunport Extension project for the years 2018 and 2035. The forecasts provide information about the effects of the project on the operation of the network within a defined subarea, between I-25 and 2nd Street on the east and west and Gibson Boulevard and Rio Bravo Boulevard on the north and south. Values are given for total VMT for the AM peak, off peak, PM peak, and daily periods. In the 2035 AM forecast, VMT decreases in the build scenario, indicating that the system will operate more efficiently during the AM peak and fewer MSAT and other emissions will occur. In

the off peak, PM peak, and daily periods; however, VMT increases slightly with the project. Overall, the higher VMT (3,516 vehicles per day [vpd] or about 0.6 percent in 2018 and 11,752 vpd or 1.3 percent in 2035) suggests slight increases in emissions in the subarea.

According to the FHWA, MSAT emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050 (Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA 2012). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

Under the build and no-build scenarios there may be localized areas where VMT would increase, and other areas where it would decrease; therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The MRCOG forecasts show that traffic patterns will change as a result of the Sunport Extension project. Volumes will increase on Woodward Road, west of Broadway Boulevard; on 2nd Street, south of Woodward Road; and on the new Sunport Extension. Conversely, traffic will decrease on Broadway Boulevard between Woodward Road and Gibson Boulevard; on Gibson Boulevard between Broadway Boulevard and I-25; and on 2nd Street north of Woodward Road. More traffic will utilize south 2nd Street and Broadway Boulevard to get to I-25 by way of Woodward Road and the Sunport Extension. This traffic will be diverted away from the more populated areas along Broadway Boulevard and 2nd Street, between Woodward Road and Gibson Boulevard, and from Gibson Boulevard and the Gibson/I-25 interchange, thus emissions will likely decrease in these areas. However, even where increases do occur, they will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In compliance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22[b]), it must be disclosed that air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited.

Greenhouse Gases

Tailpipe greenhouse gas (GHG) emissions from transportation sources account for approximately 29 percent of total U.S. GHG emissions, and over 5 percent of global GHG emissions. The majority of transportation's operating emissions, totaling 58 percent, come from light-duty vehicles, with freight trucks at 20 percent and aircraft at 12 percent. Between 1990 and 2008, GHG emissions from U.S. transportation increased 22 percent, while emissions from all other sectors increased by roughly 11 percent (FHWA 2015).

In accordance with CEQ guidelines, potential effects to climate change from the Preferred Build Alternative were considered. The CEQ guidance requires federal agencies to consider how major federal actions could affect sources and sinks of GHG and how climate change could potentially influence such actions. In December 2014, the CEQ issued revised guidance on when and how federal agencies should consider GHG emissions and climate change in NEPA (CEQ 2014). The draft guidance includes a presumptive effects threshold of 25,000 metric tons of carbon dioxide (CO₂) equivalent emissions from an action.

The GHG emissions resulting from the proposed project would be associated with growth in VMT. Although the project is projected to result in some VMT growth in the subarea defined by I-25, 2nd Street, Gibson Boulevard, and Rio Bravo Boulevard, the increase of approximately 1 percent is estimated to result in CO₂ increases well below the CEQ threshold. Since climate change is a global issue, and the emissions changes due to the Preferred Build Alternative are very small compared to global totals, potential GHG emissions were not calculated.

The MRCOG, FHWA, and other federal land management agencies are currently participating in a study to consider how climate change analysis can be integrated into the long-range transportation and land use planning process. The Central New Mexico Climate Change Scenario Planning Project (2015) will assess the costs and benefits of a series of growth scenarios to determine how best to manage congestion, reduce emissions, and adapt to the impacts of climate change.

4.11. NOISE

The FHWA has adopted Noise Abatement Criteria (NAC) that establishes traffic noise thresholds for several land-use categories as shown in Table 4-3. The FHWA, in 23 CFR 772, specifies NAC for noise-sensitive land uses. Table 4-3 lists the categories of NAC as defined by the FHWA. Traffic noise is typically described in units of A-weighted decibels (dBA) and is discussed in terms of hourly average noise levels. The A-weighted decibels measure relative acoustic energy intensities. Weighted decibels, or dBA, simulate human response to noise, and average hourly levels, Leq(h), address the time varying characteristics of noise.

Table 4-3: 23 CFR, Part 772, Table 1 Noise Abatement Criteria

(NAC) Hourly A-Weighted Sound Level in Decibels (dBA)*			
Activity Category	Activity Criteria and Location		Description of Activity Category
	Leq(h)	L10(h)	
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
F	NA	NA	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.

Source: Highway Traffic Noise: Analysis and Abatement Guidance (FHWA, June 2010)

*Either Leq(h) or L10(h) (but not both) may be used on a project.

Noise impacts are identified when predicted noise levels approach or exceed 67 dBA at noise sensitive locations (Category B receptors in the case of this project), or when implementation of the project results in a 10 dBA increase over existing noise levels. The NMDOT noise abatement policy is based on the FHWA regulations and NAC, using the $L_{eq}(h)$ noise metric. NMDOT noise policy defined in the New Mexico Design Directive IDD-2011-02, defines a traffic noise impact as an impact which occurs when the predicted traffic-related noise level approach within one (1) dBA of or exceed the NAC, or when the predicted traffic noise levels exceed ambient noise levels by 10 dBA (L_{eq}) or more. The Bernalillo County code does not specify noise limits for transportation sources.

Existing Conditions

Existing noise sources in the area consist of traffic on I-25, aircraft from the Sunport and Kirtland Air Force Base, trains on the rail spurs servicing the bulk fuels terminals, traffic on Broadway Boulevard and other local streets and roadways, and noise associated with industrial and commercial activities of the area.

Land use along Woodward, Broadway, and the Preferred Alternative is primarily industrial; however, a residential neighborhood is located north of the Preferred Alternative along Wesmeco Drive, both east and west of Broadway Boulevard. These nine residences are the only sensitive receptors (Category B) in the project area. All other land uses are industrial (Category F), which are not subject to the NAC or noise analysis (FHWA 2010).

Existing traffic noise levels within the project area were evaluated by conducting field noise measurements focused on evaluating noise near the Category B sensitive receptors and using computer models to predict noise levels with existing traffic count data. Noise measurements were conducted on February 25, 2013 at three sites representative of noise sensitive locations in the project area. Noise measurements were performed during the AM (7:00 to 8:15) and PM peak traffic periods (4:30 to 6:00). Table 4-4 summarizes the data findings for each measurement location by receptor number.

*Table 4-4: Existing Noise Measurements and Modeling Results
for Category B Sensitive Receptors (Average A-Weighted Decibels [L_{eq} dBA])*

Receptor Number	Description	Peak Period	Measured Noise	Modeled Noise
1	East end of Wesmeco on north side of right-of-way	AM	57.4	55.6
		PM	55.5	56.2
2	North side of right-of-way, 75 feet east of Broadway	AM	65.0	67.1
		PM	62.2	67.9
3	West end of Wesmeco on north side of right-of-way	AM	53.9	53.8
		PM	56.7	54.5

Source: Traffic Noise Analysis Sunport Boulevard Extension Project Ecosphere 2014

No Build Alternative: Potential Effects

Under the No Build Alternative, there is predicted to be an increase in noise from traffic during the PM peak hour (see Table 4-5 below). This predicted 1 to 2 dBA increase is less than the amount where human hearing can perceive a difference (approximately 2-3 dBA) in outdoor noise levels.

Preferred Alternative: Potential Effects and Mitigation Measures

Changes in traffic noise as a result of implementation of the Preferred Alternative and traffic growth were evaluated using FHWA’s Traffic Noise Model version 2.5. The analysis assumed traffic flow conditions for the 2035 design year and the geometric relationship between each receiver and the adjacent roadways under the Preferred Alternative. The analysis evaluated noise conditions for the existing noise, No Build and the Preferred Alternative at the three-receptor locations, which represent the nine residences along Wesmeco Drive. As shown in Table 4-5, noise at most sensitive receptors in the project area increase by 3 to 3.5 dBA between existing and 2035 levels.

*Table 4-5: Existing Modeled and Future Modeling Results
for Category B Sensitive Receptors (Average A-Weighted Decibels [Leq dBA])*

Receptor Number	Description	Peak Period	Existing Measured Noise Levels 2014	Existing Modeled Noise Levels 2014	No- Build Alternative Noise Levels 2035	Preferred Alternative Noise Levels 2035
1	East end of Wesmeco on north side of right-of way	AM	57.4	55.6	53.5	58.6
		PM	55.5	56.2	57.7	59.7
2	North side of right-of way, 75 feet east of Broadway	AM	65.0	67.1	63.8	69.9
		PM	62.2	67.9	69.6	71.1
3	West end of Wesmeco on north side of right-of way	AM	53.9	53.8	52.3	57.0
		PM	56.7	54.5	55.8	58.0

Source: Traffic Noise Analysis Sunport Boulevard Extension Project Ecosystem 2014

In review of the defined criteria for noise impacts stated above, i.e. for predicted noise levels approaching or exceeding 67 dBA at residential (Category B) land uses, or when implementation of the project results in a 10 dBA increase over existing noise levels, the 67 dBA level is predicted to be exceeded at Receptor Number 2 with the Preferred Alternative. This location is 75 feet east of Broadway. At the other two receptors, the predicted noise levels remain below 67 dBA. There are no locations where a 10 dBA increase over existing levels is predicted.

Noise impacts at sensitive receptors in the corridor (i.e. at Receptor Number 2) are related to high traffic and truck volumes, particularly on Broadway. Abatement measures such as noise barriers along Broadway or in the Broadway/Sunport/Woodward intersection would not be feasible because they would make it impossible to maintain safe visibility and access to properties. The intersection of Wesmeco/Broadway itself creates an opening where noise is generated and where it is not feasible to construct a noise barrier. Therefore, the Preferred Alternative would not warrant any noise mitigation.

The industrial and commercial (Category F) land uses in the project area would not be negatively impacted by traffic noise from the proposed project; there are no NAC thresholds for this category and noise abatement is not warranted at locations without sensitive receptors.

As a corollary to the noise modeling described above, an additional analysis was done to quantify the probable source of potential noise impacts to residences. Traffic volume forecasts indicate that traffic is expected to at least double by 2035 design year on Broadway and Woodward Road west of Broadway, with or without the project; residences on Wesmeco near these roads are likely to be affected by noise associated with these increases in traffic.

The residences located on Wesmeco range in distance from approximately 75 to 400 feet to Broadway Boulevard and from 550 to 570 feet to Sunport Boulevard/Woodward Road. Traffic on Broadway Boulevard and Sunport/Woodward Road was evaluated separately within the Build scenario to evaluate the relative noise contribution of Broadway versus Sunport/Woodward traffic. The model was applied with only 2035 traffic on Broadway and no traffic on Sunport/Woodward, and conversely, with only 2035 traffic on Sunport/Woodward, and no traffic on Broadway. The results indicate very little change at the noise receptors (generally 1 dBA or less) when future traffic on Sunport/Woodward is removed completely. Conversely, when traffic is removed from Broadway and only 2035 build traffic is analyzed on Sunport/Woodward, noise levels decrease significantly, from over 5 dBA to almost 18 dBA less. This indicates that the majority of noise impacts affecting Wesmeco are related to traffic on Broadway, not Sunport/Woodward.

4.12. VISUAL RESOURCES

Existing Conditions

The landscape character of the project study area was historically agricultural and rural residential; it has changed over time to the current land uses of heavy industrial, commercial, and urban development. The current visual character is generally one of a combination of vacant land, industrial sites dominated by the large above ground fuel storage tanks of the former Chevron bulk fuels terminal, and older residential properties located to the north of the project area.



Simulated view of Sunport Boulevard from Wesmeco neighborhood looking south

There is currently street lighting present on Broadway Boulevard both north and south of Woodward Road, on Woodward Road west of Broadway, and at the intersection of Broadway and Woodward Road. The New Mexico Night Sky Protection Act [NMSA 1978, Chapter 74, Article 12] sets forth provisions on outdoor night lighting fixtures to preserve and enhance the state's dark sky while promoting safety, conserving energy, and preserving the environment for astronomy.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to visual or scenic resources would occur.

Preferred Alternative: Potential Effects and Mitigation Measures

The proposed Sunport Boulevard extension project would alter the views of the project area because the elevated roadway of Sunport Boulevard approaching I-25 would be visible. The highly visible bridges and retaining walls that are proposed under the Preferred Alternative would be designed to include aesthetic elements such as the use of colored concrete and form liners that create patterns and texture in the exposed concrete surfaces.



Simulated view looking south at Sunport Boulevard crossing over Edmunds Street

The project is in an industrial area and does not currently have highly valued visual resources (i.e. natural, cultural, visual or scenic resources); therefore any adverse impacts to the visual resources from this project would be minor, and conversely, the project may generate a positive visual effect with the introduction of new modern facilities with the aesthetic elements described above. Street lighting is planned as part of the Preferred Alternative. The street lighting features will comply with the New Mexico Night Sky Protection Act of 1978, and will not result in a significant impact to the area.

4.13. COMMUNITIES AND LAND USE

Existing Conditions

The South Valley includes the project area and adjacent neighborhoods, and is comprised of a mix of land use including agricultural, residential, industrial, and commercial development. To the east of the Sunport Boulevard extension, land use is comprised of the Sunport, commercial use related to the airport, light industrial uses, and residential development. The area surrounding the Sunport Boulevard Extension project is principally industrial, including heavy industry, and commercial in character. The Mountain View neighborhood has some residential use in the southern portion of the area, but it is approximately 1.5 miles from the Preferred Alternative. The San Jose neighborhood, an older, historic, low-income, and predominantly Hispanic neighborhood, immediately abuts the Preferred Alternative to the north. Both of these neighborhoods have boundaries defined with the County and City, respectively; these recorded boundaries are shown on Figures 1 and 3. The boundaries cover an area beyond the concentrations of existing residential development, and they overlap with each other. Two of the three superfund sites in the Albuquerque area, AT&SF and South Valley, are within the Mountain View neighborhood. The third superfund site is located just north of the residential San Jose neighborhood. There is much vacant land in both neighborhoods.

Historically, the South Valley has been an agricultural area. There are many acequias (irrigation canals from the Rio Grande) still in use and access to the water is protected by property rights. The neighborhoods to the north of the proposed project began to grow larger in the 1880s, when

they were principally settled by African American and Hispanic workers that worked in shops and industry in Albuquerque often associated with the railroad (Albuquerque Historical Society). Most of the current housing stock was built after 1970 though some may date back as far as 1940 (Neighborhood Scout). Currently, the San Jose neighborhood contains a high number of Section 8 public housing units.

Conformance with Land Use Plans

The Preferred Alternative is consistent with existing and proposed land use plans. The 1988 *Southwest Area Plan* proposed two interchanges for the industrial corridor located between Woodward Road, 2nd Street, the Isleta Pueblo and I-25. The intent was to provide additional access to the airport, improve accessibility to existing firms in the corridor, and attract future industrial development (Bernalillo County, 1988). The update to this plan in 2001, as well as the amended version of the plan, which were adopted on June 28, 2005 and August 28, 2007, respectively, describes a major light industrial corridor planned for the area east of 2nd Street, west of I-25, and south of Woodward Road. As part of this planned development, roadway access is described as one of the specific needs. The Sunport Boulevard extension would provide additional access to the area of the planned industrial corridor. The project is also consistent with the goals of land use and community cohesion as outlined in the 1986 *South Broadway Neighborhoods Sector Development Plan* (City of Albuquerque 1986). The proposed extension would enhance the South Valley access as it would contribute to increased connectivity and circulation of transportation in the area as called for in the plan.

The Preferred Alternative is also consistent with the draft *Mountain View Sector Development Plan*. This draft Plan was developed in 2005 and 2006, with public meetings conducted throughout the period from March 2005 to January 2006 to gain public input for this Plan; however, this plan was not officially adopted. Relative to Sunport Boulevard, the draft Plan's Vision for this area of Mountain View states that "Additional roads ... and an extension of Sunport Boulevard west to Woodward, help to encourage and support additional commercial and residential activity."

As the result of past concerns related to land use and zoning raised by members of the Mountain View and San Jose communities, and other reasons, Bernalillo County has initiated the development of small area plans to better address and control development within these areas. The first such plan developed was the *Bernalillo County/International Sunport Station Area Plan* adopted in 2009. This plan focused on the area surrounding the Bernalillo County/International Sunport New Mexico Rail Runner Station, located near the intersection of Rio Bravo Boulevard and 2nd Street, within the Mountain View community, and just south of the Sunport Boulevard project study area. As a continuation of this small area planning process, the County is currently developing the San Jose/Mountain View Design Overlay plan (aka the Sunport Commerce Center Design Overlay). This plan represents the ongoing efforts of 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. These design overlay standards are expected to be adopted by Bernalillo County before the end of 2015. The formal bounds of the San Jose/Mountain View

Design Overlay include Woodward Road to the north, I-25 to the east, Rio Bravo Boulevard to the south, and 2nd Street to the west. The draft design overlay states that the area is well-suited for manufacturing, warehousing, and distribution operations. One of the objectives of applying the overlay standards is to capitalize on the economic development potential of the area while decreasing the scale and types of uses that would result in adverse impacts on nearby communities.

The design overlay specifically seeks to attract and retain food-related commerce and green technology firms within the area (Bernalillo County 2013). 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 draft design overlay provides more detailed performance requirements than are in current zoning regulations for site, building, parking, and landscape standards. These requirements will also be used by the County for development review. The draft overlay plan includes requirements for street trees and parking area vegetation, minimum sidewalk widths, building height limits of 60 feet, architectural character criteria, and fence design and materials criteria. Consistent with the overlay design standards, the Preferred Alternative would incorporate bicycle lanes and sidewalks. (Bike lanes are proposed on Sunport Boulevard from Broadway Boulevard to I-25. Sidewalks are proposed on Sunport Boulevard from Broadway to the local access road located 700 feet east of Broadway.)

The design overlay is currently in the development process and its scope has recently been expanded. An additional land use and zoning planning effort is underway to include the entire extent of 2nd Street from Woodward in the north, to the Valle de Oro National Wildlife Refuge in the south. This effort was begun in late 2014 and is being coordinated with the County's ongoing design overlay process. The addition of this 2nd Street Plan has added additional time to the planning process, however, the County staff expects these documents will be completed in 2015.

The intent of both of these planning efforts is to create a sense of place by creating a framework to improve the appearance and economic viability along South 2nd Street from Woodward and introduce design and development requirements for the district that would effectively lessen the impact of the industrial zoning that has historically characterized this area. The 2nd Street corridor is a gateway to the Valle De Oro Urban Wildlife Refuge in the South Valley. Currently there is not a uniform set of development and design guidelines for this highly visible area. The further objectives of the design overlay plan are to develop methods to encourage economic development, improve transportation and promote beautification by addressing signage, lighting, walls and fences, parking, vegetation, and architectural design. Preliminary documents from Bernalillo County state that the purpose of the proposed overlay district is to promote an identity and sense of place while promoting a viable, attractive and safe place for the residents of this area and also provide an appropriately scaled and economically vibrant gateway to a nationally recognized facility. (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.)

This project is currently included in the MRCOG FY 2014 to FY 2019 TIP. The project is consistent with regional transportation plans, including the MRCOG 2035 MTP. It is cited as a future roadway project that would improve ground transportation to the Sunport to "facilitate improved access to the terminal area by providing a link to an alternate direct north-south route to downtown Albuquerque" (MRCOG 2007). In addition, the project is shown in the plan's Long

Range Roadway System planning map. The project conforms to the long-term transportation planning needs, land use planning, and community goals as outlined in the MTP.

No Build Alternative: Potential Effects

Under the No Build Alternative, no immediate changes to land use are anticipated. The San Jose/Mountain View Design Overlay plan would still be applied when approved, but the corridor may be less attractive for higher scale development due to the lack of access and thus the character of the area could be expected to remain largely the same.

Preferred Alternative: Potential Effects and Mitigation

Land that would be directly impacted by the Preferred Alternative is either vacant or currently has groundwater remediation systems on it. The groundwater remediation systems in place would not be impacted by the extension because measures such as avoidance or relocation of components of the remediation systems would be implemented as part of the project design. Public comments received throughout the planning process have indicated a concern that the proposed project would encourage the type of industrial development that would contribute to further pollution and other adverse impacts to adjacent neighborhoods. Bernalillo County has land use controls in place, and is developing an overlay district as described above, to guide the growth of future commercial and industrial development in the area.

To better understand this concern, research was conducted into the factors that influence land use change associated with transportation projects. Research has found that commercial and industrial zoned land appreciates in value when accessibility to these locations improves through new highway or road investments. However, residential property immediately adjacent to highways typically diminishes in value due to real or perceived visual, noise, or local air pollution impacts (Mohring 1994, Kwang et al. 2007, Arizona Department of Transportation [ADOT] 2001). Yet more recent studies typically urged caution with assuming a “one-finding-fits-all” scenario, noting that site-specific or local characteristics may have significant effects on change in land use and change in land value (Ryan 1999, MTI 2010, ADOT 2001). Specifically, research found that land use policy such as zoning and design policy guidance played a major role in terms of how investment occurred along expanded/new highway corridors. Jurisdictions that intentionally tried to transform areas into commercial/industrial corridors using land use policy tools saw these results come to fruition more than communities that did not (DiMento et al. 1997).

Bernalillo County is addressing land use issues in the Mountain View and San Jose communities and has prepared the draft San Jose/Mountain View Design Overlay plan to “positively influence development patterns in an effort to shape and enhance the character and identity of Upper Mountain View” (Bernalillo County 2013). When approved, this plan would provide standards and guidelines for architectural character; building orientation, height, and setbacks; pedestrian and bicycle facilities; parking and access; landscaping, fencing and walls; lighting; and signage and would apply to the project area that is under County jurisdiction. If the Design Overlay plan is not approved and adopted, the present County planning and plat approval process employing existing zoning controls, along with public hearing procedures, will guide future development.

4.14. SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE

Community Cohesion

According to the U.S. Department of Transportation and FHWA's community impact assessment guidance, a community is defined in part by behavior patterns that individuals or groups of individuals hold in common. These behavior patterns are expressed through daily social interactions, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs. A community is also defined by shared perceptions or attitudes, typically expressed through individuals' identification with, commitment to, and attitude towards a particular identifiable area. In addition, there are other concepts of community which are not based on spatial relationships. Communities may be based on a common characteristic or interest, such as religion, ethnicity, income strata, or concern for the economic viability of a region, which provides a psychological unity among members. Highway and street projects can affect community cohesion by dividing neighborhoods, displacing substantial numbers of residents or businesses, unfairly affecting a minority or low-income neighborhood, or introducing different kinds of businesses that change the overall character of the community.

Public Health and Safety

The San Jose and Mountain View neighborhoods, both of which are crossed by the Preferred Alternative due to the overlap of their defined boundaries (refer to Figures 1 and 3), were the subject of a Health Impact Assessment (HIA) related to a previous land development project proposed for a trash transfer/recycling facility in 2011. This HIA performed by the Bernalillo County Place Matters Team and the New Mexico Health Equity Working Group researched and described various health conditions and issues present in the San Jose and Mountain View areas. According to this HIA, the neighborhoods of Mountain View and San Jose are home to 33 sites regulated by the EPA that are either highly contaminated; store, dispose of, transport and/or generate hazardous waste; discharge pollutants into surface water; and/or release toxins in the air. Two of these sites are nationally recognized Superfund sites. Mountain View and San Jose are also reported to be home to the state's largest nitrate contamination ground water plume, the Albuquerque Bernalillo County Water Utility Authority's sewage treatment plant, 15 facilities that discharge pollutants into ground water, and 40 auto salvage yards. The predominantly Hispanic community in Mountain View and San Jose are reported to have higher mortality rates for 10 of 11 leading causes of death and shorter life spans than Hispanics living in other communities in Bernalillo County. The top two of these causes are heart disease and cancer (Bernalillo County Place Matters 2011).

As of the time of preparation of the HIA in 2011, the area represented by zip code 87105 contained 84 facilities that emitted air pollutants into the air, including carbon monoxide, nitrogen oxides, sulfur dioxide, particulate matter, and volatile organic compounds. This zip code includes much of the Mountain View area, as well as a larger area outside of Mountain View such as Mesa del Sol. However, much of the area within this zip code boundary is vacant land or relatively new non-polluting development and industry (i.e. Mesa del Sol); many of the 84 facilities are within Mountain View (Bernalillo County Place Matters 2011). With all of the above, there have been demonstrated community and public health concerns within the Mountain View and San Jose areas.

In addition to the above, there are transportation facility concerns that impact public health and safety. Both Sunport Boulevard and Woodward Road currently lack facilities for pedestrians and non-motorized vehicle use. There are no sidewalks or designated bike lanes currently provided in the roadway corridors of the existing east leg of Sunport Boulevard, Broadway Boulevard, and Woodward Road.

Environmental Justice

Title VI of the Civil Rights Act of 1964 forbids discrimination against any person on the grounds of race, color, national origin, or gender for any project that receives federal funding. EO 12898 seeks to prevent federal policies and actions from creating disproportionately high or adverse health and environmental impacts to minority or low income populations. The FHWA implements the requirements of EO 12898 through FHWA Order 6640.23, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Guidance on how to implement EO 12898 and conduct an environmental justice analysis has also been issued by the CEQ. FHWA Order 6640.23 applies the following definitions for minority and low-income populations, which are consistent with the definitions in EO 12898 issued by the CEQ and EPA.

- Low-income means a household income at or below the U.S. Department of Health and Human Services poverty guidelines (2012 poverty guideline for a family of four persons is \$22,350).
- Minority means a person who is: Black/African American, Hispanic, Asian-American, American Indian and Alaskan Native and/or Native Hawaiian and other Pacific Islander, Two or More Races and Some Other Race.
- Minority Population means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity. Minority populations were identified based on the CEQ guidance document Environmental Justice: Guidance Under the National Environmental Policy Act. Based on this guidance, “Minority populations should be identified if either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis...”
- Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

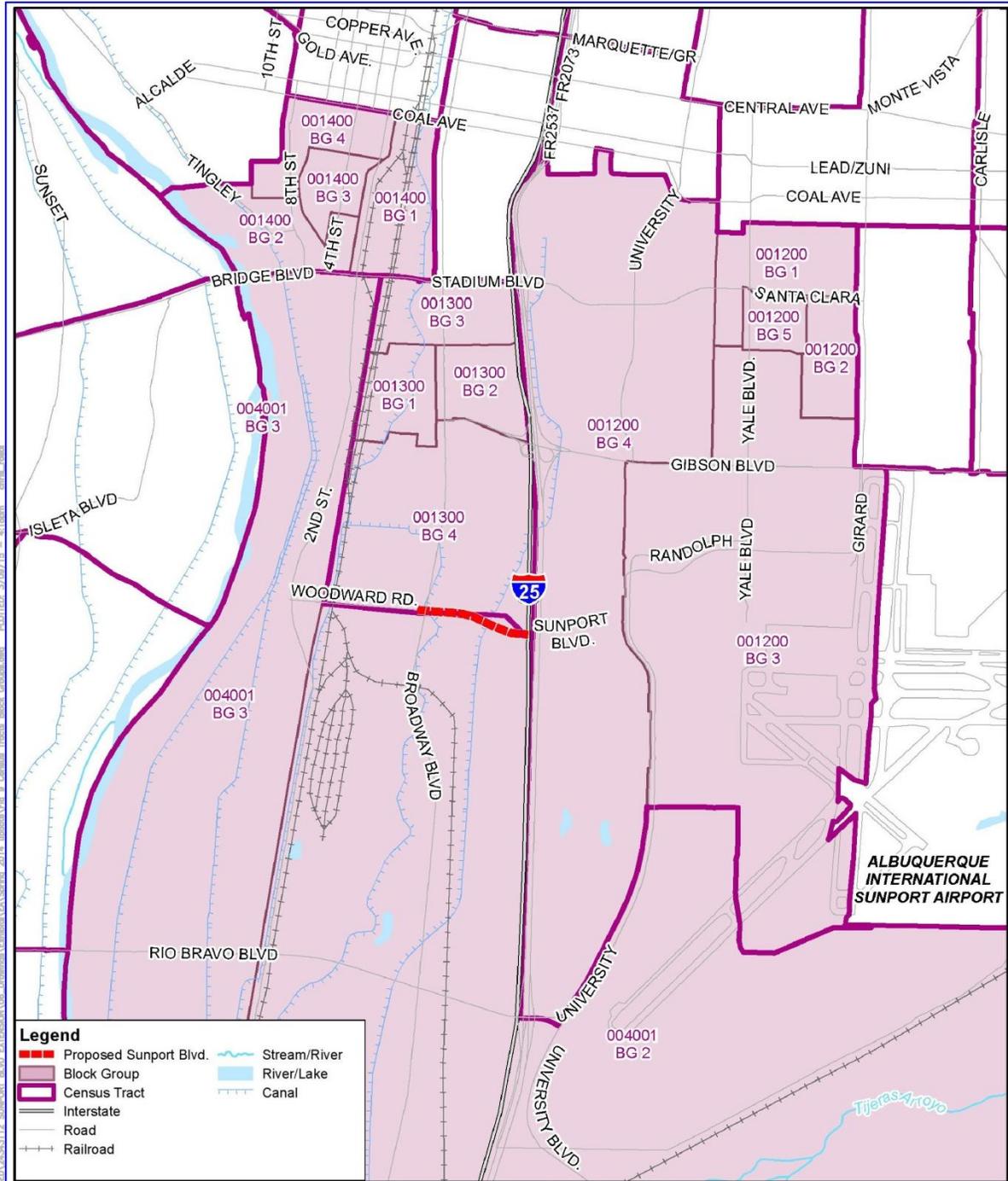
EO 13045, entitled “Protection of Children from Environmental Health Risks and Safety Risks,” mandates that federal agencies identify and assess environmental health and safety risks that may disproportionately affect children as a result of the implementation of federal policies, programs, activities, and standards (62 Federal Register 19883-19888, April 23, 1997). There is one school located in the San Jose neighborhood, the East San Jose Elementary School located at 415 Thaxton Avenue SE, Albuquerque. This school is located approximately one mile from the

project. The East San Jose Elementary School would not experience an environmental health and safety risk that would disproportionately affect children as the result of the Proposed Action.

EO 13166, “Improving Access to Services for Persons with Limited English Proficiency,” requires federal agencies to examine the services they provide and identify any need for services to those with LEP. The EO requires federal agencies to work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Act of 1964, 42 USC 2000d, and Title VI regulations against national origin discrimination.

Environmental justice impacts refer to disproportionately high and adverse human health or environmental effects of a Proposed Action on low-income populations, minority populations, or Indian tribes. In order to identify if any potential disproportionate adverse environmental justice effects would be associated with the implementation of the Proposed Action, existing environmental justice characteristics (i.e. minority and low-income population) in the community directly affected (i.e. Census Tracts 12, 13, and 40.01) were identified. The socio-economic characteristics of New Mexico, Bernalillo County, Albuquerque, the South Valley Census Designated Place, and the tracts (or block groups when data availability permitted) within the project area are summarized in Table 4-6 (U.S. Census 2012). The census tracts and block groups are shown on Figure 9 on the following page. Based on 2012 U.S. Census data, Tracts 12, 13 and 40.01 all contain portions of the project and have a greater percentage of minority population and lower median family incomes than the State of New Mexico, City of Albuquerque, or Bernalillo County (Table 4-6). The population within Tract 40.01 contains a portion of the project but aerial imagery suggests that none of the population attributable to the tract is within a half mile of the project. Thus, Tracts 12 and 13 contain nearly all of the residents that would be within the area of effect of the project. The largest concentration of population located near the project is the San Jose neighborhood which is located immediately north of Woodward Road. In addition to having a greater concentration of minorities and low-income families than the State of New Mexico, City of Albuquerque and Bernalillo County, Tracts 12 and 13 have higher percentages of minorities and low-income families than the South Valley, a region within Bernalillo county that encompasses the project. Although compared to the South Valley region, Tract 40.01 has a lower percentage of low income families compared to the State of New Mexico, City of Albuquerque and Bernalillo County.

SUNPORT BOULEVARD EXTENSION
ENVIRONMENTAL ASSESSMENT



Sunport Boulevard Extension
 Bernalillo County Division of Public Works

Figure 9
Census Tracts and Block Groups

URS

As described in Section 4.13, the South Valley historically was an agricultural community but has shifted over time to include more industrial, commercial, and residential development. According to the most recent American Community Survey data, the unemployment rate in the South Valley (9.3%) was slightly higher than the rate of Albuquerque (8.0%) and Bernalillo County (8.0%). This difference is even more pronounced in Tracts 12 and 13 which have unemployment rates of 13.3% and 13.9%, respectively. The per capita and median family incomes are substantially lower in the South Valley compared to the overall City of Albuquerque and Bernalillo County. The per capita and median family incomes in Tracts 12 and 13 are lower than the South Valley. There is also a greater concentration of minority population within Tracts 12 and 13 and the South Valley at large than the state, Bernalillo County and Albuquerque. Many of the minorities in this area indicate that their race is “some other race,” and much of the population identifies as being of Hispanic/Latino ethnicity.

Table 4-6: Demographic Summary for Bernalillo County/City of Albuquerque

	Tract 12, Block Group 4	Tract 13, Block Group 4	Tract 40.1, Block Group 2	South Valley CDP	Albuquerque	Bernalillo County	New Mexico
Population	2,106	1,406	1,768	42,330	633,613	661,924	2,055,287
Minority (%)	64.43%	64.22%	31.28%	40.8%	30.4%	30.2%	27.4%
Native American	9.87%	1.49%	1.98%	2.0%	4.2%	4.6%	9.2%
African American	11.26%	1.35%	0.00%	0.6%	2.9%	2.8%	2.0%
Asian	11.36%	0.00%	0.62%	0.3%	2.3%	2.3%	1.3%
Hawaiian/Pacific Islander	0.00%	0.00%	0.00%	0.0%	0.1%	0.1%	0.1%
Other Races	24.21%	60.74%	26.87%	34.2%	17.1%	16.6%	11.7%
Two or More Races	7.74%	0.64%	1.81%	3.8%	3.8%	3.8%	3.1%
White	35.57%	35.78%	68.72%	59.2%	69.6%	69.8%	72.6%
Hispanic/Latino: Any race	49.7%	92.39%	88.74%	81.5%	48.7%	47.8%	46.3%
	Tract 12	Tract 13	Tract 40.1	South Valley CDP	Albuquerque	Bernalillo County	New Mexico
Disabled Population Two or More Races	9.4%	9.0%	11.4%	12.8%	11.9%	11.8%	13.7%
65 and Over Disabled Population	7.1%	8.7%	8.7%	12.5%	12.4%	12.4%	13.4%
Per capita income	\$15,202	\$13,405	\$19,203	\$17,135	\$26,562	\$26,766	\$27,349
Median family income	\$26,458	\$29,333	\$54,452	\$43,484	\$59,953	\$60,694	\$54,221
Percentage of population below poverty*	38.7%	32.2%	13.6%	23.9%	17.6%	17.3%	19.5%
Percentage of unemployed adults	13.3%	13.9%	7.0%	9.3%	8.0%	8.0%	9.1%

Taken from “Percentage of Families and People Whose Income in the Past 12 Months Is Below the Poverty Level”

Source: U.S. Census Bureau. 2012 American Community Survey Five Year Estimates: B19001 (Population and Race), B19301 (Hispanic/Non-Hispanic), DP-02 (Disability), DP-03 (Unemployment, Income, and Poverty), S0101 (Age), S0103 (Population, Race, and Hispanic/Non-Hispanic)

Analyses of social effects include impacts on population groups, loss of community cohesion, changes in accessibility to services, and the displacement of people. Economic impacts include effects on business, employment, and economic conditions. Environmental justice is concerned with disproportionate impacts on low income and minority populations. Both minority and low-income populations have been identified within Tracts 12, 13, and 40.01. In summary, environmental justice populations as defined by FHWA guidance are present within the study

area. These populations have been evaluated for disproportionately high and adverse social and economic effects.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change to existing conditions would occur.

Preferred Alternative: Potential Effects and Mitigation

There are greater than average numbers of low-income and minority residents within the South Valley area (surrounding the project study area) compared to Albuquerque and Bernalillo County. The nearest residential land uses within the project study area consist of about six single family homes located east of Broadway Boulevard, on the north side of Wesmeco Drive which is approximately 550 to 600 feet north of the Preferred Alternative alignment. There are also a number of San Jose neighborhood residences located west of Broadway, and north of the project study area. The residents of these neighborhoods could experience changes to traffic volumes on area roads as a result of the project implementation. Traffic on Woodward Road to the south of the neighborhood (refer to Figure 3 for overall view of area) is predicted to increase as described in Section 2.4; traffic on Broadway Boulevard north of Woodward is predicted to decrease. (Traffic congestion on Woodward Road would be mitigated with the implementation of the co-dependent project for Woodward Road improvements.) Traffic volumes on Broadway Boulevard south of Sunport Boulevard are projected to increase somewhat, including traffic diverted from Gibson Boulevard and Rio Bravo Boulevard. The forecast decrease in traffic volumes north of Woodward Road is expected to result in a benefit to the San Jose neighborhood.

In addition, traffic volumes along Gibson Boulevard are anticipated to decrease with the additional interstate access that the Sunport Boulevard extension would provide, and the neighborhoods in the area of Gibson Boulevard would benefit from lighter traffic levels. It is anticipated that traffic volume decreases on Broadway north of Woodward and on Gibson east of Broadway would have a more direct effect on residents than would the increases in traffic volumes on Broadway between Woodward and Rio Bravo. This is in part because Broadway between Woodward and Rio Bravo is not a residential area. Traffic impacts on residents are therefore not likely to be adverse.

Historically, the project area has experienced industrial development that has sometimes resulted in groundwater contamination, which is in the process of being remediated. Public comments have expressed concern that this is a target area for locating industries that generate adverse impacts on adjacent neighborhoods. The extension of Sunport Boulevard would be expected to improve connectivity which may attract additional businesses to the area. It cannot be predicted with certainty whether or what businesses might move into the area in the future, however the design overlay policies and standards that are being considered by Bernalillo County are intended to mitigate the potential adverse impacts of future land uses in the area. While the zoning will articulate the allowable land uses and basic design parameters, the overlay would provide more detailed requirements for site, building, parking, and landscape standards to be used during County plan reviews. The intent is to provide direction and establish a baseline of design that will result in a more attractive and cohesive built environment. Specifically, the guidelines address circulation and access, area standards, architectural character, and landscape. If adopted, these efforts may result in positive impacts on adjacent neighborhoods. They are intended to guide a change in character of the area from a place with substantial vacant and

somewhat unsightly land and legacy industrial uses to a more modern and attractive commercial corridor with good access.

As noted in Section 4.13, there is Section 8 housing located near the project area, but the availability or access to these units would not be affected by the proposed project. Access to transit from low-income housing has been identified as a concern (City of Albuquerque 2007), but transit services would not be affected by the proposed project (see Section 4.18). Although no alterations to transit services are anticipated as a result of the proposed project, ABQ Ride has agreed to work with the local community in the process of making modifications to existing transit routes with the goal of best serving and maximizing ridership. A modification to the route serving the San Jose neighborhood was made effective on December 13, 2014. ABQ Ride Route 16—Broadway/University/Gibson, was rerouted. The southern-most leg of this route formerly followed Woodward Road in a west to east direction; the new Route 16 now follows the nearby San Jose Avenue between William and Broadway, also in the west-to-east direction.

As discussed in Sections 4.10 and 4.11, adverse noise and local air pollution impacts are not expected to occur as the result of the implementation of the proposed project. In addition, since no acquisition of residential or other non-vacant property is necessary, the project is not expected to impact community cohesion, displace people, or in other ways disproportionately and adversely impact minority or low-income populations. These impacts will be no greater than those experienced by non-low-income populations. The provision of pedestrian and bicycle facilities along Sunport Boulevard from Broadway Boulevard to I -25 would improve bicycle circulation in the project area. The addition of sidewalks on Sunport Boulevard from Broadway to the local access road 700 feet east of Broadway also would benefit pedestrians. This could improve public health in the local area by providing additional opportunities for recreation and physical activity.

The Preferred Alternative would not have a disproportionate impact on any populations of minority or low income groups. Construction and implementation of the Preferred Alternative would not represent a significant change in area character. The Preferred Alternative is expected to comply with the Federal EO 12898 on Environmental Justice and Title VI of the Civil Rights Act.

4.15. SECTION 4(F) PROPERTIES

FHWA policy evaluates projects for impacts to any publicly owned public park, recreation area, or wildlife and waterfowl refuge and any land from an historic site of national, state or local significance as codified in 49 USC 303 of the Department of Transportation Act. The Section 4(f) program states “*It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites...*” The FHWA has adopted Section 4(f) requirements for all highway projects involving federal funds.

Existing Conditions

No public parks, recreational areas, historical properties, or wildlife refuges occur within the project area.

No Build Alternative: Potential Effects

Under the No Build Alternative, no impacts on Section 4(f) properties would be expected.

Preferred Alternative: Potential Effects and Mitigation

The Preferred Alternative would not impact any Section 4(f) properties.

4.16. FARMLAND

As a result of a substantial decrease in the amount of open farmland, the Farmland Protection Policy Act was enacted to minimize the irreversible conversion of farmland to nonagricultural use and to assure that federal programs are administered in a manner that, to the extent practicable, will be compatible with State, local government, and private programs to protect farmland (7 USC 4201 et seq.).

Existing Conditions

There are no prime farmlands within the project study area. The U.S. Natural Resources Conservation Service was consulted for information regarding prime farmland that could be affected by the project. The agency stated there are no prime farmlands or soils of statewide importance in the project area. The agency response letter is included in Appendix A.

No Build Alternative: Potential Effects

Under the No Build Alternative, there would be no impact on farmland.

Preferred Alternative: Potential Effects and Mitigation

None of the proposed property acquisition is prime farmland. No effects to farmlands are anticipated for the Preferred Alternative.

4.17. RELOCATIONS, RIGHT-OF-WAY, AND EASEMENTS

Existing Conditions

Property acquisitions of approximately 9.5 acres of private property will be required for the proposed Sunport Boulevard extension project. The property to be acquired for right-of-way is vacant land containing a portion of the groundwater remediation system associated with the South Valley Superfund Site, a commercial establishment, and vacant land adjacent to Woodward Road that is associated with a bulk fuels terminal. There is an existing local access road, Edmunds Street, that crosses the project area that will remain in place.

No Build Alternative: Potential Effects

Under the No Build Alternative, no changes in right-of-way would occur.

Preferred Alternative: Potential Effects and Mitigation

There is potential that some of the monitor wells associated with the South Valley Superfund Site remediation system and the Chevron bulk fuels terminal remediation system may be located within the project's area of disturbance. Monitor wells that cannot be avoided would be relocated. In addition, any water lines for the South Valley Superfund site that have been determined to be in the path of the Preferred Alternative would be relocated. The design of the Preferred Alternative has been coordinated with GE, the owner of the South Valley Superfund remediation system, Chevron, the EPA, and the NMED. See Section 4.3 and Section 4.20 for further discussion.

The access for the commercial business located at the northeast corner of the intersection of Broadway Boulevard and Woodward Road would be affected by the Preferred Alternative. The footprint of the new Sunport Boulevard roadway would lay directly over a portion of Woodward Road and the access driveway from Woodward Road to this business. An alternative access on the east or southeast side of the business would be incorporated as part of the design, therefore the impact of the Preferred Alternative is not significant.

The businesses at the northwest quadrant and the southwest quadrant of the intersection of Sunport Boulevard and Broadway Boulevard have driveways that would remain in place and be rebuilt as part of the design of the Preferred Alternative. There is an existing raised median in the north approach (Broadway Boulevard) to the intersection that would also be reconstructed, not affecting operation of the driveway in the northwest quadrant of the intersection, onto Broadway. The addition of raised medians in the west approach (Woodward Road) and south approach (Broadway Boulevard) to the intersection would prohibit left turns that would otherwise cross this median area. This does affect the operation of a driveway into the industrial business located approximately 250 feet south of Woodward Road. This driveway would have to operate as a right in/right out only turn. There are no other driveways to businesses near the intersection of Broadway Boulevard and Woodward Road. Because adequate alternative access would be incorporated into the Preferred Alternative for all businesses at or near the intersection, the impact to the affected businesses is not significant.

Access to the various properties abutting and in the vicinity of the Preferred Alternative east of Broadway Boulevard would be provided by an at-grade intersection to be located approximately halfway between Broadway Boulevard and the South Diversion Channel. This intersection would be a full movement four-way intersection subject to further analysis and confirmation in the design phase of this project, with the intersection to serve as a connection with Woodward Road to the north, and with an apparent existing right-of-way/easement (and dirt road) to the south.

Bernalillo County would coordinate with property owners regarding relocation, right-of-way acquisitions, and easements. Affected individuals would be fairly compensated through the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act and other applicable legislation (49 CFR 24).

4.18. MULTIMODAL TRANSPORTATION

Multimodal transportation includes traditional vehicle transportation as well as pedestrians, bicycles, equestrians, and public transportation. The County and the NMDOT are committed to the principle of a multimodal transportation system, which includes developing accessible, connected, and sustainable multimodal opportunities for all citizens.

Existing Conditions

The Albuquerque metropolitan area has a network of multimodal transportation that includes a metropolitan bus system, commuter train, and bicycle facilities. The bicycle facilities are a combination of paved multi-use trails, unpaved trails, and bicycle lanes and routes that are used by bicyclists, pedestrians, and other users. The trails and routes connect to other means of transit including bus and commuter rail that enable a smooth transition to alternative travel. This interconnecting system of various mass transit options of travel allows for wider use of the trails

in the region. The project study area is near or adjacent to all forms of regional multimodal transportation as described below.

Trails

The nearest multi-use trail to the project area is the Riverside Trail that parallels the Rio Grande. The Riverside Trail parallels the river from Alameda Boulevard in northern Albuquerque (called the Paseo del Bosque Trail north of I-40) to south of Rio Bravo Boulevard where it wraps around to the South Diversion Channel and north back to Rio Bravo Boulevard. Bernalillo County has recently constructed an east-west trail connection between the Riverside Trail and the intersection of 2nd Street/Woodward Road.

Bike Lanes

There are currently no bike lanes on Broadway Boulevard or Woodward Road either west or east of Broadway, nor are there any bike lanes on Sunport Boulevard east of I-25.

Sidewalks

There are currently no sidewalks on Broadway Boulevard or Woodward Road either west or east of Broadway, nor are there any sidewalks on Sunport Boulevard east of I-25.

Rail

The New Mexico Rail Runner Express (Rail Runner) track is located approximately 0.5 mile to the west of the western terminus of the Proposed Action, and the nearest Rail Runner stop is located at Rio Bravo Boulevard and 2nd Street to the south of the project area.

Bus

The City of Albuquerque transit system, ABQ Ride, has a service route on Broadway Boulevard with a southern loop onto Trumbull, William Street and San Jose Avenue, then back to Broadway (Route 16—Broadway/University/Gibson) that serves the San Jose Community and northern project area. There are two bus routes that connect to the airport, one via I-25 to Sunport Boulevard (east) (Route 96) and one that traverses Rio Bravo and University Boulevards (Route 222).

Auto Ownership

Auto ownership (or the lack thereof) was researched for this project because it is an indication of the need for transportation alternatives in addition to the use of the automobile or personal motor vehicle. A household with no motor vehicles will depend on other modes of transportation such as biking, walking, and transit and is likely to make fewer trips in general than households with motor vehicles. The majority of the Albuquerque area residents travel to work primarily in motor vehicles. However, auto ownership, and the ability to make vehicle trips for work or other reasons, varies throughout the region. The percentage of New Mexico households with no vehicle is 6.7%; within the City of Albuquerque, the percentage of households without vehicle ownership is 7.2%. The percentage of households that rely on modes of transportation other than automobiles in the South Valley, where the project is located, ranges from 10% to as high as 29.9% (MRCOG 2004).

No Build Alternative: Potential Effects

Under the No Build Alternative, there would be no change nor construction of the bike facilities or sidewalks in the corridor. Changes to transit service could occur as determined by ABQ Ride.

Preferred Alternative: Potential Effects and Mitigation

The proposed Sunport Boulevard extension would include facilities for different modes of travel. The Preferred Alternative/Proposed Action has incorporated into the design a 5-foot wide bicycle lane on each side of the proposed extension that would open an additional east-west bike route through the area. These bike lanes are planned to connect Broadway Boulevard on the west with University Boulevard on the east. In addition, with the inclusion of bike lanes on Woodward Road and a connection between Woodward Road and the Riverside Trail as part of another project, a further connection would become available, connecting the Sunport Boulevard bike lanes with the north-south Riverside Trail.

The Preferred Alternative/Proposed Action would also incorporate 6-foot sidewalks on both sides of Sunport Boulevard for approximately 700 feet between Broadway Boulevard and a local access road along the Arno corridor. During the alternatives analysis, the area to the east of the Arno corridor, through the interchange of I-25 and Sunport Boulevard, was evaluated as to the need for and feasibility of pedestrian facilities. It was determined that there would not be a need for sidewalks leading from and to I-25 and the hotels, airport parking and the airport itself located east of I-25 because the roadway and land use conditions are not inherently conducive for walking, nor are these interpreted to be pedestrian destinations. It was also determined that the area of the proposed project is industrial in nature and the roads connecting to the proposed Sunport Boulevard extension do not contain sidewalks. Therefore, no sidewalk is planned east of the local access road in the “Arno” corridor or at the I-25 interchange; however, a 6-foot graded area adjacent to vehicle lanes would be available for pedestrian use.

A Transit Connection Study, Albuquerque International Sunport—New Mexico Rail Runner Express (URS 2011) has been performed to evaluate the feasibility and need for establishing a new and more direct connection between the Rail Runner commuter train and the Sunport airport. Conclusions reached in that study were that preserving right-of-way and physical space for 0.5 mile extension of the transit system would not be effective, but rather the Rio Bravo Boulevard corridor would be the preferred location of any expansion of the City’s bus rapid transit system, and that an intermediate train station located in the vicinity of Woodward Road along the Rail Runner corridor was not warranted. Therefore, no additional right-of-way or laneage for dedicated transit use is planned on Sunport Boulevard as part of the Preferred Alternative/Proposed Action.

Public comment on the project has included concerns regarding the continued operation of local bus route 16 that serves the San Jose Community. This concern related to the continued use of Woodward Road for bus service following the opening of the Sunport Boulevard Extension and the increase of traffic on Woodward Road. This issue has become moot since ABQ Ride has rerouted Bus Route 16 from Woodward Road and onto San Jose Avenue. Bus operations and Route 16 are not expected to be affected by the Proposed Action.

4.19. UTILITY ADJUSTMENTS

Existing Conditions

Utilities in the project area include water lines, sanitary sewer lines, power transmission and distribution lines, gas, communication lines, and private utilities that include the groundwater remediation system in place as part of the South Valley Superfund site.

No Build Alternative: Potential Effects

Under the No Build Alternative, no changes to utilities would occur.

Preferred Alternative: Potential Effects and Mitigation

Some utility relocation will be required for the Preferred Alternative. Electrical power transmission and distribution lines, some utility poles, street lights, and manholes would require vertical and/or horizontal relocations. Some monitor wells in place for the groundwater remediation system may be required to be relocated. Other utilities, such as the extraction and injection wells for the remediation system would be avoided. Conflicts with utilities would be further identified during detailed design activities. Bernalillo County will continue to coordinate design of the roadway extension with utility relocations during the final design phase of the project. The construction contractor will be required 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.

4.20. HAZARDOUS MATERIALS

URS prepared an Initial Site Assessment (ISA) for the project area in June 2010 and updated the ISA in May 2015. As reported in the ISA, URS identified ten findings in connection with the proposed project study area but only four meet the criteria to be considered Recognized Environmental Conditions (REC). Of these four, three would be impacted by the Preferred Alternative: the South Valley Superfund Site, the Chevron bulk fuels terminal, and the former Schwartzman landfill.

The existing conditions of each of these three RECs are described below, followed by the effects they will likely have on the Preferred Alternative as well as mitigation efforts that are in progress and already in place. The May 2015 ISA report is included in Appendix C. Figure 10 shows the proposed Sunport Boulevard extension in relation to remediation systems and other industrial facilities located in the area.

The Preferred Alternative will impact only portions of the remediation systems for the South Valley Superfund Site and Chevron Facility. No soil or groundwater contamination is likely to be encountered during construction. The potential effect from the former Schwartzman Landfill requires further evaluation. The mitigation efforts to address the potential effects are described below.

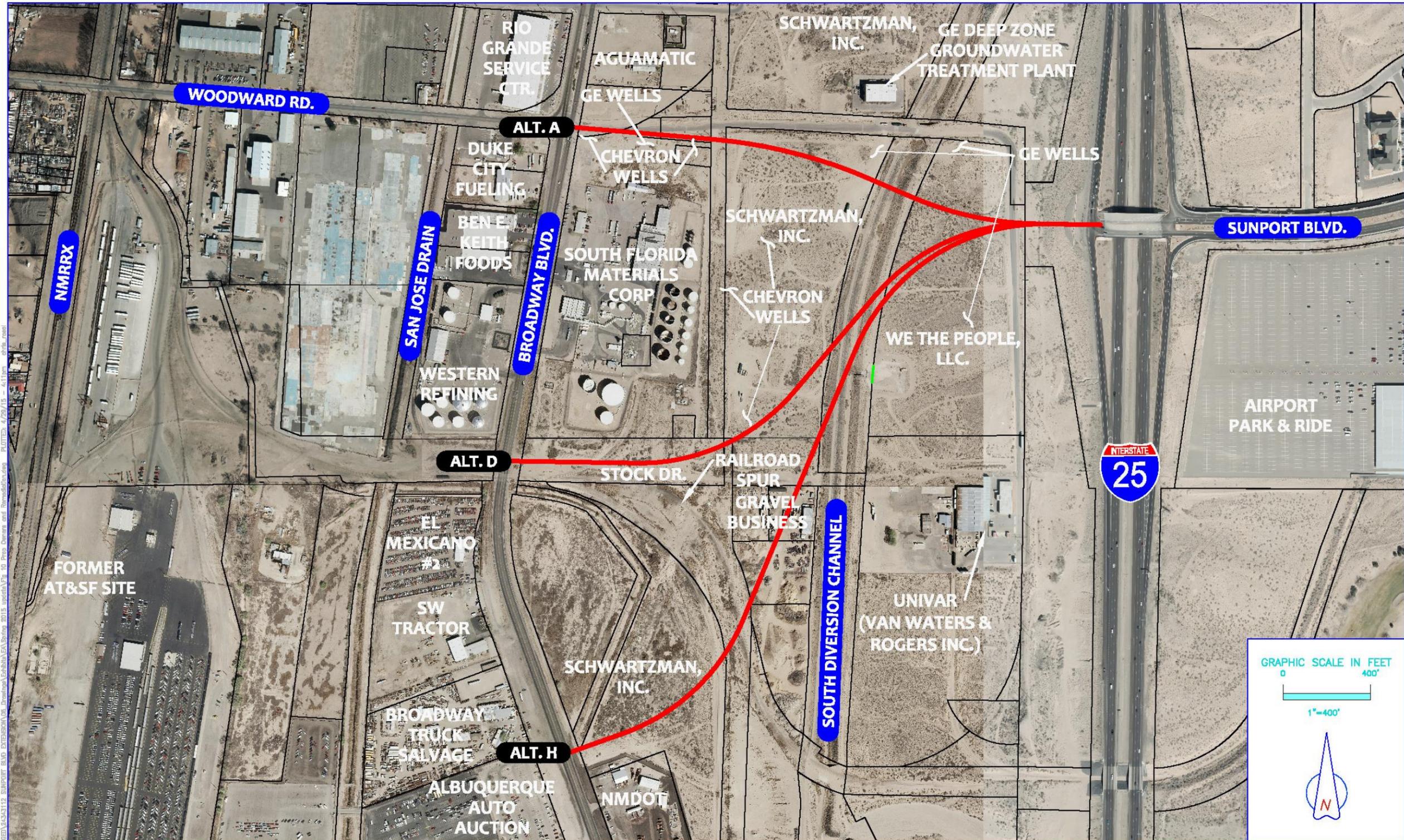


Figure 10
Existing Property Including Remediation Systems

Existing Conditions

The Preferred Alternative is located within an industrialized area of the South Valley. It is adjacent to the former Chevron bulk fuels terminal and crosses over the South Valley Superfund Site and the associated groundwater remediation system. Other industrial facilities in the area include the Univar (formerly Van Waters) facility to the south, the former General Electric Aircraft to the west (now fully demolished), Duke City Fueling at the intersection of Broadway Boulevard and Woodward Road, and Western Refining to the southwest.

South Valley Superfund Site

The South Valley site (EPA #NMD980745558) covers an area of approximately 2 square miles that includes the area of the Preferred Alternative. In 1979, wells in the San Jose well field became contaminated by organic compounds, forcing closure of several private wells and two Albuquerque municipal wells. The site was listed as a National Priorities Site by the EPA on September 8, 1983. Numerous sources were found to have contributed to the problem and the original investigation of the well contamination focused on six facilities and approximately 1 square mile of the surrounding area. The six facilities were Whitfield, Inc., Duke City Fueling, Texaco, Chevron, GE, and Van Waters, Inc. (currently Univar). Van Waters was originally identified as the “Edmund Street Properties.” The Texaco facility has changed ownership over time and is now Western Refining. Van Waters and GE are currently the only two facilities identified as responsible parties to the South Valley Superfund site (pers. communication with Al Pasteris, NMED, April 26, 2010 and United States Court of Appeals, Tenth Circuit, 2006). The remaining four facilities were identified as the likely sources of petroleum contamination and are regulated by the NMED Ground Water Quality Bureau.

The contaminants of concern beneath the project area listed under the South Valley site consist of halocarbons (1,1,1-trichloroethane, tetrachloroethane, trichloroethylene, etc.) and aromatics (benzene, toluene, ethylbenzene, and xylenes). The South Valley site affected the groundwater of the area, resulting in extensive cleanup activities including the installation of a groundwater remediation system that is networked throughout the eastern portion of the project area. The site is undergoing groundwater remediation activities to address chlorinated solvents and volatile organics in the deep aquifer (600 to 700 feet deep). Shallow soil has not been affected by the contaminants of concern.

As part of cleanup activities for the South Valley Superfund site, monitoring, extraction and injection wells are dispersed throughout the vacant property on either side of the South Diversion Channel west of I-25 to north of Woodward Road and south to the area of Stock Drive. The largest density of wells is located from north to south adjacent to the interstate right-of-way. A deep-zone groundwater treatment plant owned and operated by GE and Axis, GE’s remediation contractor, as part of the groundwater remediation system, is located on the adjacent property north of Woodward Road. The plume under the Preferred Alternative is being remediated at approximately 600 to 700 feet below ground surface.

The EPA’s five-year review report for the site was released in August 2010 (EPA 2010). The report recommended continued sampling at the Univar facility, continued updating of monitoring plans, increased public outreach, coordination with the NMED regarding an increase in MTBE concentrations from the adjacent bulk fuels terminal (Chevron) and conducting an evaluation of the need for additional monitoring wells. The determination of the five-year review by the EPA was that on-going remedial actions are protective of human health and the environment. The

current status noted by the EPA is that the remedial actions “continue to contain, capture and reduce the concentration of contaminants within the groundwater plume. As such, on-going remedial actions continue to be protective of human health and the environment.”

Chevron Facility

The former Chevron bulk fuels terminal area contains a shallow groundwater and soil remediation system. Soil remediation has been completed and groundwater continues to be monitored. The NMED has oversight of the monitoring activities for the facility. Groundwater monitoring wells associated with the former Chevron bulk fuels terminal are located near Woodward Road east of Broadway Boulevard. The wells located in the area of the Preferred Alternative are either currently used for monitoring water levels or are no longer in use and are abandoned. During project meetings held with Chevron officials and the NMED, it was determined that the formerly active wells in the area of the Preferred Alternative may also be recommended for closure and abandonment. See Appendix B for meeting minutes.

URS performed an ISA for hazardous materials in the project area in June 2010 and updated the ISA in May 2015. The ISA revealed ten findings in connection with the proposed project study area. Four of the findings were identified as RECs. The ISA is included in Appendix C.

Schwartzman Landfill

Ordinarily, the City of Albuquerque – Environmental Health Department – Environmental Services Division would define a 1,000-foot buffer zone surrounding landfills. The former Schwartzman landfill and the buffer zone surrounding it are equally undefined. No surface evidence of landfill debris was observed during the ISA site reconnaissance in March 2010 or in April 2015.

No Build Alternative: Potential Effects

Under the No Build Alternative, no change in the ongoing remediation activities would occur.

Preferred Alternative: Potential Effects and Mitigation

The project will impact the remediation systems in the area by potentially requiring the relocation of monitoring wells, water lines, or access roads. Because of the potential for impacts on remediation systems, the County has coordinated mitigation measures with the EPA, NMED, and the responsible parties. Coordination will continue as the design progresses and through construction. Appendix B contains meeting minutes specific to the remediation systems for the South Valley Superfund Site and the former Chevron bulk fuels facility.

South Valley Superfund Site Remediation System

In order to mitigate the risk to the remediation system during the construction of the Preferred Alternative, efforts will be made to avoid structures that cannot be removed and to relocate those that cannot be avoided. The mitigation measures have been developed with input from and approved by GE (owner of the system), AXIS Group (remediation contractor for GE), and the EPA and include:

- Avoidance of wells associated with the remediation systems where possible. This includes a monitoring well located near Edmunds Street known as the West Bay Well. The proposed project will include a bridge that will span over the well and over Edmunds

Street. Access to the well will not be impacted and adequate vertical clearance (under the bridge) will be provided for any required maintenance of the well.

- Continued operation of existing monitoring-related infrastructure will be incorporated into the design of the Preferred Alternative. Relocation of water lines associated with the remediation system for the South Valley Superfund site within the proposed alignment will be implemented as part of the design where required.
- Relocation of monitoring wells for the remediation system as necessary. There are monitoring wells located near Woodward Road that may be impacted by the proposed alignment. Any wells that will not be accessible for groundwater monitoring purposes due to the construction of the Preferred Alternative will be relocated per guidance from GE and the EPA. Relocation of the monitoring wells will be performed by GE's remediation contractor, AXIS Group, at project expense.
- Access to remediation systems will be maintained. A roadway intersection located approximately halfway between Broadway Boulevard and the South Diversion Channel will be constructed with a local access road that will route to the north and then east around the proposed Sunport Boulevard extension, and with a connection to the south for access to monitoring wells and properties located south of the project area.

Chevron Facility

The wells associated with the former Chevron bulk fuels terminal that are near or within the Preferred Alternative area of disturbance may be recommended for closure and abandonment per the NMED. If Chevron requests formal closure, no impact will result to these wells as a result of project activities. One active well (designated as HL-02) is located south of the proposed alignment.

Agency coordination (with NMED and Chevron) has been ongoing throughout the project planning process and will continue as the design progresses and through construction. Appendix B contains the meeting minutes.

In order to mitigate the risk to Bernalillo County associated with the purchase of a portion of this groundwater remediation site, the County will request a letter of assurance from the NMED prior to its purchase. The letter will request from the NMED that the site is adequately remediated prior to development.

The active well is not within the proposed alignment corridor, however due to the proximity of the well to the area of disturbance, it will be protected during construction activities. Access to remaining active wells will be provided from the proposed Sunport Boulevard extension with the aforementioned intersection to be constructed east of Broadway near the northeastern portion of the former Chevron terminal. A connection will be built to the south of the intersection that will provide direct access.

Agency coordination has been ongoing through the project planning process. The County has conducted multiple meetings with GE, the EPA, and the NMED for the South Valley Superfund Site and with Chevron and the NMED for the bulk fuels terminal to discuss the extent of potential project impacts and mitigation measures that would sufficiently address impacts. The County requested follow-up input from the EPA concerning mitigation measures to be implemented (see letter dated February 3, 2011 in Appendix A). The EPA responded with the

recognition that Bernalillo County has been diligent to date in taking necessary steps to mitigate any potential impacts to the groundwater remediation system for the South Valley Superfund Site. The response received from the EPA is also included in Appendix A (see letter dated April 5, 2011) and Appendix B contains meeting notes.

Bernalillo County will continue discussions with the EPA, NMED, and GE for the South Valley Superfund site as the design progresses in order to determine further detailed mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation. Bernalillo County will also continue discussions with the EPA, NMED, and Chevron to determine further mitigation measures for wells for the former Chevron facility in the area.

Superfund Redevelopment Initiative

The EPA created the Superfund Redevelopment Initiative (SRI) in 1999 to ensure an effective process was in place, along with the necessary tools, to return Superfund sites to productive use. SRI helps communities reclaim Superfund sites, integrating reuse into the cleanup process to pave the way for safe reuse and to remove barriers to the redevelopment of sites. The guiding concept is that most sites can be reused and become valuable community assets. In the case of the South Valley Superfund Site, the EPA will work with the community to remove barriers to reuse at this site where clean-up remedies are already in place.

The EPA's SRI program provides tools to show that some or all of a Superfund site may be "ready for reuse." The EPA has offered to provide Bernalillo County with reuse support, including development of color coded maps to illustrate cleanup status and reuse suitability. The County will request reuse support from the EPA SRI program for the South Valley Superfund site.

Schwartzman Landfill

A Preliminary Site Investigation (PSI) will be conducted prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. The PSI will be conducted per NMED and NMDOT standard practices. A work plan will be developed by the County and coordinated with the NMDOT Environmental Geology Section prior to initiating the PSI. When there is underground work to be performed such as extensions or relocations of utilities, storm drain systems, or new utilities, then the Landfill Interim Guidelines will need to be followed as applicable in order to prevent landfill gas migration. The Landfill Interim Guidelines are specific in their assessment and permitting/certification processes and were developed in response to the chemical and physical risks associated with landfill gasses for all development within the buffer zone of a landfill. The PSI will be conducted during the final design phase of project development, to determine if any residual landfill waste exists within the footprint of the Preferred Alternative and to identify the presence of landfill gasses that might require monitoring and the implementation of precautionary measures during construction.

As part of this environmental assessment of the Sunport Boulevard extension, project review was sought separately from the ISA. In the NMED response from the Petroleum Storage Tanks Bureau, a list of known former or current tank facilities was provided. The sites were either discussed previously in the ISA or are not affected by the proposed project. See Appendix A for agency correspondence.

The extent of construction will be determined during final design. The selected construction contractor should be prepared to take appropriate actions and notification during construction if subsurface impacts are discovered that were not identified in this study. Should any hazardous materials be discovered, generated, or used during implementation of the proposed project, they shall be disposed of and handled in accordance with applicable local, state, and federal regulations.

4.21. CONSTRUCTION ACTIVITIES

Existing Conditions

Much of the project area for the Preferred Alternative is within vacant land or on roadways (Woodward Road and Edmunds Street) that are used primarily for activities associated with access to businesses and industrial facilities in the area. The project termini are located on major active and heavily traveled state highways, Broadway Boulevard (NM 47) and I-25, as well as the existing Sunport Boulevard to the east of I-25.

No Build Alternative: Potential Effects

Under the No Build Alternative, no construction activities would occur.

Preferred Alternative: Potential Effects and Mitigation

Traffic on Broadway Boulevard and at the southbound off- and on-ramps for the I-25/Sunport Boulevard interchange would be most affected by construction activities, since these roadways carry the most traffic. Typical short-term construction-related inconveniences would be controlled by applicable NMDOT specifications for contractors in coordination with area businesses and industrial facilities. In general, existing lanes of traffic can be maintained on Broadway and the I-25 ramps during construction, although short term single lane closures, leaving at least one lane in each direction open, may be necessary at times during construction. Traffic control plans will be developed as part of the construction plan set. Construction activities will be communicated to businesses and industrial facilities in the project area and every effort made to coordinate the construction in order to cause the least amount of disruption possible. Bernalillo County will adequately notify the public of planned construction activities and any necessary re-routing of local traffic. Lane closures shall be coordinated with appropriate fire and community officials. Construction equipment shall be staged in existing road right-of-way or areas properly acquired by the construction contractor. Some areas may otherwise be designated to be disturbed by construction activities.

The duration of project construction is expected to be approximately 18 months or less, therefore construction activities per se will have no long term effect, other than the provision of the new roadway facilities with associated traffic changes, and the opening of lands with new direct access to I-25 and Sunport Boulevard that were previously accessible via less direct, longer and more circuitous routes.

4.22. INDIRECT IMPACTS

Indirect impacts are defined in 40 CFR 1508.7 and consist of project effects that occur later in time or away from the immediate project area. Indirect impacts are discussed throughout the previous sections.

No Build Alternative: Potential Effects

The No Build Alternative is expected to have impacts on the project study area. Potential indirect impacts associated with the No Build Alternative are noted below:

- The No Build Alternative would result in no changes to access to the project area. The current project area's lack of connectivity and good access likely contributes to use of the area as a dumping ground for miscellaneous trash and debris. This type of activity would be expected to continue with the No Build. Any higher use type of land development considered for the area would likely be centered around the other existing interchanges because of the lack of connectivity to I-25 and the Sunport.
- The No Build Alternative could result in further degradation of air quality in the project area. Existing zoning allows Heavy Industrial use. Although requiring the applicable air quality permits from the City of Albuquerque, motivated industrial users may be successful in acquiring the necessary permits and in locating businesses in the area that are perceived by area residents to be detrimental to public health. The controls being considered by means of the San Jose/Mountain View Design Overlay plan may not be perceived by property owners as beneficial since there is little financial incentive for property owners or developers to take on these costly controls when site access remains marginal and property values lower. This could affect adoption of the overlay plan.
- The No Build Alternative would not create any economic development opportunity. Land in the area is expected to be used in ways similar to the current uses, to remain vacant or to be occupied with less than desirable industrial uses. It is unlikely that any higher land uses such as airport related businesses would want to locate in this area with its lack of direct access to the airport. No job creation would occur.

Potential indirect impacts associated with the Preferred Alternative are noted below:

- The Preferred Alternative would provide an additional transportation link that would increase connectivity of the community to the surrounding metropolitan area. Depending upon changes to traffic patterns over time, the Preferred Alternative could enhance access to the east for traffic coming from the South Valley.
- Previous incidents of traffic using Sunport Boulevard through the airport as a cut-through to get to the east and north have been an ongoing concern with Sunport airport officials. See Appendix A for comments received from the City of Albuquerque Aviation Department. An increase in cut-through traffic as a result of the Preferred Alternative is not anticipated to be significant. If necessary the City would reduce cut-through traffic by incorporating physical or traffic-calming improvements within the airport terminal area or the immediate approaches to it. These measures could include toll or fee collection, signage posting, and traffic enforcement measures.
- There is a potential that over time as traffic patterns change, providing the infrastructure would induce travel demand which may result in more noise, light pollution, local air pollution, and traffic in or near the San Jose and Mountain View neighborhoods. As discussed in Section 4.13, Bernalillo County's draft design overlay plan could regulate and mitigate potential effects from development if it occurs near the corridor.

- The Preferred Alternative would provide another point of access and connection from I-25 to the recently established Valle de Oro National Wildlife Refuge (Valle de Oro NWR) and to the Rio Grande and help to support the EPA’s *Urban Waters Initiative*. The *Urban Waters Initiative* has a primary goal as follows: “Working with a diversity of partners, we seek to help communities restore and protect urban water quality and revitalize adjacent neighborhoods by engaging communities in activities that increase their connection to, understanding of, and stewardship of local urban waterways.” The EPA’s directive states that they will achieve this goal by aligning EPA and other federal government programs (such as federal funding of transportation projects) and expanding partnerships. The Valle de Oro NWR is located just over 4 miles south of the project area and is directly accessed 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 Preferred Alternative would provide a second link directly to I-25; this would be a positive indirect impact.

4.23. CUMULATIVE IMPACTS

Cumulative impacts are defined in 40 CFR 1508.8(b) and result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. The reasonably foreseeable future scenario includes the continued expansion and improvement of the transportation network of the South Valley and Mountain View areas as shown in the 2035 Metropolitan Transportation Plan (MRCOG 2011) and as shown in the 2040 Metropolitan Transportation Plan (MRCOG 2015).

Future bicycle routes are included in regional planning documents for the project area. The proposed routes as shown in the Long Range Bikeway System map dated April 15, 2011 show the following:

- Proposed Bike Lanes on Sunport Boulevard/Woodward Road from 2nd Street to east of I-25
- Proposed Trail along the South Diversion Channel west of I-25 from Sunport Boulevard to Rio Bravo Boulevard
- Proposed Trail along the former airport railroad right-of-way to Transport Street located east of I-25
- Proposed Bike Lanes along Broadway Boulevard from Gibson Boulevard to south of Rio Bravo Boulevard
- Proposed Bike Lanes along University Boulevard on the east side of I-25 north of Sunport Boulevard, connecting with existing lanes south of Sunport Boulevard

No dates for development or implementation are available for these lanes and trails other than those planned in current ongoing projects (i.e. this Proposed Action on Sunport Boulevard, and on University Boulevard by the City of Albuquerque). The bike lanes that are part of the Preferred Alternative design would provide a connection to these future routes, further linking the regional multimodal transportation network.

Other major projects planned in the region within the next 5 to 25 years include:

- Programmed improvements to Woodward Road between Broadway Boulevard and 2nd Street. Bernalillo County has initiated, and MRCOG has included in the FY 2014 – FY

2019 TIP, a project “to completely reconstruct Woodward Road to address vehicle, drainage, bicycle and pedestrian needs” (MRCOG 2015). Project CN A300161 has been programmed with construction funding available in FY 2017. This co-dependent project will be developed simultaneously with the final design of the Sunport Boulevard Extension, the Preferred Alternative. (Refer to Environmental Commitments in Section 5 of this EA.)

- Further development of the 20 square mile Mesa del Sol planned community which will contain a mixed use of residential, commercial and light industrial development. Following a significant amount of light industrial development in the past few years, the residential building program at Mesa del Sol has begun, and over 100 homes have been or are being constructed. The planned community is located approximately four miles southeast from the I-25/Sunport Boulevard interchange.
- The Transportation Master Plan for Mesa del Sol includes another interchange on I-25, at the proposed crossing of the future Mesa del Sol Boulevard. This interchange would be located approximately 4 miles south of Rio Bravo Boulevard, and the I-25/Rio Bravo Interchange. Conceptual designs and plans for this interchange have been developed through the NMDOT Phase I-B Location Study Procedures. Although this interchange was the subject of seed money designated as a “High Priority Project” in the 2006 federal transportation funding program—SAFETEA-LU, the allocated funds represented only a small fraction of the funds needed and have been reallocated to other projects since that time. However, with growth of Mesa del Sol, this interchange is still expected to be implemented and is included in MRCOG’s 2035 MTP and 2040 MTP.
- The construction of interim improvements to the Rio Bravo Boulevard and I-25 interchange and widening of Rio Bravo Boulevard between I-25 and Broadway was completed in 2012. In addition, the NMDOT is sponsoring a study and interchange design project for long term improvements to this same interchange, with construction funding programmed for this interchange reconstruction in 2017 and 2018 . This project is located approximately two miles south of the I-25/Sunport Boulevard interchange. As previously discussed, the addition of another east-west arterial roadway from the extension of Sunport Boulevard would positively impact other existing arterial roadways, including Rio Bravo Boulevard, by providing an alternate route for traffic and easing traffic congestion. (At a public meeting held on November 18, 2014 for the I-25/Rio Bravo Interchange project, members of the public requested that the Sunport Boulevard Extension be readied and opened as an alternate route for traffic diversion during construction of the interchange.)
- Construction of the new I-25/Rio Bravo Interchange is currently planned to take place in 2017 and 2018. Construction of the Proposed Action could also take place in 2017 and 2018, with overlapping and possibly concurrent schedules. This situation would pose some temporary inconvenience to the traveling public during the construction duration. While most of the construction would be conducted outside of traffic areas, work on the I-25/Sunport Boulevard ramps and on the Broadway/Sunport intersection will affect traffic. Coordination of these project schedules should be addressed when more specific information is available during final design of both projects.

- There are no major capital projects planned at the Sunport that would have an effect on usage, traffic or access; future projects at the Sunport are focused on operational improvements.
- As described above under Indirect Impacts, the Preferred Alternative would provide another point of access and connection from I-25 to the recently established Valle de Oro NWR and to the Rio Grande. The EPA’s involvement in Valle de Oro NWR is part of their Urban Waters Initiative; the EPA states that they will work to achieve urban water quality goals and community engagement by aligning EPA and other federal government programs (such as federal funding of transportation projects) and expanding partnerships. The Valle de Oro NWR is directly accessed by 2nd Street, which is currently accessed by Rio Bravo Boulevard from I-25, and will also be accessed from the expanded Sunport Boulevard interchange and Sunport Boulevard Extension as part of the Preferred Alternative. The Preferred Alternative would provide a second important link directly to I-25; creating a positive impact for access to Valle de Oro.
- Bernalillo County is currently completing the design phase of a multi-use path project on 2nd Street between Prosperity Avenue and the South Diversion Channel. Construction of this project is planned to begin in late 2015. A second phase of the 2nd Street multi-use path project is planned to extend the path from the South Diversion Channel south to the Valle de Oro entrance. In addition, reconstruction of 2nd Street is also planned between the South Diversion Channel and Desert Road. These projects will serve to improve multi-modal access to the Valle de Oro NWR.
- Bernalillo County is also planning an intersection improvement project for the intersection of 2nd Street and Rio Bravo Boulevard. Start-up funds to begin studies and conceptual design for this project had been programmed, but this funding was shifted to other more imminent projects. However, this project remains in the County’s Capital Outlay program and in the 2040 MTP (see below).

In addition to or in affirmation of the projects described above, the following projects have been included in the 2040 MTP Project Listing. These projects are categorized as “funded”, meaning programmed with funding between 2012 and 2021; “near term”, with project completion anticipated between 2015 and 2025; and “late term” with project completion anticipated between 2025 and 2040.

Project and Limits	Description	Time Frame
2 nd Street, County Line to Woodward	Bike/Ped facilities	Late term
2 nd 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
2 nd Street, Sandia Salida to Woodward	Roadway improvements	Near term
I-25/Gibson Interchange	Interchange reconstruction	Near term
2 nd Street/Rio Bravo Intersection	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

Future population growth is anticipated in the South Valley. One of the impacts of future growth is expected to be increased traffic on the existing major arterials including Gibson Boulevard, Broadway Boulevard and Rio Bravo Boulevard. The Preferred Alternative is expected to ease congestion on Gibson and Rio Bravo Boulevards by offsetting some of the increased traffic of the area (URS 2010). Increased traffic is forecast to occur on Woodward Road west of the Sunport Boulevard's western terminus at the intersection of Broadway Boulevard and Woodward Road, and may negatively impact the businesses at the intersection of Broadway Boulevard and Woodward Road. The average daily traffic volume on Woodward Road between Broadway Boulevard and 2nd Street is forecast to increase from the current volume of 5,900 vpd in 2012 to 11,260 vpd after the construction and opening of the Sunport Boulevard Extension (2018) and to 21,720 vpd by 2035 (URS 2014).

Construction of the Preferred Alternative would provide access to previously unreachable parcels of land. By providing access to potential businesses, the proposed Sunport Boulevard roadway extension may enable additional economic and commercial growth in the area. The pace and type of growth would be dictated by market forces and heavily influenced by Bernalillo County plans and policies for the area including zoning and design standards. The County has prepared the San Jose/Mountain View Design Overlay plan which, when adopted (anticipated in late 2015), could mitigate impacts from future new development.

Construction of the Preferred Alternative would also provide an additional point of access between I-25 and 2nd Street, and thus to the Valle de Oro NWR. This is a beneficial impact to visitors to the Valle de Oro NWR, since congestion or a traffic incident affecting the I-25/Rio Bravo interchange might present an impediment to travel from the north that might otherwise be avoided with use of the Preferred Alternative.

As discussed in Section 4.10, other sources of regulated air emissions occur in the study area including stationary industrial sources, the airport, and Kirtland Air Force Base. Within the area encompassed by I-25, Rio Bravo Boulevard, 2nd Street, and Gibson, there are approximately 25 industries with air quality permits on record with the City of Albuquerque (Cienega Environmental and Ecosphere 2013). Most of these permits are not related to CO, but rather to ozone precursors such as volatile organic compounds, oxides of nitrogen or particulates. High particulate events around the metropolitan area have also occurred due to factors such as high winds, regional forest fires, and local wood burning.

It is expected that traffic and land use patterns would be influenced by the implementation of the Preferred Alternative in combination with other activities. No significant adverse cumulative impacts are anticipated as a result of the Preferred Alternative. At this time, no specific development plans have been proposed in the study area, but the County has identified policies to guide the future growth and development in the corridor through development of an overlay district (see Section 4.13).

4.24. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Project implementation would involve the commitment of resources. Right-of-way acquired for the extension would preclude future uses. Fossil fuels, labor, and materials would be expended. These are not retrievable but are also not rare. Construction would require a one-time expenditure of non-retrievable public funds. Resources would be committed based on the

assumption that corridor users would benefit from the project. Improved connectivity and access benefits would be expected to justify this commitment.

4.25. SHORT-TERM USE OF THE HUMAN ENVIRONMENT AND LONG-TERM PRODUCTIVITY

Construction of the Preferred Alternative would convert land that is either vacant or currently in use as a roadway. Access would be maintained for current uses of the area and would not affect long-term productivity of businesses or other land use. The proposed project would not affect the South Diversion Channel or minimize productivity of the channel. Other resources would not be affected by the Preferred Alternative or their long-term productivity. The short-term impacts of resources by the proposed project are consistent with the maintenance of long-term productivity of the area.

5. ENVIRONMENTAL COMMITMENTS

The following commitments are required for the Bernalillo County Public Works Division, NMDOT, and FHWA and will be implemented by the County or as stipulations and provisions included in contracts between Bernalillo County Public Works and the design and construction contractors.

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 re-vegetated 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 from the implementation of the Preferred Alternative. Appropriate coordination and design 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.

6. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

Public involvement was implemented as part of the disclosure, information and evaluation process for this project. Citizen involvement, as mandated by NMDOT procedures and NEPA, was accomplished through individual contact, correspondence and meetings.

6.1. PUBLIC INVOLVEMENT PROCESS

Public involvement has been implemented as part of the evaluation process for this project to solicit input at key milestones. Significant public involvement related to this project has been conducted over the past six years, between 2010 and 2015. Public involvement has consisted of the major elements listed below, the core elements of which were initially conceived and documented in a Public Involvement Plan. Public involvement activities have been expanded beyond those described in the original Plan in direct response to public comment received. Public involvement activities have included the following:

- Public Meetings that included project notices and handouts describing the various agenda topics for the meetings. Four public meetings were held.
- Neighborhood Association Meetings focused on issues of concern to two local neighborhood associations. Two formal neighborhood association meetings were held with the project study team as well as informal meetings by Bernalillo County staff.
- Meetings with Property and Business Owners directly affected by the project. Eight such meetings are documented; other informal meetings and telephone conversations also occurred.
- Receipt of written public comments and the provision of detailed letters of response to residents, agencies and advocacy groups.

The development of the EA was initiated in 2010, and a public meeting was conducted in June 2010 to review alternatives under consideration and inform the public of the initiation of the NEPA process. Smaller meetings were conducted with stakeholders, affected business and industry owners, and potentially affected individuals.

An EA was distributed for public review in September 2011 and a public hearing was held in October 2011. Following the receipt of public comment, another public meeting was held in February 2012. Public comments were submitted to Bernalillo County, NMDOT, and FHWA during the period following the public hearing. In response to those comments, the agencies opted to conduct additional analysis in key areas of concern including traffic impacts, environmental justice, air quality, and land use.

Members of the full study team attended a combined San Jose and Mountain View neighborhood meeting in January 2012 and a San Jose neighborhood meeting in August 2013. Three other neighborhood meetings (San Jose, Mountain View and Kirtland) were held with County representatives in 2013. Individual correspondence with members of this community occurred throughout the study process. A public meeting was conducted in September 2013 to review additional technical information and analysis results and to provide an opportunity for public input prior to the completion of the EA. In order to involve as many members of the community as possible, a mail canvassing procedure was used for public notice of the September 2013 meeting. Using the U.S. Postal Service's *Every Door Direct Mailing*, over 1,900 postcard notices for the public meeting were sent to selected mail routes within the applicable zip code.

Most recently, the MRCOG hosted a public meeting focusing on the many transportation projects planned and included in the TIP that are located in the South Valley. This public meeting was held on April 2, 2015. Although addressing other projects as well as Sunport Boulevard Extension, a work station with project information was dedicated to this project.

Meetings were typically advertised through newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. The public had a direct role in the evaluation of alignments, and public comment was obtained via use of written comment forms and electronic means. Agency coordination and involvement took place through meetings, telephone conversations, and e-mail correspondence. Appendix H contains the summaries of the public meetings.

Another public hearing will be conducted to allow for formal comment on the EA prior to a decision by FHWA regarding the project.

6.2. PRIMARY PUBLIC COMMENTS AND CONCERNS

The public had a direct role in the evaluation of alignments, and public comment was obtained via use of written comment forms, letters and electronic means. Appendix A provides documentation of agency coordination. Appendix H provides public involvement documentation.

The first public meeting in 2010 was attended by twenty-nine members of the public including business and industry owners and representatives, and other government agency representatives. The major concerns regarding the project as expressed by those attending related to the following:

- Traffic impacts to Gibson and Rio Bravo Boulevards
- Increase in traffic using Sunport Boulevard through the airport area as a cut-through to other parts of the metropolitan area
- Access and egress issues for businesses at Woodward Road and Broadway Boulevard
- The speed limit of the roadway extension

The public comments also included comments or questions regarding the following issues:

- Impacts to the South Valley Superfund remediation system
- Impacts to the Chevron bulk fuels terminal remediation system
- Safety issues for industrial vehicles using the Sunport Boulevard extension
- Public Service Company of New Mexico utilities

These scoping comments informed the range of the analysis for the document that was prepared and issued in September 2011. Subsequent to the release of an EA in 2011, at the public hearing (recorded by court reporter) and immediately afterward, a series of public comment letters were received that raised the following issues:

- Lack of understanding of the community and local vision for the neighborhoods
- Changes in traffic volumes and patterns and subsequent impacts on air quality
- Traffic impacts and truck traffic on connecting streets, Woodward, 2nd Street, Broadway, Rio Bravo

- Environmental justice impacts to a community that has experienced past impacts from industry pollution (Superfund sites) and has a relatively high concentration of heavy industry currently
- Need for mitigation of increased traffic levels on Woodward Road, including addressing pedestrian and vehicular safety
- Exacerbation of health impacts on nearby neighborhoods that have experienced chronic health problems in the past (a Health Impact Assessment [HIA] performed by Bernalillo County Place Matters regarding the NMRT, LLC trash transfer/recycling facility proposed for a nearby location was emphasized—this HIA described various health conditions and issues present in the San Jose and Mountain View areas)
- Impacts to Superfund site clean-up; Alternative A too close to Superfund site
- Provision of new access to I-25 and Broadway will attract more undesirable (“dirty”) industry to the area

In response to these comments, prior studies were revisited and additional analysis was conducted on traffic, air quality, and land use and included in this EA. Ongoing planning efforts in the South Valley were reviewed and integrated into the discussion, particularly in Section 4.13. Additional analysis of potential traffic impacts was conducted and incorporated throughout the EA. Funding for improvements to Woodward Road to address future traffic volumes has been obtained by Bernalillo County and a separate project dedicated to Woodward Road improvements has been programmed.

Some commenters requested additional analysis of air quality impacts for pollutants unrelated to vehicular traffic and to project future industrial air emissions. Modeling of industrial air pollutants was considered to be outside the scope of this EA, since the location and nature of future emission sources is speculative. Modeling was conducted to predict future CO levels, which have a strong link to vehicular traffic. Health impacts have been assessed further through the lens of changes in air quality and NAAQS compliance, which is the health-related factor most closely tied to the project roadway extension.

7. CONCLUSIONS

This EA concludes that the Preferred Alternative would meet the purpose and need for the project: to close gaps in the present transportation system, improve transportation network connectivity, and to ease future traffic congestion. Key findings of the environmental analysis include:

- The proposed project crosses a portion of the South Valley Superfund Site, on which the process of remediation planning was first approved in 1984, and where remediation is currently ongoing. Construction of the project would affect some existing wells and associated waterlines that are part of the groundwater remediation system. Avoidance where possible, protection, adjustment or relocation of these wells and water lines have been included as an integral part of the project. Costs related to the relocation of the wells and pipelines have been included in the overall construction cost estimate for the Proposed Action. The clean-up firms currently performing remediation work on site will perform any adjustment or protection work required on their remediation facilities at project expense. As a result, avoidance and mitigation measures regarding the remediation system for the South Valley Superfund site and the remediation system at the former Chevron bulk fuels terminal would not significantly impact groundwater, hazardous materials, or remediation in the project area.
- The implementation of the Preferred Alternative would affect traffic patterns, by increasing volumes on Woodward Road. The County has developed and programmed a co-dependent project for improvements to Woodward Road that has been funded and programmed through the MRCOG planning and programming process. Sidewalks and bike lanes are also proposed as part of this Woodward Road project to enhance safety for non-vehicular travel.
- Air quality modeling indicates that the implementation of the Preferred Alternative would not result in NAAQS exceedences or contribute to CO “hot spots.”
- The adjacent San Jose neighborhood has a relatively high proportion of low income and minority residents, when compared to the larger region, and has been subject to the impacts of older industrial uses in the area that have caused groundwater pollution that is now being remediated. These industrial uses have also contributed to air pollution and associated health problems in the area. There is concern that the extension of Sunport Boulevard would attract additional businesses to the area that are undesirable, polluting, or nuisance businesses. Although it is uncertain exactly what land use changes might occur since no specific plans are in place now, the County has prepared the San Jose/Mountain View Design Overlay plan to “positively influence development patterns in an effort to shape and enhance the character and identity of Upper Mountain View” (Bernalillo County 2013). If adopted, this plan may mitigate potential adverse impacts associated with new development.

This EA concludes that the proposed action is necessary for efficient and safe travel between Broadway and I-25. The analyses conducted indicate that the implementation of the Preferred Alternative would not result in significant adverse impacts. Unless significant impacts are identified as a result of further public review or at the public hearing, a Finding of No Significant Impact (FONSI) will be requested. The FONSI will address any concerns raised

during the circulation of the EA, during the public hearing comment period, or regarding coordination of other aspects of the Recommended Build Alternative with appropriate agencies. The FONSI may include additional stipulations to address any public or agency concerns. The FONSI will authorize the next phase of the project that includes final design and approvals and right-of-way acquisition. Additional authorization for construction will be sought through a re-evaluation of the FONSI as the project design is advanced.

APPENDIX A

AGENCY COORDINATION

**AGENCY
CORRESPONDENCE LIST**

Federal Agencies

U.S. Fish and Wildlife Service
New Mexico Ecological Services Office
Wally Murphy, Field Office Supervisor
2105 Osuna Road, NE
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U.S. Army Corps of Engineers
Albuquerque District
NM/TX Branch
Lesley McWhirter, Branch Chief
4101 Jefferson Plaza, N.E., Rm. 313
Albuquerque, NM 87109-3435
505.342.3100

**U.S. Department of Agriculture
Natural Resources Conservation
Service**
Albuquerque Service Center
Dennis Alexander, State Conservationist
6200 Jefferson, N.E.
Albuquerque, New Mexico 87109
505.761.4400

U.S. Bureau of Reclamation
Albuquerque Area
Nancy Umbreit
555 Broadway Blvd. NE
Albuquerque, NM 87102-2752
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**U.S. Environmental Protection
Agency**
Michael Hebert
Superfund Program
Region 6 Compliance Assurance and
Enforcement Division
6SF-RL, Superfund Program
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214.665.8315

Peggy Wade
Air Planning Section

EPA Region 6, 6 PD-L
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Dallas, TX 75202-2733
214.665.6444

U.S. Department of the Air Force
Headquarters 377th Air Base Wing
Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd. SE
Kirtland AFB, New Mexico 87117-5000

Regional Agencies

Mid-Region Council of Governments

Dewey Cave, Executive Director
Transportation and Planning Services
809 Copper Avenue, N.W.
Albuquerque, New Mexico 87102
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Nathan Masek, Transportation Planner
Transportation and Planning Services
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State Agencies

N.M. Environmental Department
Georgia Cleverley, Environmental Impact
Review Coordinator
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cc to other NMED agencies:

N.M. Environment Department
Air Quality Bureau
Mary Uhl, Bureau Chief
1301 Siler Road, Building B
Santa Fe, New Mexico 87507
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N.M. Environment Department
Surface Water Quality Bureau
Marcy Leavitt, Chief
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N.M. Environment Department
Ground Water Quality Bureau
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N.M. Department of Game and Fish
Conservation Services Division
Terra Manasco, Assistant Chief
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N.M. Energy, Minerals, and Natural Resources Department
Forestry Division
Bob Sivinski, Rare and Endangered Plants Specialist
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N.M. Office of State Engineer
Scott Perkins, State Engineer
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130 South Capitol Street
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N.M. Department of Homeland Security Emergency Management
John Wheeler, Department Secretary
13 Bataan Blvd.
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Local Agencies

City of Albuquerque
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Debbie Bauman, Program Manager
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Diane Sholtis, Section Manager
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City of Albuquerque Aviation Department
John Niwa, Environmental Compliance Officer
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Albuquerque Bernalillo County Water Utilities Authority (ABCWU)
Robert Strong, Engineer
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**Albuquerque Metropolitan Arroyo
Control Authority (AMAFCA)**

Jerry Lovato, Drainage Engineer
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Albuquerque, NM 87107
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**Environmental Health/Air Quality
Division**

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MLeonard@cabq.gov

Bernalillo County

Commissioner Art De la Cruz
Bernalillo County Commission
District 2
One Civic Plaza, N.W., 10th Floor
Albuquerque, New Mexico 87102
505.468.7000

Bernalillo County
Tom Zdunek, County Manager
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505.468.7000

Don Briggs
Bernalillo County Floodplain
Administrator
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Building N
Albuquerque, NM 87102
505.848.1500



June 15, 2015

Mr. Peter Hinckley, PE (via e-mail)
AECOM
6501 Americas Parkway NE, Suite 900
Albuquerque, New Mexico 87110

Re: EGS conditional acceptance of the ISA Update for the Sunport Blvd. extension project from Broadway Blvd. to I-25 (CN A300160) and Woodward Road from 2nd Street to Broadway Blvd. (CN A300161), Albuquerque, Bernalillo County, New Mexico

Dear Mr. Hinckley,

URS's June 15, 2015 ISA Update report for the projects referenced above was received in this office on this day. The two project scopes, and an additional recommendation (CN A300161, only) were discussed during a follow-up telephone conversation with you on June 12, 2015. The combination of these two information sources represents the final deliverable.

In accordance with the direction in the October 2014 Tribal/Local Public Agency Handbook, the Environmental Geology Section (EGS) has reviewed the deliverable to verify that it meets the NMDOT's reporting requirements and industry-accepted standards for all appropriate inquiry (AAI). Our review should not be viewed as comprehensive; rather the EGS verifies that appropriate data is documented and that, in our opinion, it supports the Environmental Professional's conclusions and recommendations. We assume that the project scope is described in full and that the supporting documentation is complete and accurate.

For clarity, the two co-dependent projects, CN A300160 and CN A300161, will be described separately:

CN A300160 includes the extension of Sunport Blvd. Major scope elements include the construction of a new 4-lane roadway, which prompts the construction of two sets of twin bridges and retaining walls, as reported in URS' 2010 ISA and a May 2015 draft of the environmental assessment. Drainage structures (detention ponds, storm drains, etc.) will also be built. In order to accommodate the construction, as many as 9.7 acres of land will be purchased. While most of the project will require the import of fill material, disturbing soil as deep as 20 feet will be required to build the bridge abutments. Utility improvements and relocations will be required but will be handled by the respective owners.

Susana Martinez
Governor

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Cabinet Secretary

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District 4

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Secretary
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Butch Mathews
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District 5

Jackson Gibson
Commissioner
District 6

Based on the data documented in their report, URS concludes that there are four recognized environmental conditions (RECs). These RECs will affect the design and/or construction of CN A300160: 1) contaminated groundwater from the South Valley Superfund Site, 2 & 3) contaminated groundwater from area bulk fuel plants (Chevron and Texaco bulk fuel terminals), and 4) a historic landfill (the former Schwartzman landfill). In order to facilitate its design and construction by navigating through the regulatory requirements posed by the RECs, URS recommends [that Bernalillo County]:

1. Continue discussions with the EPA and GE as the design progresses in order to avoid and/or determine mitigation measures required for any impact from the roadway extension on the GE groundwater remediation system;
2. Perform a PSI to determine if residual landfill waste exists within the footprint of the roadway design. URS continued that if utility work is planned, that the City of Albuquerque's *Interim Guidelines for Development within City Designated Landfill Buffer Zones* be followed in order to prevent landfill gas migration;
3. Continue discussions with Chevron, NMED, and the EPA as the design progresses in order to avoid and/or determine mitigation measures required for any impact from the roadway extension on the extraction, injection, or monitor wells;
4. Seek landowner liability protection [from CERCLA liability] in a mutually agreeable form from the current landowners [more appropriately from the EPA, and record it in the] purchase documents; and finally
5. Handle and dispose of any hazardous substances discovered, generated, or used during construction in accordance with applicable regulatory requirements.

CN A300161 calls for improvements to Woodward Road. As the design is currently in its conceptual phase (about 10%), few scope details are known, and all is subject to change. What is known is that the alignment will not likely be altered, as many as 4-traffic lanes could be built, soil disturbance will be likely be minimal (0.5 to 1 foot), and that parcels at the 2nd Street intersection will likely be acquired. The existence of and possible impacts to utilities have yet to be determined.

URS identified a number of properties surrounding Woodward Road with histories of hazardous substance or petroleum product usage, storage, or releases (a Finding) and limited their discussion to the regulatory status of each, amounting to a preISA. No conclusions about the affect these Findings will have on the project were drawn. The EGS would argue that to do so, without benefit of at least a solid conceptual design, could results in an iterative assessment process. Each iteration would be costly and time consuming to complete and, depending on the fluidity of the design, would be of limited viability. In our opinion and for the time being, the pISA is an appropriate level

of effort. As the design progresses (at least 30% design), it will be necessary to revisit the pISA, update the Findings, draw conclusions about which represent RECs, and chart an appropriate path through the design and construction. That effort must be submitted to the EGS for acceptance.

URS' June 15, 2015 ISA Update includes all of the elements required in such an investigation (site reconnaissance, historic and regulatory records reviews, and interviews with persons familiar with the regulatory history, past development, and usage of certain properties). In our opinion, given the content of the report, an Environmental Professional, as defined by the USEPA, could reasonably draw conclusions regarding the presence (or absence) of RECs. We also believe that URS' and your recommendations appear both reasonable and supported by the evidence reported. As such, we believe the deliverable represents AAI.

It is important to note that follow-through with the recommendations is required. Until then, this letter is the EGS's conditional acceptance of URS' 2015 ISA Update.

If you have questions regarding the content of this letter or have comments or concerns, do not hesitate to call my office at 505-827-1715.

Sincerely,



Audrey Moore, Manager
NMDOT Environmental Geology Section

CC (via e-mail): Jill Mosher, T/LPA Coordinator
Ray Chavez, P.E., T/LPA Coordinator
Gwyneth Duncan, NMDOT Environmental Development Section
EGS Project File (District 3, CN A300160 & A300161)



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April 28, 2015

Craig Weeks
Chief, Office of Planning and Coordination
US Environmental Protection Agency
Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Re: **Sunport Boulevard Extension Project**
Bernalillo County, New Mexico
Bernalillo County Project No. TS 09-06 / NMDOT CN A300160
EPA Letter of October 27, 2011

Dear Craig:

Bernalillo County received a letter from Rhonda Smith of your office with comments on the Sunport Boulevard Extension project at the time of public availability of an initial Draft Environmental Assessment (DEA) dated September 2011. We apologize for the time that has passed on this project without a direct response to the letter. The project remains active and in the final stages of preparation of a revised Environmental Assessment; however, the project has experienced multiple delays and has generated much discussion regarding potential impact mitigation measures. In addition, a number of additional public meetings have been held on the project since the October 2011 public hearing. We appreciate the letter and attached comments and we offer the following responses.

Detailed Comments / Methodology: The last sentence in this section states that "... EPA suggests that BCWD monitor noise levels during construction to identify any exceedences." Avoidances of noise level exceedences will first be addressed by prohibiting night time construction work, limiting work hours to daytime only in the project specifications. Initial geotechnical recommendations for the project's bridges include spread footer foundations, thus pile driving that would exceed ambient noise levels will not be performed. There is no bedrock found on site and thus no blasting will be performed. The 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.

Detailed Comments / Conclusion: The first sentence in this section states that "EPA believes more information on the demographics or type of outreach is needed for the residents..." Significantly more information has been researched and included in the latest Draft EA. The 4.13 Socioeconomics and Environmental Justice subsection of the upcoming May 2015 Draft EA has been excerpted and is attached to this letter to illustrate this. Please refer to this document regarding the demographics. In addition, as mentioned above, much more public outreach has also taken place in the form of

neighborhood association meetings, public meetings, and property owner meetings. To describe the public outreach, Subsection 6.1 Public Involvement Process has also been excerpted from the May 2015 Draft EA and is attached to this letter. Through these means of public outreach and notification, over 1900 residents within select postal routes were notified of the project and public meetings.

Regarding concerns of the residents during project construction, Bernalillo County's Project Engineer, Rodrigo Eichwald, will be available for public contact and project liaison. Rodrigo, who has been the County's lead representative for the project since its inception, will be the primary point of contact for concerns or complaints during construction due to unexpected increases in traffic volume, dust and noise. Rodrigo will contact the appropriate design team or contractor representatives for responses to technical or construction scheduling questions. The County may also include another public meeting during the project's final design phase to inform the public of the final design and traffic configuration, construction schedule, expected impacts to area roads and traffic patterns during construction, permitting and environmental controls placed on the contractor, and to inform the public of ways and means of contact and communication with project representatives. Notices regarding the project meeting would be sent by canvas mail (USPS Every Door Direct Mailing) to all area residents as was done for the September 2013 public meeting. The ultimate conclusion of the EA, as supported in the May 2015 Draft EA, is that there will be no disproportionate and adverse impacts to environmental justice communities as a result of construction of the Sunport Boulevard Extension.

Detailed Comments / Hazardous Materials: Based on the direction and information provided in the letter, it is understood that a "Ready for Reuse Determination" (RRD) as was discussed in the October 2011 Draft EA is not the best tool for groundwater sites such as the South Valley Superfund site. Instead, based on the recommendation, the May 2015 Draft EA will include language stating that the County will request reuse support from the EPA's Superfund Redevelopment Initiative (SRI) program and Superfund Coordinator for the South Valley Superfund site.

In summary, we believe that all of the comments on the initial September 2011 Draft EA have been addressed in the expanded and enhanced May 2015 Draft EA and herein. We have provided excerpts of that forthcoming document attached to this letter, although it should be noted that the attached excerpts are part of a Draft EA that is subject to (minor) change based on final review comments from the NMDOT and FHWA. When approved and signed by the NMDOT and FHWA, the EA will be provided to your office for final review and comment during the public / agency availability phase.

Hopefully, the above information responds to the concerns stated in the letter. This project is a very important project to Bernalillo County and to the South Valley area, in fact it is the County's highest priority transportation project. We appreciate your help in facilitating the NEPA process and progressing this project.

Sincerely,



Nolan Bennett, PE
Construction Manager
Public Works Division

Copies: Mike Jansky, EPA
Rodrigo Eichwald, Bernalillo County
Peter Hinckley, URS / AECOM
Roger Paul, Bernalillo County

Attach.



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Art De La Cruz, Vice Chair
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Debbie O'Malley, Member
District 1

Lonnie C. Talbert, Member
District 4

Wayne A. Johnson, Member
District 5

COUNTY MANAGER

Tom Zdunek

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Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Manuel Gonzales III
Sheriff

Manny Ortiz
Treasurer

County of Bernalillo State of New Mexico

Technical Services Department

2400 Broadway SE, Building N

Albuquerque, New Mexico 87102

Office: (505) 848-1500 Fax: (505) 848-1510

www.bernco.gov/technical-services/

Wilfred Gallegos, P.E.
Director
Department of Municipal Development
On Civic Plaza - 7th Floor
Albuquerque NM, 87102

Re: **Woodward Road Improvements Project, NM DOT A300161**
Future Maintenance

Dear Wilfred,

An inquiry was recently made by the FHWA regarding the ultimate maintenance responsibilities for Woodward Road once reconstruction has been completed by Bernalillo County. In accordance with NMSA 3-7-18, the City of Albuquerque currently has maintenance responsibilities for Woodward Road and, as such, will continue to maintain Woodward Road after the reconstruction is complete.

This agreement is not a unique scenario between the City of Albuquerque and Bernalillo County. Recent examples of Bernalillo County completing projects within the City of Albuquerque maintenance jurisdiction include parts of Eubank Boulevard, Edith Boulevard and Golf Course Road in addition to many others.

To insure that the road is done to City of Albuquerque standards, the County assures you that we will submit our plans through the Design Review/Construction (DRC) process for final approval. In exchange for Bernalillo County constructing Woodward Road, a City facility, to City of Albuquerque designs standards we respectfully request your signature as a sign of concurrence that the City of Albuquerque intends to continue maintenance on Woodward Road after it is reconstructed as per the approved DRC design plans.

Wilfred Gallegos, P.E., Director
Department of Municipal Development

Thank you,

Roger A. Paul, P.E.
Deputy County Manager for Public Works



Environmental Section

January 28, 2015

Mr. Jarvis D. Middleton, PE
Deputy County Manager for Public Works
Bernalillo County
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102

RE: Woodward Road Improvements Project, NMDOT CN A300161

Dear Mr. Middleton:

I have reviewed your proposal to undertake improvements to Woodward Avenue as a separate project under the designation CN A300161. The Woodward project is intended to satisfy agency and public concerns regarding traffic impacts created by the adjacent Sunport Blvd. project.

In consultation with FHWA, I have determined that the proposed separate Woodward project is a viable strategy that would address comments generated during the National Environmental Policy Act (NEPA) Environmental Assessment (EA) process for Sunport Blvd. that is currently underway (CN A300160).

The following conditions will need to be met to ensure that the Sunport Blvd. EA is completed adequately:

- A discussion of the funding strategy including TIP/STIP details and a specific description of the proposed separate Woodward improvement project shall be included in the EA.
- Analysis of expected traffic impacts to Woodward and specific mitigation plans shall be included in the EA
- The project termini shall be described in the EA and include all planned Woodward Ave. improvements.
- An "environmental commitment" shall be included in the EA that requires the completion of a stand-alone NEPA document for the Woodward improvements. The environmental level of effort is expected to be a Categorical Exclusion (CE).
- Construction work on Woodward shall be completed prior to the opening of Sunport Blvd. Therefore, proposed interim improvements to Woodward to be completed during the Sunport project would not be necessary.
- A signed agreement between the County and City of Albuquerque shall be completed that outlines jurisdiction and maintenance responsibilities for

Susana Martinez
Governor

Tom Church
Cabinet Secretary

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Chairman
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Ronald Schmeits
Vice Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Butch Mathews
Commissioner
District 5

Jackson Gibson
Commissioner
District 6

Woodward Ave. The agreement shall include a commitment to fund the Woodward improvements and outline the sources of funding.

- The County shall address all remaining comments made by FHWA and NMDOT regarding the draft EA.

Thank you,

A handwritten signature in cursive script, appearing to read "R. Blake Roxlau".

R. Blake Roxlau
Environmental Section Manager



County of Bernalillo State of New Mexico

Technical Services Department
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102
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January 21, 2015

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District 5

Mr. Blake Roxlau
Environmental Division Manager
New Mexico Department of Transportation
1120 Cerrillos Road
Santa Fe, New Mexico 87505

RE: **Woodward Road Improvements Project**
NMDOT CN A300161

Dear Blake:

As you are aware, Bernalillo County will be improving portions of Woodward Road in conjunction with the Sunport Boulevard Extension Project (CN A300160). The Sunport Boulevard Extension Project Improvements consist of signalization of the intersection of Woodward Road and Second Street, widening of the westbound approach of Woodward Road, and the widening of the south bound exit and entrance of Second Street from the intersection of these roads. Also, the intersection of Woodward Road and Broadway Boulevard will be completely rebuilt. Additionally, the section of Woodward Road between the intersection of Woodward Road and Broadway Boulevard and the San Jose Drain will be reconstructed to accommodate the new intersection of Sunport/Woodward and Broadway Boulevard. Finally, a temporary multi-use trail will be built along Woodward Road between Broadway Boulevard and Second Street.

In light of these improvements, Bernalillo County previously requested for ultimate Woodward Road reconstruction to be a separate project from the Sunport Boulevard Extension Project. Woodward Road has been the subject of much discussion between our agencies, resulting in the County directing URS to perform a traffic analysis of Woodward Road. This analysis is documented in the report titled *Traffic Operational Analysis Woodward Road*, dated February 2014 (Operational Analysis). The results of that report have been summarized in the attached technical memo. With the information presented in this report, Bernalillo County agrees that there are traffic impacts on Woodward Road due to the Sunport Boulevard Extension

COUNTY MANAGER

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project, and these impacts will be mitigated.

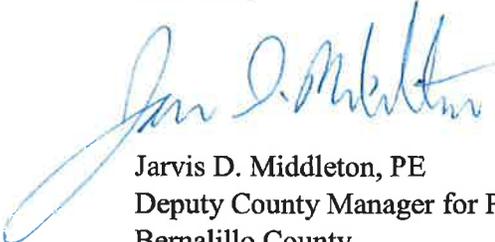
Bernalillo County along with the City of Albuquerque have agreed that Woodward Road is a priority for the Albuquerque Metro Area with support from the Mid-Region Council of Government, having placed this project in the Transportation Improvement Project with funding in FY 2015 for design and funding in FY 2017 for construction. The project has been assigned an NMDOT Control Number of A300161.

Furthermore, the Bernalillo County Board of Commissioners approved Administrative Resolution No. 2015-0007 at the January 13, 2015 Commission meeting that proclaims the County's intent to fund the complete reconstruction of Woodward Road.

We respectfully request that NMDOT and FHWA provide written concurrence with this approach. Upon receipt of that concurrence, we will formally provide our intended responses to the previous comments provided by both agencies so that we can complete the revised environmental assessment and proceed with the formal approval process.

We appreciate the efforts of NMDOT and FHWA in moving this vital project forward and eagerly await your positive response. As has been evidenced by the considerable public response for the project during the years since we initiated the environmental phase, the majority of public reaction, both the private and business members of the community, has been supportive and we believe we will adequately address any concerns in the revised Sunport Boulevard Extension Project's Environmental Assessment. Please do not hesitate to contact me or my staff if there are any questions or concerns at (505) 848-1500.

Sincerely,



Jarvis D. Middleton, PE
Deputy County Manager for Public Works
Bernalillo County

Cc: Roger A. Paul, PE, Technical Services Director
Nolan Bennett, PE, Construction and Engineering Manager
Rodrigo L. Eichwald, PE, Project Engineer

Attachment



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 3, 2014

In Reply Refer To:
HEPE

The Honorable Richard J. Berry
Mayor of Albuquerque
Albuquerque, NM 87103

Dear Mayor Berry:

Thank you for your letter regarding the proposed Sunport Boulevard Extension project sponsored by Bernalillo County. We appreciate your support for this project.

We have been working with the New Mexico Department of Transportation (NMDOT) and Bernalillo County to complete a review of the project under the National Environmental Policy Act (NEPA). After reviewing the most recent environmental assessment submitted in April 2014, our New Mexico Division Office provided comments to NMDOT that must be addressed before we can conclude the NEPA review and issue a decision. Since then, our Division Office has met with the NMDOT and county officials to review the comments and discuss additional items to complete the NEPA review.

To date, NMDOT and Bernalillo County have addressed most of the comments. However, we have not received a revised description of impacts to Woodward Road from increased traffic and the mitigation of the identified impacts. Bernalillo County and the city of Albuquerque have to agree on the mitigation measures as they relate to Woodward Road since the road is under the city's jurisdiction. When NMDOT submits the information on Woodward Road impacts, we will promptly and carefully review the revised NEPA analysis.

Our Division Administrator in New Mexico, Mr. J. Don Martinez (502-820-2022), is available if the city has any additional questions about the Sunport Boulevard Extension project.

If I can provide further information or assistance, please feel free to call me.

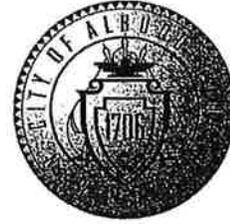
Sincerely,

Gregory G. Nadeau
Acting Administrator

14 DEC 10 AM 10:06
MAYOR'S OFFICE

CITY OF ALBUQUERQUE

Office of the Mayor/ Chief Administrative Officer



September 4, 2014

Mr. Jeffrey Paniati, Executive Director
Office of the Highway Administrator
Southeast Federal Center Building
1200 New Jersey Avenue SE
Washington, DC 20590-9898

Re: Sunport Boulevard Extension

Dear Mr. Paniati:

The City of Albuquerque (City) understands that Bernalillo County (County) is pursuing final approval from the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) for the Sunport Boulevard Extension Project from I-25 to Broadway. The purpose of this letter is to illustrate the City support for that project. This connection has been a part of the Regions plan to improve access to the Albuquerque International Sunport since the 1980's.

PO Box 1293

Albuquerque

New Mexico 87103

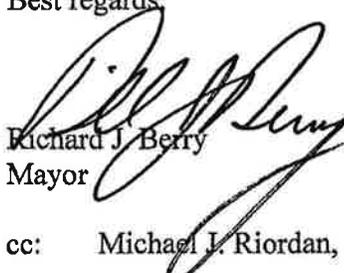
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As part of the design the County identified that some improvements need to be included along Woodward Drive between Broadway and Second Street. In response to that the County has included a multi-use trail along the entire length of Woodward and intersection improvements at Woodward and Second Street, including a new traffic signal. According to the Engineering reports provided, the improvements included by the County will be sufficient for the near term traffic expected to utilize Woodward Drive to reach Sunport Boulevard.

Woodward Drive is currently within the jurisdiction of the City. It is however within the jurisdictional boundaries of both the County and City. The City is committed to supporting the County in future efforts needed to improve Woodward Drive to accommodate future traffic on the roadway or adjacent development.

The Sunport Extension Project is consistent with my Administration's job creation and economic development initiatives. I respectfully request FHWA approval of the County's request for this long planned and awaited community improvement project.

Best regards,


Richard J. Berry
Mayor

cc: Michael L. Riordan, PE, Director, Department of Municipal Development



County of Bernalillo

State of New Mexico

Technical Services Department
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102
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July 23, 2014

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Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

Mr. Blake Roxlau
Environmental Division Manager
New Mexico Department of Transportation
1120 Cerrillos Road
Santa Fe, New Mexico 87505

RE: **Sunport Boulevard Extension Project**
NMDOT CN A300160
April 2014 Draft Environmental Assessment
Response to FHWA Comments

Dear Blake:

As you are aware, Bernalillo County has been reviewing comments from Greg Heitmann of the FHWA on the revised Sunport Boulevard Extension Environmental Assessment via a memo sent to you dated May 23, 2014. Bernalillo County participated at a meeting regarding these comments held at NMDOT offices in Santa Fe on May 30, 2014. We would like to offer the following written response to the comments from Mr. Heitmann.

Of the 74 comments provided in Mr. Heitmann's memo, more than half were very minor, primarily regarding formatting, wording, typos or references. The County will direct URS, our engineering consultant, to make the changes requested to address these comments. Other comments are somewhat more substantial and most of these comments will also be addressed by URS in developing the final version of the revised EA document.

There were a number of comments regarding Woodward Road; however, there were two that indicated that Woodward Road needed to be added to this project. Those comments are as follows:

- "Page 75—2nd paragraph—Woodward Road has to be upgrade[d] with this project. Traffic project[i]ons indicate an immediate traffic increase of significance."

- “Page 81—2nd bullet point—Woodward Road impacts have to be mitigated with this project.”

For some time now, Woodward Road has been the subject of much discussion between our agencies, resulting in the County directing URS to perform a traffic analysis of Woodward Road. This analysis is documented in the report titled *Traffic Operational Analysis Woodward Road*, dated February 2014 (Operational Analysis). The results of that report have been summarized in the attached technical memo. With the information presented in this report, Bernalillo County agrees that there are traffic impacts on Woodward Road due to the Sunport Boulevard Extension project, and that these impacts should be mitigated.

To address both the identified Sunport project impacts and FHWA’s longer-term concerns, the following course of action is proposed by the County for project mitigation and longer-term planning.

1. Sunport Project Mitigation to Address Opening Day Traffic

Bernalillo County will expand the limits of the current Sunport Boulevard Extension project to include the intersection and approaches of Woodward Road and 2nd Street. This intersection will be signalized and each approach leg improved to provide channelization and to accommodate a double left turn for westbound to southbound traffic, the heaviest forecast movement within the intersection. The approach work will include approximately 500 ft. to 700 ft. of widening in each approaching direction. Also, a multi-use trail will be included to provide non-vehicular connectivity between Sunport and our recently completed Bosque Trail connection to Second Street.

As discussed in the attached technical memo, with these improvements, the existing roadway adequately handles traffic operational requirements well beyond 2015, until at least 2021 and then to the point where the traffic operates at LOS E by 2031.

The County will expand the area of environmental investigations to include this enlarged footprint and add this work to the “Proposed Action” being addressed in the current EA. This environmental commitment is discussed in the Operational Analysis in Section 9 and illustrated in Figure 4. These improvements will provide a safe and higher capacity intersection, and adequately address traffic needs and forecast volume for 2015, being the expected “opening day” impacts. To accomplish this work, additional funding will be identified as necessary and incorporated in the current CN A300160 project to make these improvements. Furthermore, the language in the EA will be revised to strengthen the proposed improvements to clarify what is being committed to by Bernalillo County.

The current Sunport Boulevard Extension Project planned improvements include 450 feet of Woodward Road that will be improved at the Broadway Boulevard intersection. These improvements include sidewalks, drainage features, traffic channelization, and signal improvements.

2. Long Term Planning - Programming of New Project in the TIP to 4-lane Woodward Road

In anticipation of a separate Woodward Road Project, Bernalillo County has submitted a request to the Mid Region Council of Governments (MRCOG) seeking funding and the programming of this project in the latest Transportation Improvement Plan (TIP) for the 4-lane widening of Woodward Road between Broadway Boulevard and Second Street. The improvements needed to Woodward Road are described in the Operational Analysis in Sections 6, 7 and 8 and illustrated in Figures 2, 3a and 3b. The County will also coordinate with the City of Albuquerque in prioritizing funding for this project of regional significance (Woodward is within the City limits).

When the funds are identified, this action will constitute a firm commitment by Bernalillo County to not only program, but also to construct a project that will widen Woodward Road to a 4-lane typical section in accordance with City of Albuquerque design requirements. At this time, the exact year of the TIP within which the construction funds will be programmed is unknown; however, these funds will be committed within the 5 years of the fiscally constrained program in the TIP. With this action, traffic needs for the long term will be addressed, and a roadway section will be in place that will be adequate for design traffic volumes at 2035 and beyond. This project is expected to require approximately \$3 million in design and construction funding, and will be developed under a separate and distinct project development process from that of the Sunport Boulevard CN A300160 project. We believe that this Woodward Road upgrade can be a separate project since the current study shows that Woodward Road won't fail under the projected traffic conditions until 15 years after the completion of the Sunport Boulevard Extension Project.

Currently having a MRCOG classification as an 'Urban Collector' roadway, the proposed four lane cross-section for Woodward Road is based on today's ultimate traffic projection for the design year and is for planning purposes at this time. The standalone Woodward Road project will have its own NEPA compliance process when public interaction and input will occur, defining the final project scope. Furthermore, expanded multi-use infrastructure will be included and accommodated as regional plans are updated and development activities better define needs and opportunities. Since this remaining section of Woodward Road is entirely in the City of Albuquerque, the lead agency doesn't need to be identified now and will be established through our coordination with the City.

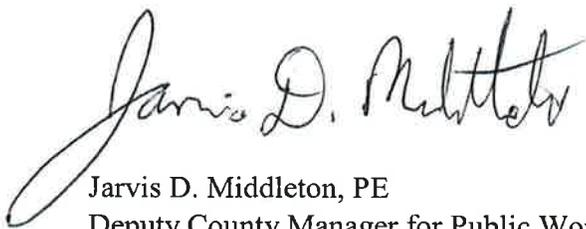
Bernalillo County requests that the NMDOT consider this approach and provide assistance to the County in advocating this course of action to the FHWA by using the Section 2.4 Conflict Resolution Process from the FHWA and NMDOT's Stewardship and Oversight Agreement. We believe that this course of action represents a high level of commitment to mitigate traffic impacts on Woodward Road relative to the Sunport Boulevard Extension project and allows for

local and regional planning efforts to define what the ultimate Woodward Road configuration will be.

The Sunport Boulevard Extension project will construct a regional facility that has been planned for years. It is also a cohesive component of a larger plan that will provide economic development opportunities, improve the overall economic condition of the area, and should change the course of this historically disadvantaged neighborhood. While there has been a vocal group that is against the project, there are also many more that have shown support for the project. Many business owners have stated that this project will help increase property values along the corridor which in turn will make this area less attractive to bad business that seeks inexpensive land.

Thank you for all of the support that NMDOT has provided throughout this long process and we appreciate the continued efforts of everyone involved to bring the Sunport Blvd Extension Project to a successful conclusion. It is clear that we all recognize what a tremendous asset this project will become for this region. Bernalillo County continues to be ready to provide whatever level of support that NMDOT or FHWA needs to allow this Environmental Assessment to move forward. If you should have any questions or need additional information regarding this response, please do not hesitate to contact Rodrigo L. Eichwald at 505-848-1574.

Sincerely,



Jarvis D. Middleton, PE
Deputy County Manager for Public Works
Bernalillo County

Cc: Roger A. Paul, PE, Director, Technical Services
Nolan Bennett, PE, Construction and Engineering Manager
Rodrigo L. Eichwald, PE, Project Engineer

Attachment



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 377TH AIR BASE WING (AFMC)

OCT 28 2013

Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd SE
Kirtland AFB, NM 87117-5000

Mr. Rodrigo Eichwald
Project Engineer
Bernalillo County Zoning, Building & Planning
111 Union Square SE - Suite 100
Albuquerque, NM 87102

SUBJECT: Sunport Boulevard Expansion Project, Bernalillo County Project No. TS 09-06

Dear Mr. Eichwald

Kirtland Air Force Base (AFB) has reviewed the current proposal to extend Sunport Boulevard West of I-25. Your team has been very helpful providing drawings and renderings in addition to the Frequently Asked Questions and Slides provided at the public meeting on 19 September 2013. It is evident that there were many reasons why you selected Alternate A as the preferred alternate over the other alternates. However, we request the following related to the proposal.

1. Future Development – With the expansion of the existing interstate interchange and direct access to the Sunport International Airport, it is likely the area will be developed. Kirtland AFB is concerned with the possibility of hotels, gas stations, and high density development being planned or built off the west end of Runway 8-26. Airport runway clear zones, whether designated for military or civilian aircraft operations, are critical safety zones that should be considered for future planning of this area. We recommend working together to start implementing the recommendation in the Joint Land Use Study (JLUS) to consider the airport runway approach/departure corridor when evaluating development within two miles from the end of the runway. Kirtland AFB requests future involvement if/when zoning changes are proposed for the areas that extend beyond the runways.
2. Railroad Easement – With the intersection being reconstructed at a higher grade and detention ponds being added, the storm water runoff from this project will change the existing conditions in the immediate area. Kirtland AFB is concerned with the impact this has downstream near our railroad easement, which has already been impacted by runoff from previous developments. Understanding that the City of Albuquerque has already conducted a drainage study of the South Broadway area and developed recommendations to control storm water runoff, Kirtland AFB requests a hydraulic analysis/report of how this project impacts the storm water runoff downstream, how this project impacts the outcome of the previous hydrology study, and how the storm water runoff from this project is projected to impact our rail road easement. We recommend continuing to work together

during the next phase of this project, so that we may provide feedback on the potential impacts to Kirtland AFB.

Kirtland AFB is committed to working with the County on developing a master plan that minimizes adverse impacts to Kirtland AFB, while allowing the County to move forward with the proposed development.

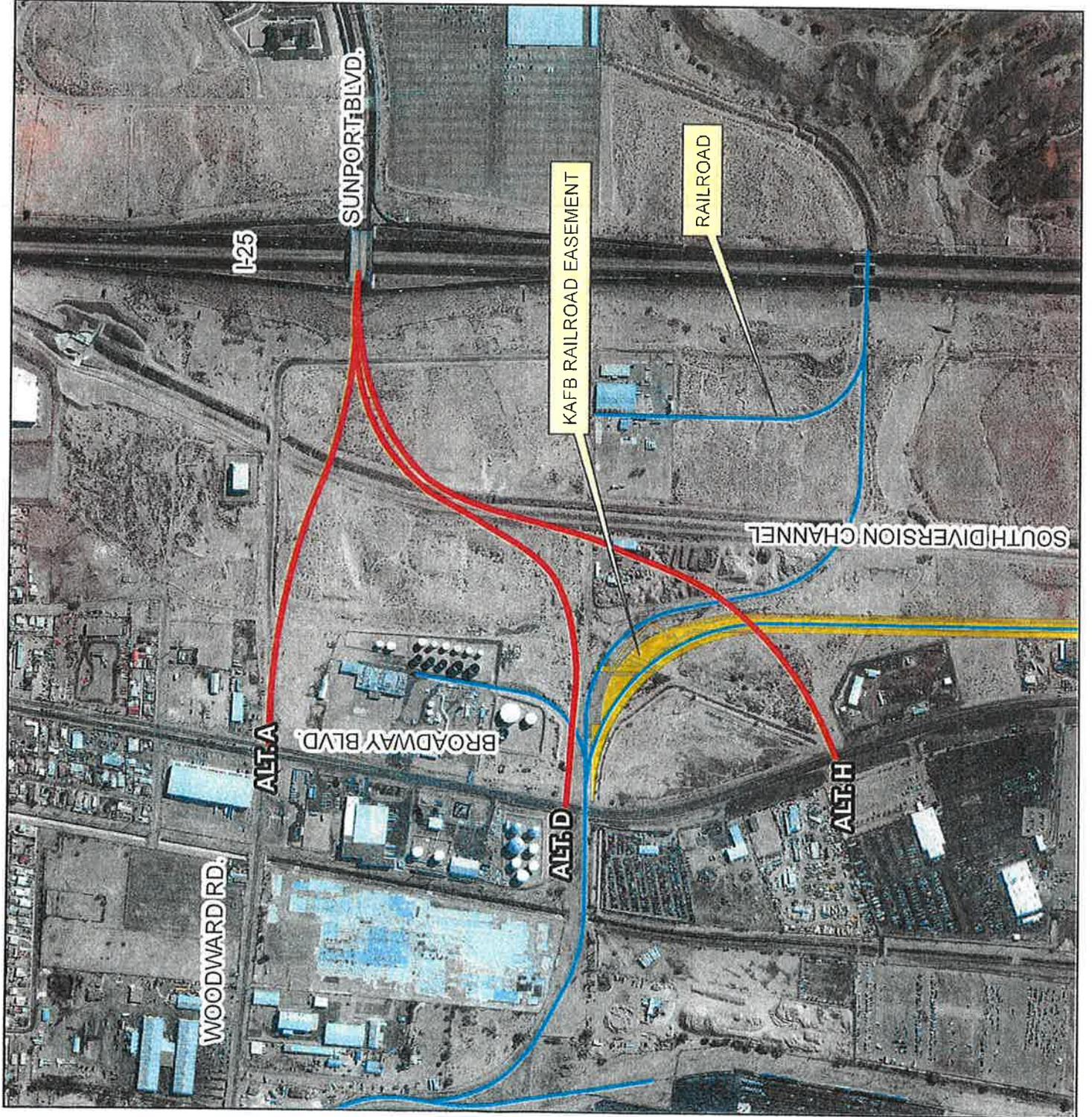
If you have any questions or concerns about any of the issues identified above, do not hesitate to contact Mr. Brent Wilson, Base Civil Engineer at (505) 846-7911 , brent.wilson@kirtland.af.mil . We look forward to working with you as we move forward in this process.

Respectfully

A handwritten signature in black ink that reads "Tom D. Miller". The signature is written in a cursive, flowing style.

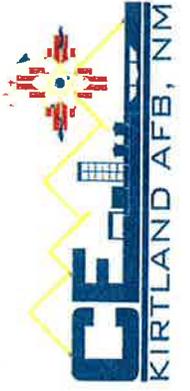
TOM D. MILLER, Colonel, USAF
Commander

Cc: Mr. Peter Hinckley, URS
Ms. Sandra Gaiser, MRCOG



Bernalillo County
 Sunport Boulevard
 Extension Project

Date: September 2013



CITY OF ALBUQUERQUE



July 19, 2012

Mr. Roger A. Paul, PE
Technical Services Director
Bernalillo County
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102

SUBJECT: Sunport Boulevard Extension – Traffic Impacts to Woodward Road

Dear Mr. Paul:

Thank you for your letter of June 27, 2012, summarizing the County's Sunport Boulevard Extension Project. The City is aware that the County received federal funding for the project as programmed in the current Transportation Improvement Program (TIP). Your letter states that your selected build alternative would create an intersection of Sunport Boulevard with Broadway Boulevard and Woodward Road. The purpose of your letter was to inform the City of the traffic projections anticipated on Woodward Road associated with the County's Sunport Boulevard Extension Project.

PO Box 1293

Albuquerque

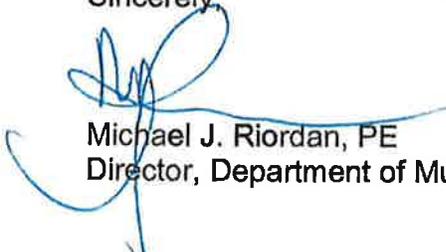
NM 87103

www.cabq.gov

Your letter further advises the City that the extension of Sunport Boulevard will result in much more congestion on Woodward Road, an estimated "257% increase of the existing volume". Our understanding of the federal-aid process is that impacts resulting from a proposed action need to be addressed or mitigated with the originating project. If your letter is correct and the extension of Sunport Boulevard is expected to cause a substantial increase in traffic on Woodward Road, then the project should include mitigation measures to offset the traffic impact.

The City looks forward to reviewing the preliminary and final construction documents with these proposed improvements. Thank you for bringing this issue to our attention and we look forward to a successful community project.

Sincerely,


Michael J. Riordan, PE
Director, Department of Municipal Development

Cc: Wilfred Gallegos, PE, Deputy Director, DMD
Melissa Lozoya, PE, Engineering Division Manager
Chuck Thompson, PE, DMD

Suzie Lubar, Director, Planning
Richard Dourte, City Engineer
Councilor Isaac Benton
Councilor Debbie O'Malley
Gilbert Montano, Mayor's Office
Rodrigo Eichwald, Bernalillo County
Nolan Bennett, Bernalillo County
Steve Miller, Bernalillo County
Peter Hinckley, URS Corporation



County of Bernalillo
State of New Mexico

Technical Services Department
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102
Office: (505) 848-1500 Fax: (505) 848-1510
www.berncogov/technical-services/

June 27, 2012

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District 3

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District 1

Michael C. Wiener, Member
District 4

Wayne A. Johnson, Member
District 5

Mr. Michael Riordan, PE
Director
Department of Municipal Development
City of Albuquerque
PO Box 1293
Albuquerque, New Mexico 87103

Re: Sunport Boulevard Extension
Bernalillo County Project # TS 09-06
NMDOT CN A300160
Traffic Impacts to Woodward Road

COUNTY MANAGER

Tom Zdunek

ELECTED OFFICIALS

Karen L. Montoya
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Patrick Padilla
Treasurer

Dear Mr. Riordan:

One of the foremost capital improvement project priorities for Bernalillo County is the extension of Sunport Boulevard from I-25 to Broadway Boulevard. This project traverses both unincorporated areas of Bernalillo County and portions within the City of Albuquerque, including the intersection of Woodward Road. As you may be aware, this project has been programmed in the Transportation Improvement Program (TIP) since 2010. Bernalillo County has engaged the services of URS Corporation to perform alignment, environmental and traffic studies for this project. These studies are nearing completion. The Selected Build Alternative for implementation creates an intersection of Sunport Boulevard with Broadway Boulevard and Woodward Road. A recent traffic study developed for purposes of addressing the I-25 / Sunport Boulevard Interchange (an Interchange Modification Report) has resulted in traffic forecast data for the "opening day" of Sunport Boulevard—defined as 2015. MRCOG has provided URS with 2015 traffic forecasts for both the "Build" and "No Build" scenarios, i.e. both with and without the extension of Sunport Boulevard. These forecasts have been brought to our attention, and the County in turn wants to make the City aware of these projections for traffic growth on Woodward Road associated with the extension of Sunport Boulevard.

Attached to this letter are two maps that depict the Average Weekday Daily Traffic as developed in MRCOG's travel demand model. The two maps represent the 2015 No Build and 2015 Build daily volumes. For Woodward Road, west of Broadway

Boulevard, MRCOG's model depicts volumes in three segments, taking into account theoretical intermediate traffic generators within the overall segment between 2nd Street and Broadway Boulevard. While the differences between the segments are generally negligible, the middle segment No Build shows an overall daily volume of 2015 vehicles per day (vpd) (westbound) + 2161 vpd (eastbound) for a total of 4176 vpd in 2015. This volume is reasonably accommodated by the existing roadway. However, in the Build scenario, on the same segment, the volume is shown to grow to 5039 vpd (westbound) + 5697 vpd (eastbound) for a total of 10,736 vpd. *This growth is 257% of the existing volume.* The new Sunport Boulevard Extension has latent demand and will quickly shift local traffic patterns, diverting some traffic from Rio Bravo Boulevard and Gibson Boulevard.

The 2015 traffic volume forecast is almost 11,000 vpd; a rule of thumb threshold value for indication of the need for four lanes vs. a two lanes is approximately 12,000 vpd. The design year volumes, in 2035, have also been predicted by MRCOG. Volumes for this same segment of roadway are predicted to be over 20,000 vpd by 2035. So as you can see, Woodward Road will become much more congested and at some point in the fairly near future, exceed its current capacity. Although four-laning may not be immediately necessary, it would be appropriate to consider improvements to this collector roadway that would better accommodate the expected near term traffic growth. For example, traffic signals may be warranted at the intersection with 2nd Street, roadway shoulders and access improvements may also be appropriate. In addition, Woodward Road will become a bicycle corridor connection, with the planned link to the Bosque Trail under another project being done by Bernalillo County, and with the bicycle lanes planned for Sunport Boulevard connecting to University Boulevard.

In summary, it may be appropriate for the City to begin coordination with MRCOG regarding the planning and programming of a project that would upgrade Woodward Road between 2nd Street and Broadway Boulevard. The opening day scenario for Sunport Boulevard Extension is only three years away.

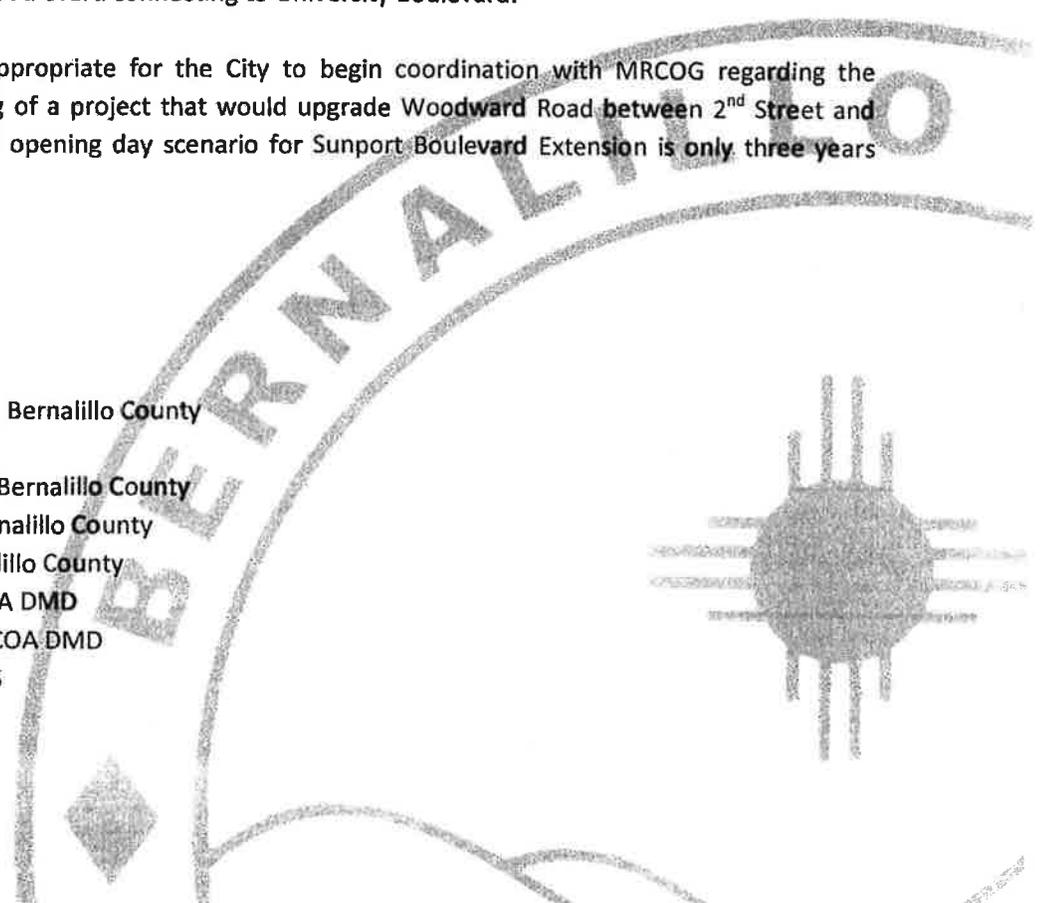
Sincerely,

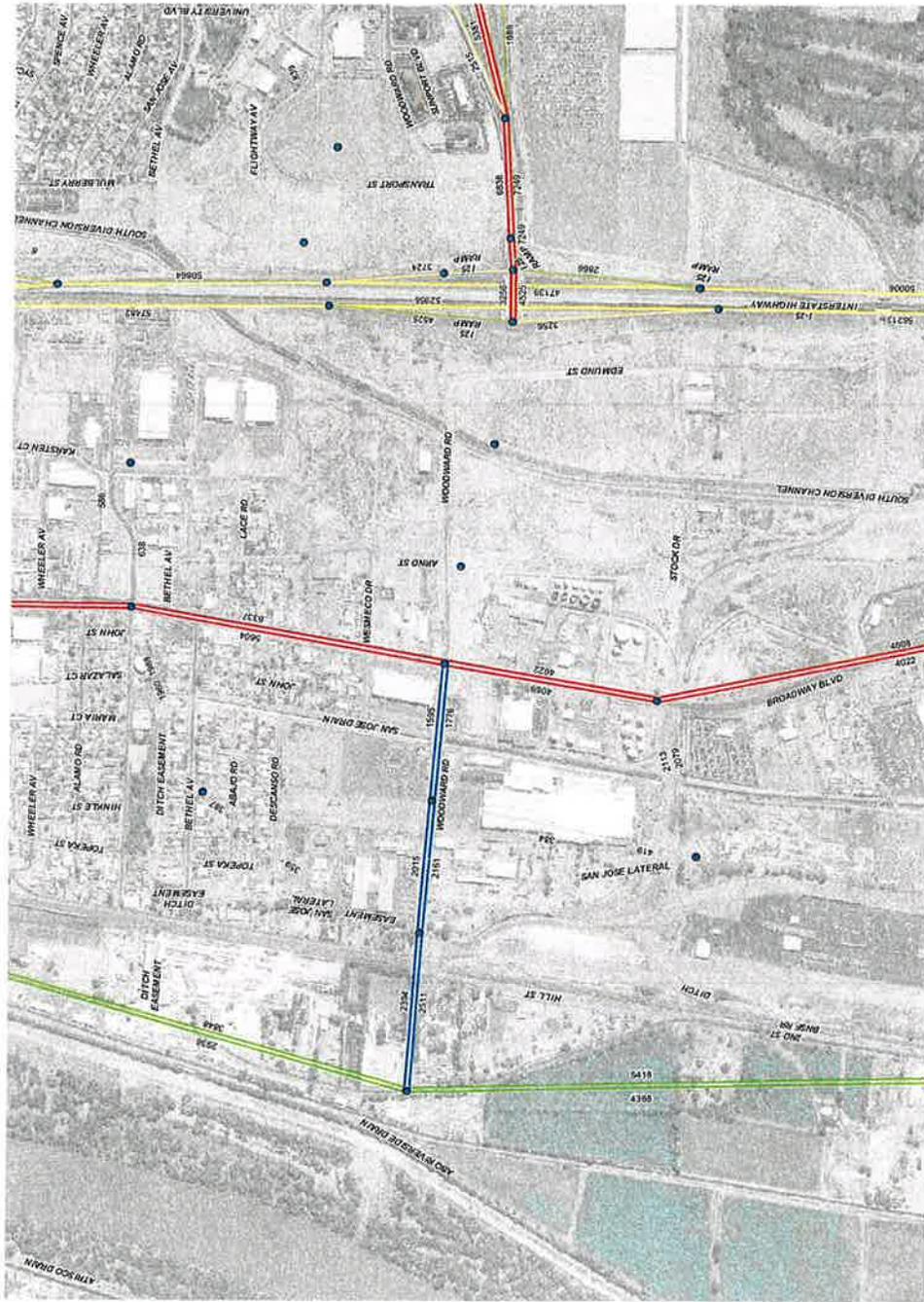


Roger A. Paul, PE

Technical Services Director, Bernalillo County

CC: Rodrigo Eichwald, Bernalillo County
Nolan Bennett, Bernalillo County
Steve Miller, Bernalillo County
Melissa Lozoya, COA DMD
Chuck Thompson, COA DMD
Peter Hinckley, URS

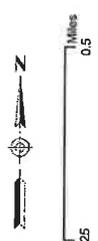




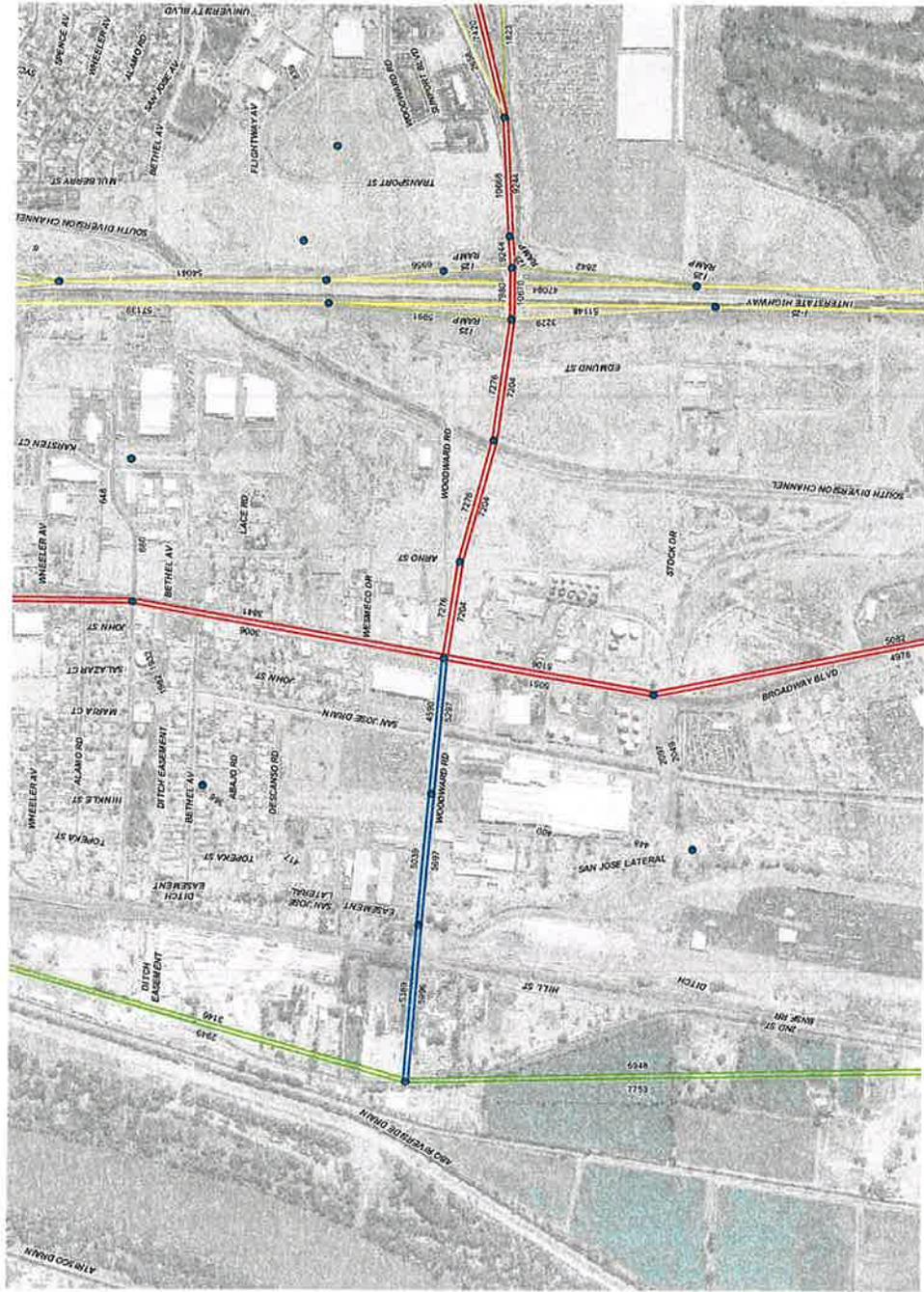
2015 No Build [Load Daily]

- Nodes
- Off Ramp
- Principal
- Minor
- Local
- Frontage
- Freeway
- On Ramp
- Interchange
- LAPA
- Minor Collector
- Collector
- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Interstate Frontage

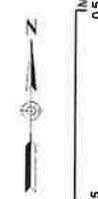
**2015 No Build
Support Boulevard and I-25
Traffic Volumes**



Source: IAD Project Cost-Benefit Study (R/10/09)



2015 Build Support Boulevard and I-25 Traffic Volumes





NEW MEXICO
ENVIRONMENT DEPARTMENT



Office of the Secretary

SUSANA MARTINEZ
Governor
JOHN A. SANCHEZ
Lieutenant Governor

Harold Runnels Building
1190 Saint Francis Drive (87505)
PO Box 5469, Santa Fe, NM 87502-5469
Phone (505) 827-2855 Fax (505) 827-2836
www.nmenv.state.nm.us

DAVE MARTIN
Cabinet Secretary
BUTCH TONGATE
Deputy Secretary

November 3, 2011

Julie Kutz
URS Corp
6501 Americas Parkway, NE, Suite 900
Albuquerque, NM 87110

RE: Sunport Boulevard Extension Project (NMED File No. 3555ER)

Dear Mrs. Kutz:

Your letter regarding the above named project was received in the New Mexico Environment Department (NMED) and was sent to various Bureaus for review and comment. Comments were provided by the Surface Water Quality Bureau and are as follows.

Surface Water Quality Bureau

The U.S. Environmental Protection Agency (USEPA) requires National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction projects (common plans of development) that will result in the disturbance (or re-disturbance) of one or more acres, including expansions, of total land area. Because this project appears to exceed one acre (including staging areas, etc.), it may require appropriate NPDES permit coverage prior to beginning construction (small, one - five acre, construction projects may be able to qualify for a waiver in lieu of permit coverage - see Appendix D).

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the site and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit also requires that permanent stabilization measures (revegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters. In addition, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 10.E.1.b)

You should also be aware that EPA requires that all "operators" (see Appendix A) obtain NPDES permit coverage for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control

of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective June 30, 2008. The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at:

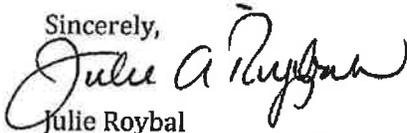
<http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

You should also be aware that any excavation or placement of fill which will take place in "waters of the United States" (including ephemeral drainages) may require a Clean Water Act, Section 404 permit from the U.S. Army Corps of Engineers (COE).

SWQB notes that this project includes construction of a bridge over the South Diversion Channel. PLEASE NOTE: Available documentation indicates that there may be PCB contaminated sediments within the South Diversion Channel and in the general area of this project location. Bernalillo County and the City of Albuquerque/AMAFCA have done some PCB investigation in this area under their Municipal Separate Storm Sewer System (MS4) programs. Construction activities may impact PCB contaminated areas and these activities should be coordinated with these MS4 permittees.

I hope this information is helpful to you.

Sincerely,



Julie Roybal

Environmental Impact Review Coordinator
NMED File #3555 ER



SENT VIA EMAIL

October 28, 2011

Ms. Julie Kutz
URS Corp.
6501 Americas Parkway NE, Suite 900
Albuquerque, New Mexico 87110

Julie.kutz@urs.com

Subject: Comments Regarding the Draft Environmental Assessment (EA), Sunport Boulevard Extension Project, Bernalillo County, New Mexico (Bernalillo County Project No. TS09-06; NMDOT Project No. CN A300160, Fed ID 09NM006)

Dear Ms. Kutz:

PNM owns and operates an extensive system of electric transmission and distribution facilities serving the City of Albuquerque and Bernalillo County within the I-25 / Sunport Boulevard / Woodward Road study area for the EA. These many facilities are critical to the delivery of reliable electric service. PNM has a stake in how the Sunport Boulevard Extension Project addresses right-of-way corridors which affects the maintenance, repair, upgrading and expansion of these infrastructure facilities as well as the addition of new facilities. PNM submits the following comments and revisions for your review and regarding the Sunport Boulevard Extension Project EA.

Utility Adjustments

The Preferred Alternative, Alternative A, will result in the relocation of certain PNM facilities, including fiber optic cable, one 115kV and two 46kV transmission lines, distribution facilities and possible relocation of associated access to the facilities (Attachment 1). Additional discussion is needed in this section of the EA to address any potential impacts resulting from relocation and/or increased structure height of PNM facilities that are directly impacted by the proposed action. PNM has numerous electric transmission and distribution facilities in the study area, particularly within areas designated for proposed project right-of-way acquisition and/or in the path of potential roadway construction. PNM has a prior right to operate in our existing easements at the project location and expects to maintain prior right status. PNM will need copies of the final project design drawings in order to initiate any right-of-way and/or facility relocation design activities.

Access

Adequate ingress and egress to PNM facilities is critical to allow for movement of large electrical equipment, materials, and vehicles. The analysis of access to utilities should be addressed in the EA, both during construction and when the project is complete.

Cost

Relocation costs should be factored into the overall estimate. Any relocation, changes, realignment and associated easement acquisition costs of existing electric facilities within this project's scope will be covered by the project.

Timing

Depending on the extent and magnitude of any facility relocation, PNM may require nine to twelve months lead time to design, order and receive all materials and construct the relocation. The availability of outages necessary for construction are subject to system conditions and time of year.

Environmental Commitments

PNM requests that the commitment addressing Utility Adjustments (Section 4.19) on page 54 of the EA document be revised to reflect the need to provide reasonable permanent access to utilities, where necessary. PNM requests additional coordination with the NMDOT, Bernalillo County and the EA team to minimize impacts on existing electric utility facilities from the implementation of the preferred alternative.

This concludes our comments on the EA. We are requesting a meeting with you and appropriate members of the NMDOT and EA project team to discuss our comments in detail. Please contact me at (505) 241-4436 or at ken.maestas@pnm.com to schedule a meeting.

Respectfully,



Ken Maestas,
Coordinator, Regulatory Project and Public Participation

Attachment 1: Existing PNM Electric Infrastructure



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

OCT 27 2011

Julie Kutz
URS Corp
6501 Americas Parkway, NE
Suite 900
Albuquerque, NM 87110

Dear Ms.Kutz:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Assessment (DEA) and proposed Finding of No Significant Impact (FONSI) for Sunport Boulevard Extension, Albuquerque, New Mexico. This NEPA document has been prepared by the Bernalillo County Public Works Division (BCPWD), in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA). This project will extend Sunport Boulevard approximately 0.5 miles in length from its current terminus at I-25 to Broadway Boulevard (NM 47) within Bernalillo County and within portions of the City of Albuquerque, New Mexico. BCPWD is seeking Federal funding through FHWA.

EPA Region 6 is offering comments on the DEA and proposed FONSI along with a detailed NEPA Assist Analysis for consideration in finalizing the NEPA document. Detailed comments are enclosed with this letter which more clearly identify our concerns and the additional informational needs particularly in the area of Environmental Justice impact analysis and Hazardous Materials discussion addressing "Ready for Reuse Determination" within the Final EA.

EPA appreciates the opportunity to review the DEA and proposed FONSI. If you have any questions, please contact Mike Jansky of my staff at 214-665-7451 or e-mail him at jansky.michael@epa.gov for assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Rhonda Smith", with a long horizontal flourish extending to the right.

Rhonda Smith, Chief
Office of Planning and
Coordination

Enclosures

**DETAILED COMMENTS
ON THE
DRAFT ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT
IMPACT
FOR THE PROPOSED
SUNPORT BOULEVARD EXTENSION PROJECT
CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO**

Environmental Justice and Tribal Affairs

Background: The Environmental Assessment (EA) has been prepared by the Bernalillo County Public Works Division (BCWD), in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA), to address the extension of the Sunport Boulevard from its current terminus at I-25 to Broadway Blvd. (NM 47). Both the FHWA and the NMDOT are providing oversight. The project is approximately 0.5 miles in length beginning at Broadway Boulevard and ending at the Sunport Boulevard/I-25 interchange.

Assessment Summary: The EA explains that this project is necessary to ease any future traffic congestion, to close gaps in the present transportation system, and improve transportation network connectivity with the South Valley and Mountain View area. The EA also concludes with regard to EJ that the project would have no significant adverse social, economic, or environmental impacts that warrant an EIS.

Methodology: EPA finds that the EA follows accepted methodology in analyzing potential EJ impacts. EPA's review of Section 4.14 describes the unemployment rate in South Valley as being 7.0 percent higher than the rate of Albuquerque which is 5.2 percent and Bernalillo County at 5.3 percent. Admittedly there's a greater than average number of low income and minority residents within the South Valley area than in Albuquerque and Bernalillo County. There are approximately 6 single family homes located east of Broadway Boulevard, on the north side of Wesmetco Drive which is approximately 600 feet to the north of the Preferred Alternative alignment. These residents will experience changes to the traffic volume; however, according to the EA, traffic volumes are anticipated to decrease with additional interstate access. The EA indicates that a dust permit will be obtained requiring that construction work be suspended during periods of high wind. The EA further predicts that no noise impacts are anticipated. However, EPA suggests that BCWD monitor noise levels during construction to identify any exceedences. Exceedences may require additional mitigation.

Conclusion: EPA believes more information on the demographics or type of outreach is needed for the residents that were identified in the paragraph describing Potential Effects and Mitigation. This Section of the EA states there is a greater than average number of low income and minority residents within the South Valley area. The EA did not address whether any of these particular

residents were notified. This same paragraph also explains there are a number of residences located west of Broadway and north of the project study area. EPA asks that the number of residents be identified and the EA further address how they will be contacted should there be any questions or concerns during the project construction. With the 6 single family residents and the other residents described, there should be someone identified by BCWD who will accept and respond to residents who voice any concerns and complaints during the construction period caused by unexpected increases in traffic volume, dust, and noise. EPA believes the EA should provide adequate information and analysis to validate that there will be no disproportionate and adverse impacts to EJ communities as a result of the construction of the Sunport Boulevard Extension.

Hazardous Materials

On page 48 of the EA the paragraph discussing "Ready for Reuse Determination" (RRD) needs clarification regarding EPA and the County redevelopment issues. A RRD is a redevelopment tool that EPA has created to provide information that a site is "ready for reuse" and will remain protective for that use, so long as any use limitations established by EPA continue to be met. It provides potential users of formerly contaminated sites with an environmental status report that documents a technical determination by EPA that all or a portion of a property at a site can support specified types of uses while remaining protective of human health and the environment. The RRD recognizes when a property has been characterized or remediated to the extent the property conditions are protective for redevelopment or revitalization based on current or planned land use (EPA Region 6 2003).

The EPA's Superfund Redevelopment Initiative (SRI) program has several tools to show that some or all of a Superfund site may be "ready for reuse". According to the EPA guidance, a RRD may not be the best tool for groundwater sites such as the South Valley Superfund site. However, the EPA has offered to provide the County with other support, if necessary, including development of color coded maps to illustrate cleanup status or reuse suitability. The County will consider a future request for reuse support from the EPA SRI program for the South Valley Superfund site. Please incorporate this discussion in the Final EA.

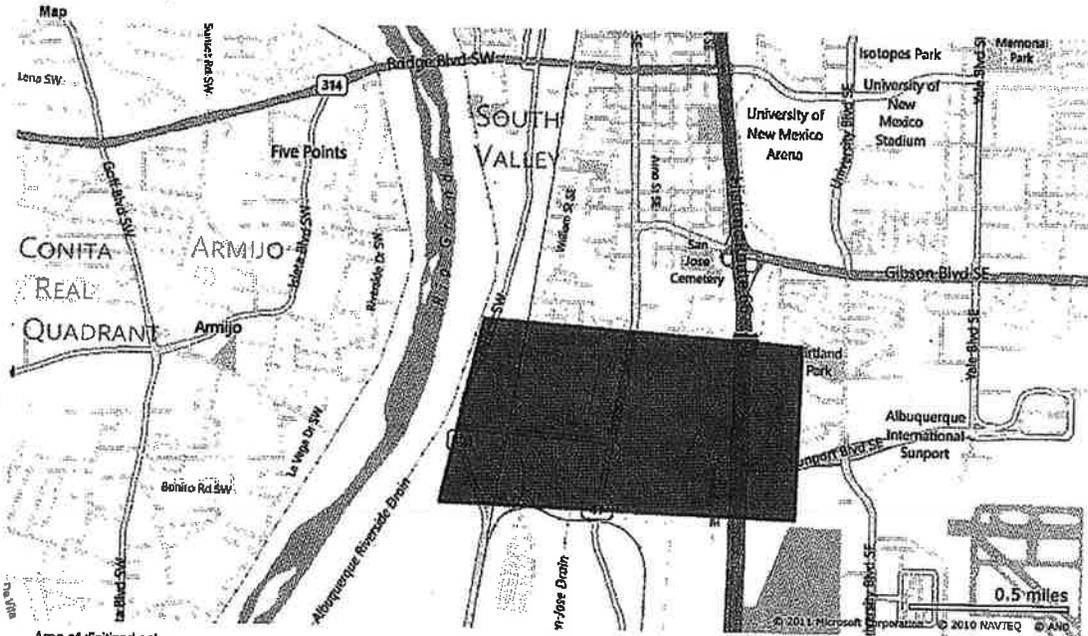


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Area of digitized polygon

0.90 sq mi

Facility

- [Within 100 meters of a hospital?](#) no
- [Within 1000 meters of a hospital?](#) no
- [Within 100 meters of a TRI facility?](#) yes
- [Within 1000 meters of a TRI facility?](#) yes
- [Within 100 meters of a regulated facility?](#) yes
- [Within 1000 meters of a regulated facility?](#) yes
- [Within 100 meters of an airport?](#) no

Water

- [Within 100 meters of a Wild and Scenic River?](#) no
- [Within an area over a Sole Source Aquifer?](#) no
- [Within the 100 year flood plain?](#) no
- [Within the 500 year flood plain?](#) no

[Within 400 meters of an NWI wetland?](#) click here
May take several minutes

- [Within an NLCD wetland?](#) no
- [Within 1000 meters of an NLCD wetland?](#) yes

Ecology

- [Within a federal/state park or wildlife area?](#) no
- [Within 1000 meters of a federal/state park or wildlife area?](#) no
- [Within a critical habitat area?](#) no
- [Within 1000 meters of a critical habitat area?](#) yes
- [Within 100 meters of a REAP Composite area that is within the Top 10% highest scores?](#) no
- [Within 100 meters of a REAP Diversity area that is within the Top 10% highest scores?](#) no
- [Within 100 meters of a REAP Rarity area that is within the Top 10% highest scores?](#) yes
- [Within 100 meters of a REAP Sustainability area that is within the Top 10% highest scores?](#) no

Other

- [Within 100 meters of a place on the National Historic Register?](#) no
- [Within 1000 meters of a place on the National Historic Register?](#) no

Within 100 meters of a school? no
Within 1000 meters of a school? yes
Within a nonattainment area? no
Within a previous nonattainment, maintenance, or EAC area? yes
Within 1000 meters of a Tribal boundary or property of interest? no

NatureServe data
Within an area with known rare, endangered, or at-risk species? [click here](#)

Download XML	Environmental Justice Analysis
GISST Analysis	

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http://r6gis1.r06.epa.gov/NEPAVE/analysis_gisst.aspx
[Print As-Is](#)

Last updated on Friday, October 21, 2011

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EJView

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Statistics represent residential population, by Census Block Group, within a .5 mile buffer around feature of interest

Social Economic Health **Environmental**

Enter a

Overview

Total Persons:	4245	Land Area:	97.6%	Households in Area:	1354
Population Density:	1157.73 /sq mi	Water Area:	2.4%	Housing Units in Area:	1475
Percent Minority:	90.4%	Persons Below Poverty Level:	1281 (30.2%)	Households on Public Assistance:	134
Percent Urban:	100%	Housing Units Built <1970:	60%	Housing Units Built <1950:	28%

Race and Age*

Race Breakdown	Persons (%)	Age Breakdown	Persons(%)
White:	2047 (48.2%)	Child 5 years or less:	450 (10.6%)
African-American:	204 (4.8%)	Minors 17 years and younger:	1329 (31.3%)
Hispanic-Origin:	3357 (79.1%)	Adults 18 years and older:	2916 (68.7%)
Asian/Pacific Islander:	102 (2.4%)	Seniors 65 years and older:	492 (11.6%)
American Indian:	200 (4.7%)	<i>This space intentionally left blank</i>	
Other Race:	1454 (34.2%)		
Multiracial:	238 (5.6%)		

(* Columns that add up to 100% are highlighted)

Gender

Gender Breakdown	Persons (%)
Males:	2092 (49.3%)
Females:	2153 (50.7%)

Education

Education Level (Persons 25 & older)	Persons (%)
Less than 9th grade:	680 (28.5%)
9th -12th grade:	482 (20.2%)
High School Diploma:	666 (27.9%)
Some College/2 yr:	282 (11.8%)
B.S./B.A. or more:	281 (11.8%)

Language

Ability to Speak English	Persons (%)
Population Age 5 and Over:	3865
Speak only English:	1362 (35.2%)

Non-English at Home:	2503 (64.8%)
Speak English very well:	1376 (35.6%)
Speak English well:	429 (11.1%)
Speak English not well:	418 (10.8%)
Speak English not at all:	279 (7.2%)
Speak English less than well:	697 (18.0%)

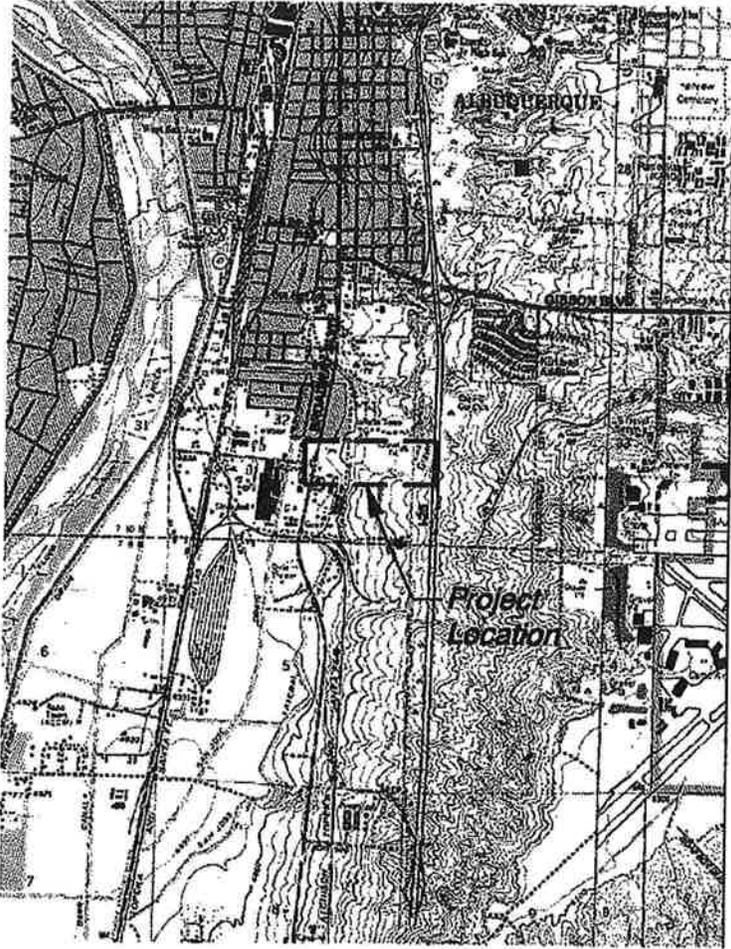
Language Spoken

Language Spoken	Persons (%)
Speak only English:	2115 (37.7%)
Spanish or Spanish Creole:	3235 (57.6%)
French (incl. Patois, Cajun):	18 (0.3%)
Portuguese or Portuguese Creole:	0 (0.0%)
German:	5 (0.1%)
Polish:	9 (0.2%)
Other Slavic Languages:	2 (0.0%)
Persian:	3 (0.1%)
Chinese:	39 (0.7%)
Japanese:	10 (0.2%)
Vietnamese:	89 (1.6%)
Other Asian Languages:	1 (0.0%)
Tagalog:	1 (0.0%)
Other Pacific Island Languages:	2 (0.0%)
Navajo:	50 (0.9%)
Other Native North American Languages:	7 (0.1%)
Arabic:	12 (0.2%)
Hebrew:	2 (0.0%)
African Languages:	1 (0.0%)
Non-English Speaking:	3497 (62.3%)

Place of Birth for the Foreign-Born

Country	Persons
Foreign-Born Population:	1609
Europe:	25 (1.6%)
Asia:	158 (9.8%)
Africa:	10 (.6%)
Oceania:	4 (.3%)
Americas:	1411 (87.7%)
United Kingdom:	0 (0%)

SUNPORT BOULEVARD EXTENSION
ENVIRONMENTAL ASSESSMENT



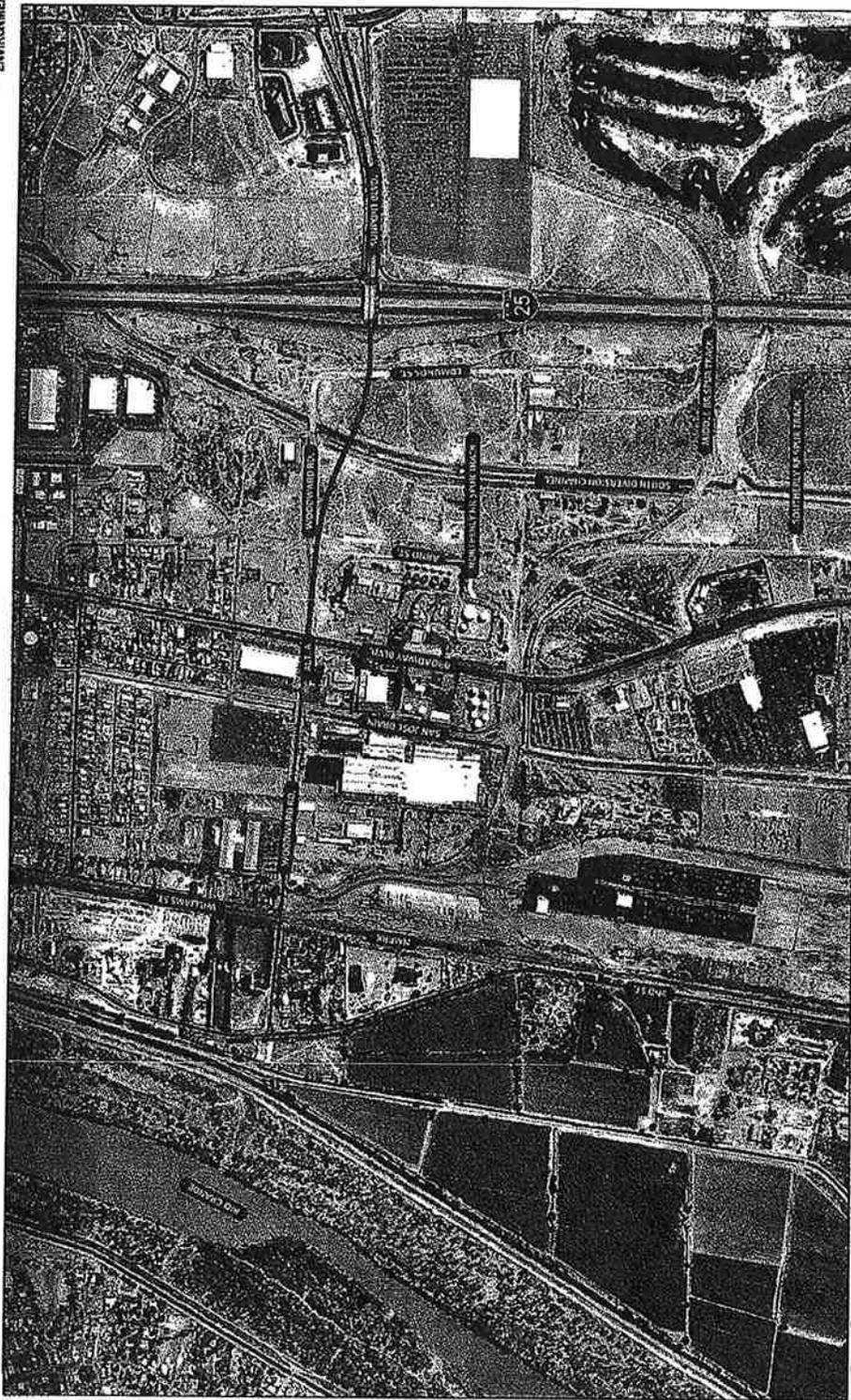
USGS 7.5 MINUTE QUADRANGLE
TOPOGRAPHIC MAP
ALBUQUERQUE WEST, NM
1990



**Sunport Boulevard
Extension**
Bernalillo County Division of Public Works

Figure 1
Project Location Map





 Sunport Boulevard Extension
Bernalillo County Division of Public Works

 URS

Figure 2
Existing Conditions & Proposed Alignment



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

April 5, 2011

Mr. Rodrigo Eichwald, P.E.
Project Engineer
Bernalillo County Public Works
2400 Broadway SE
Albuquerque, NM 87102

RE: Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160
URS Project No. 24343112

Dear Mr. Eichwald,

The United States Environmental Protection Agency (EPA) Region 6 office has received your letter dated February 3, 2011, concerning various activities that the County of Bernalillo have conducted concerning the subject road project. EPA Region 6 acknowledges that the County of Bernalillo has met with General Electric (GE) representatives and has identified various items which will need to be incorporated into the final design for the subject road project. In addition, EPA Region 6 acknowledges that the County of Bernalillo will include funding in the road project budget to reimburse GE for the remediation system component relocation work that will be needed in order to accommodate the new road structure.

EPA Region 6 recognizes that the County of Bernalillo has been due diligent to date in taking necessary steps to mitigate any potential impacts to the groundwater remediation system for the South Valley Superfund Site. EPA Region 6 looks forward to a final road improvement design and implementation of the design which will provide additional transportation opportunities for the citizens of Albuquerque while preserving the continual operation of the groundwater remediation system at the South Valley Superfund Site.

Please note that responses or other concerns regarding development of an Environmental Assessment (EA) pursuant to the National Environmental Policy Act will be provided, if necessary, from a separate EPA organizational contact. For questions regarding EA issues, please contact Rhonda Smith at 214-665-8006.

Internet Address (URL) • <http://www.epa.gov>

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If you have any questions, please contact me at 214-665-8315 or by email at hebert.michael@epa.gov.

Sincerely yours,

A handwritten signature in blue ink that reads "Michael A. Hebert". The signature is written in a cursive style with a large initial "M".

Michael A. Hebert
Remedial Project Manager
LA/NM/OK Team
Superfund Division

cc: Allan Pasteris, NMED
Dana Beaulieu, GE
Rhonda Smith, EPA

County of Bernalillo

State of New Mexico

BOARD OF COUNTY COMMISSIONERS

MAGGIE HART STEBBINS, CHAIR
DISTRICT 3
ART DE LA CRUZ, VICE CHAIR
DISTRICT 2
MICHELLE LUJAN GRISHAM, MEMBER
DISTRICT 1
MICHAEL C. WIENER, MEMBER
DISTRICT 4
WAYNE A. JOHNSON, MEMBER
DISTRICT 5

TOM ZDUNEK, INTERIM COUNTY MANAGER



Bernalillo County Public Works
2400 Broadway SE
ALBUQUERQUE, NM 87102
(505) 848-1500
FAX (505) 848-1510

KAREN L. MONTOYA, ASSESSOR

MAGGIE TOULOUSE OLIVER, CLERK

WILLOW MISTY PARKS, PROBATE JUDGE

DAN M. HOUSTON, SHERIFF

PATRICK J. PADILLA, TREASURER

February 3, 2011

Mr. Michael A. Hebert
Remedial Project Manager
LA/NM/OK Team (6SF-RL)
United States Environmental Protection Agency
Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

**Re: Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
NMDOT Project No. CNA300160
URS Project No. 24343112**

Dear Mr. Hebert,

Bernalillo County thanks you for your letter dated May 26, 2010 addressed to Ms. Julie Kutz of URS Corporation, our consultants for the above referenced project (copy attached). In preparing the Environmental Assessment (EA) for this project the County has decided to perform additional due diligence in regard to the groundwater remediation system at the South Valley Superfund site and address some of the concerns outlined in your letter. Please review the attached proposed mitigation measures. If the measures adequately address the EPA concerns for the South Valley Superfund site, we request a letter of concurrence from you that the proposed Sunport Boulevard Extension project will not have a significant impact on the remediation system.

As part of our due diligence on December 13, 2010 the County met again with representatives of General Electric (GE) and Axis Group, Inc. (AGI) who are performing the groundwater remediation at the site. Copies of the approved meeting minutes are attached. In that meeting several items were discussed to specifically address the concerns outlined in your letter as follows:

- In order to minimize impacts to the groundwater remediation system it appears that relocation of some lines would be necessary as per the meeting minutes. This would also allow some of these lines to be placed within right-of-way, either existing or purchased, for the project.
- Where lines are not relocated and are being placed under fill embankments some type of soil stabilization such as geogrid or something similar would be used in order to

Mr. Michael Hebert
Sunport Boulevard Extension
January 10, 2011
Page 2

assure that there is not differential settlement of the pipes within the fill versus pipes in the existing ground. This design will be done during final design of this project.

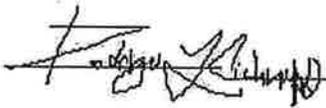
- GE/AGI would prefer to do the relocation work themselves and be reimbursed by the County. The County has no objection to this procedure. The County requested a budgetary cost estimate for the GE/AGI portion of the work. The estimate they provided is attached. The County used this budget number and applied a 30% contingency. The total amount for this work will be \$500,000.00. That amount will be carried forward in the budget estimate for this project.

In response to the last paragraph of your letter identifying other possible concerns, and in accordance with the e-mail, dated 5/27/2010 sent to us from Ms. Sharon Osowski (copy attached) of your office, we offer the following:

- Our consultant, URS Corporation, has performed a biological study and issued a report that has been reviewed and approved by the New Mexico Department of Transportation (NMDOT) noting that there was suitable habitat for three species of concern, but no other special status species. Pre-construction surveys will be conducted.
- As part of our development of the EA for this project it has been determined that because the Build Alternative is located within interstate highway right-of-way, vacant land, manufacturing, or special use zoned property, the project is not likely to disproportionately impact the low-income and minority residents within the South Valley area surrounding the project study area. A draft of the EA was submitted to the NMDOT and they concurred with URS' finding that this project will not have a significant impact on the socio-economics of the area.

We feel that this letter addresses the concerns outlined in your letter of May 26, 2010. We request that you send us another letter that can be included in the EA showing your concurrence that the due diligence the County has performed concerning this project will mitigate any potential impacts to the groundwater remediation system and that the County has acknowledged the financial commitment it has to protect the remediation system.

Sincerely,



Rodrigo Eichwald, PE
Project Engineer

Cc:

Nolan Bennett, BCPWD
Roger Paul, BCPWD
Steve Miller, BCPWD
Eliás Archuleta, NMDOT
Jeffrey Fredine, NMDOT

Mr. Michael Hebert
Sunport Boulevard Extension
January 10, 2011
Page 3

Gwyneth Duncan, NMDOT
Peter Hinckley, URS
Julie Kutz, URS

Attachments (4):

1. Original Letter from EPA
2. December 13, 2010 Meeting Minutes with GE/AGI
3. Cost Estimate from John Billiard of GE/AGI
4. E-mail from Sharon Osowski of EPA



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6

1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

May 26, 2010

Ms. Julie Kutz
URS Corporation
6501 Americas Parkway NE
Suite 900
Albuquerque, NM 87110-6367

RE: Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160
URS Project No. 24343112

Dear Ms. Kutz,

The United States Environmental Protection Agency – Region 6 (EPA) is in receipt of your letter dated May 13, 2010, concerning the Sunport Boulevard Extension. The EPA has reviewed the proposed action and offers the following comments.

As evident from my participation on the conference call that took place on April 1, 2010, between various governmental agencies and private entities, the EPA is committed to ensuring that General Electric can maintain and continue to operate the ground water remediation system associated with the South Valley Superfund site that is within the footprint of the various Sunport Boulevard extension scenarios. The EPA is willing to continue coordination with the various parties to determine if the extension can become a reality with minimal interruption to the operation of the ground water remediation system at the South Valley Superfund site. However, be aware that there may be substantial costs to the County associated with modifying the South Valley ground water remediation system to accommodate the proposed action. These potential costs will have to be accounted for in the development of the project.

In addition, the EPA has identified potential areas of concern that should be addressed in the development of the proposed actions including the development of alternatives and mitigation. The EPA has identified that the proposed project may be 0.5 miles from a rare, threatened, or endangered species and that there may be socioeconomic concerns associated with the proposed actions. Please note that the proposed project may be subject to local, state, and federal regulations and laws, including the National Environmental Policy Act (NEPA) and Endangered Species Act (ESA).

If you have any questions, please do not hesitate to contact me at (214) 665-8315.

Sincerely yours,

A handwritten signature in blue ink that reads "Michael A. Hebert".

Michael A. Hebert
Remedial Project Manager
LA/NM/OK Team (6SF-RL)

cc: Joseph Compton III – EPA 6RC-S
Cathy Gilmore – EPA 6EN-XP

From: Osowski.Sharon@epamail.epa.gov
To: Julie_Kutz@URSCorp.com
cc: Hebert.Michael@epamail.epa.gov; Gilmore.Cathy@epamail.epa.gov; Williams.Donald@epamail.epa.gov; Compton.Joseph@epamail.epa.gov
Subject: Re: 0611 - Sunport Blvd Extension - Request for Evaluation
Date: 05/27/2010 07:04 AM

Hi Julie,

Michael forwarded your email to me.

The information we provided was based on the map provided in the letter sent to Mike. We do not have access to any other project information other than the letter/map provided to us, so you may have already addressed the issues we highlighted.

Unfortunately, due to confidentiality issues, we cannot be more specific on the endangered species. We can only highlight that there may be species nearby. Since your email indicates that you are preparing a biological report, you probably have this covered. We recommend that you contact US FWS or your state wildlife agency if you have not already done that.

As to socioeconomics--we use 2000 US Census data to screen for potential impacts. Our information shows that there are approximately 690 people living within a 1 mile buffer around Alternative H; 43% of these people do not have a high school degree; 18% do not speak English, and 24.75% are foreign born individuals. Since all 3 alternatives are fairly close together, there are similar numbers of people/percentages for the other alternatives.

If you have further questions, please don't hesitate to contact me.

Thanks,
Sharon Osowski Morgan, Ph.D.
Ecologist
US EPA Region 6
6EN-XP
1445 Ross Ave
Dallas, TX 75202

214-665-7506
214-665-7446 FAX

Certified Senior Ecologist, Ecological Society of America
Certified Wildlife Biologist, The Wildlife Society



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

**REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TEXAS 75202-2733**

August 5, 2002

Mr. Steve Harris
District 3 Engineer
P.O. Box 91750
Albuquerque, NM 87199-1750

**Re: Comfort Letter for the Extension of Sunport Boulevard West of I-40,
South Valley Superfund Site, Albuquerque, NM**

Dear Mr. Harris:

Pursuant to our telephone conversation, this is to provide you with the U.S. Environmental Protection Agency's (EPA) assurance that we know of no surface contamination at the above-referenced property (the "Property") that would pose a risk to human health or the environment from contamination associated with the South Valley Superfund Site (the "Site"). However, portions of the deep ground water plume may extend under the subject area. It should be noted that the ground water plume is currently being remediated by the deep zone ground water remediation system as part of the Site-wide remedial activities.

Please also note that it is the EPA's position that where hazardous substances have come to be located on or in a property solely as the result of subsurface migration in an aquifer from a source or sources outside the property, the EPA will not take Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) enforcement action against the owner of such property to require the performance of response actions or the payment of response costs. This position is memorialized in the EPA's Final Policy Toward Owners of Property Containing Contaminated Aquifers (May 24, 1995).

The EPA's rationale for making the determinations contained in this letter is based on the evidence in the EPA's files. However, please be aware that these determinations are subject to the discovery, albeit unlikely, of information that may come into the EPA's possession that would cause it to reverse its determinations. Furthermore, these determinations neither constitute, nor should they be construed as, a covenant not to sue or waiver of prosecutorial discretion concerning this matter. In addition, nothing in this correspondence is intended to waive any rights the United States may have at law or in equity concerning the Site against any parties associated with that site.

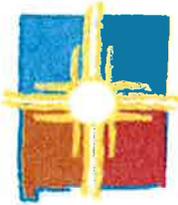
If you have any questions concerning this matter or need further information, please do not hesitate to contact me at (214) 665-8317, or the EPA Attorney Mr. Joseph Compton at (214) 665-8506, or Ms. Susan Morris of the New Mexico Environment Department at (505) 827-2890.

Sincerely yours,

/s/ Greg J. Lyssy - 8/5/02

Greg J. Lyssy
Senior Remedial Project Manager

cc: Susan Morris, NMED
Mary Lou Leonard, COA
John Castillo, COA
Bill Robertson
Rex Wilson



New Mexico DEPARTMENT OF
TRANSPORTATION
 MOBILITY FOR EVERYONE

June 10, 2010

Julie Kutz
 URS Corporation
 6501 Americas Parkway NE
 Suite 900
 Albuquerque, NM 87110

Re: EGB Review of URS's ISA for Sunport Boulevard Extension Project (CN:
 A300160), Albuquerque, Bernalillo County, New Mexico

Dear Ms. Kutz,

Your August 2009 report for the project referenced above has been received. In accordance with the direction in the October 2007 Tribal/Local Government Handbook, the Environmental Geology Bureau (EGB) has reviewed the report to verify that it meets the reporting requirements of the EGB for hazardous material investigations. The EGB's review does not include a statement regarding the completeness of the information contained in the report or the accuracy of the Environmental Professional's opinions, conclusions, or recommendations.

In its present form, the ISA report is accepted. The EGB believes that the required hazardous material investigation reporting elements for the Sunport Boulevard Extension project, as it is described, are present. Should the scope of work change, the findings, conclusions, and recommendations will need to be reevaluated taking into consideration the new scope. Please take note that if construction is significantly delayed an update to the ISA may be required, as per ASTM E1527-05 Standard Practice.

If you have questions regarding the content of this letter or have comments, do not hesitate to call my office at 505-827-5376.

Sincerely,

Doug Jones
 NMDOT Environmental Geology Bureau

CC (via e-mail): Gwyneth Duncan, NMDOT Human and Natural Resources Bureau
 EGB Project File (TLGAB District 3/Sunport Blvd. Extn.)

Bill Richardson
 Governor

Gary L. J. Giron
 Cabinet Secretary

Commission

Johnny Cope
 Chairman
 District 2

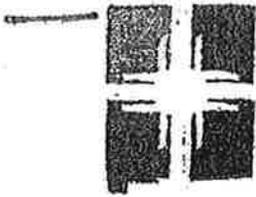
Jim Franken
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 District 3

Roman Maes III
 Commissioner
 District 5

Jackson Gibson
 Commissioner
 District 6

John Hummer
 Commissioner
 District 1



New Mexico DEPARTMENT OF
TRANSPORTATION
 MOBILITY FOR EVERYONE

August 12, 2010

Jolena Palau
 Area Engineer
 FHWA NM Division Office
 4001 Office Ct. Dr. Ste. 801
 Santa Fe, NM 87507

Subject: Sunport Boulevard Extension, Broadway to I-25

Dear Ms. Palau,

The NMDOT Traffic Technical Support Bureau has conducted its review of the proposed Sunport Boulevard Extension project to determine if the project will require Interstate Access Change Request (IACR), formerly referred to as an Interstate Justification Report (IJR). While the Department's current policy would not automatically require an IACR, during project meetings we became concerned with a potential impact to the Interstate mainline.

Our concern was based on the forecasted traffic volume on the southbound exit ramp. The volume on southbound to westbound right turn movement appeared high and could result in a backup affecting the Interstate mainline. We asked Bernalillo County to provide a traffic analysis focusing on the intersection capacity for the intersections on the exit ramps and Sunport Boulevard. Based on the analysis provided, a copy of which is attached to this letter, we have determined that there is a reasonable potential for the queue from the southbound to westbound movement to extend at least half way down the southbound exit ramp during the design year peak periods. Based on this condition there would be limited capacity on the ramp to accommodate routine fluctuations in traffic flow and volume which may result in a queue extending into the mainline interstate.

Based on this analysis the Department was not convinced that this project will not have an impact on the Interstate mainline. Therefore, the Department in cooperation with the Bernalillo County has committed to providing additional queuing capacity in the form of dual right turn lanes on the southbound approach to Sunport Boulevard. Based on this condition the Department will recommend that an IACR is not required for this project. However, if the dual right turns on the southbound approach are removed at any point during the development of this project, the Department will rescind this recommendation and require the County to proceed with the preparation of a revised analysis to determine if there is a need for an IACR.

Please contact me at 505-827-9853, if you have any questions.

Sincerely

Elias E. Archuleta, P.E.
 State Traffic Engineer

Cc: Max Valerio Kathy Walker

Bill Richardson
 Governor

Gary L. J. Giron
 Cabinet Secretary

Commission

Johnny Cope
 Chairman
 District 2

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 District 4

Doug Peterson
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Roman Maes III
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 District 6

John Hummer
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GOVERNOR
Bill Richardson



DIRECTOR AND SECRETARY
TO THE COMMISSION
Tod Stevenson

Robert S. Jenks, Deputy Director

STATE OF NEW MEXICO
DEPARTMENT OF GAME & FISH

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Las Cruces, NM

April 20, 2010

Julie Kutz
URS Corporation
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367

Re: Sunport Boulevard Extension; NMDGF No. 13303

Dear Ms. Kutz,

In response to your letter dated April 6, 2010, regarding the above referenced project the Department of Game and Fish (Department) does not anticipate significant impacts to wildlife or sensitive habitats. Burrowing owl is one of the species known to occur within Bernalillo County and could occur within the project area. We recommend that a preliminary survey be conducted during the times burrowing owls are likely to occur which is from April – September before any ground disturbing activities occur. We have enclosed a copy of our recommended survey protocol for your use. Should burrowing owls be documented in the project area we recommend you contact the Department or the USFWS for further recommendations regarding relocation or avoidance of impacts. For your information, we have enclosed a list of sensitive, threatened and endangered species that occur in Bernalillo County.

For more information on listed and other species of concern, contact the following sources:

1. BISON-M Species Accounts, Searches, and County lists: <http://www.bison-m.org>
2. Habitat Handbook Project Guidelines: http://wildlife.state.nm.us/conservation/habitat_handbook/index.htm
3. For custom, site-specific database searches on plants and wildlife, go to <http://nhnm.unm.edu>, then go to Data, then to Free On-Line Data, and follow the directions
4. New Mexico State Forestry Division (505-476-3334) or <http://nmrareplants.unm.edu/index.html> for state-listed plants
5. For the most current listing of federally listed species **always** check the U.S. Fish and Wildlife Service at (505-346-2525) or <http://www.fws.gov/southwest/es/NewMexico/SBC.cfm>.

Thank you for the opportunity to review and comment on your project. If you have any questions, please contact Ross Morgan, Northwest Area Public Information Office at (505) 222-4707 or ross.morgan@state.nm.us

Sincerely,

Terra Manasco
Assistant Chief, Conservation Services Division
Technical Guidance Section

TLM/rm

xc: Wally Murphy, Ecological Services Field Supervisor, USFWS
Brian Gleadle, NW Area Operations Chief, NMDGF

NEW MEXICO WILDLIFE OF CONCERN BERNALILLO COUNTY

For complete up-dated information on federal-listed species, including plants, see the US Fish & Wildlife Service NM Ecological Services Field Office website at <http://www.fws.gov/ifu2es/NewMexico/SBC.cfm>. For information on state-listed plants, contact the NM Energy, Minerals and Natural Resources Department, Division of Forestry, or go to <http://nmrareplants.unm.edu/>. If your project is on Bureau of Land Management, contact the local BLM Field Office for information on species of particular concern. If your project is on a National Forest, contact the Forest Supervisor's office for species information.

<u>Common Name</u>	<u>Scientific Name</u>	<u>NMGF</u>	<u>US FWS</u>	<u>critical habitat</u>
Rio Grande Chub	<i>Gila pandora</i>	s		
Rio Grande Silvery Minnow	<i>Hybognathus amarus</i>	E	E	Y
Brown Pelican	<i>Pelecanus occidentalis</i>	E		
Neotropic Cormorant	<i>Phalacrocorax brasilianus</i>	T		
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	T	
Northern Goshawk	<i>Accipiter gentilis</i>	s	SOC	
Common Black-Hawk	<i>Buteogallus anthracinus</i>	T	SOC	
Aplomado Falcon	<i>Falco femoralis</i>	E	Exp	
Peregrine Falcon	<i>Falco peregrinus</i>	T	SOC	
Mountain Plover	<i>Charadrius montanus</i>	s	SOC	
Black Tern	<i>Chlidonias niger surinamensis</i>		SOC	
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	s	C	
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	s	T	Y
Burrowing Owl	<i>Athene cunicularia</i>		SOC	
Black Swift	<i>Cypseloides niger</i>	s		
Broad-billed Hummingbird	<i>Cynanthus latirostris</i>	T		
White-eared Hummingbird	<i>Hylocharis leucotis</i>	T		
Southwestern Willow Flycatcher	<i>Empidonax traillii extimus</i>	E	E	Y
Loggerhead Shrike	<i>Lanius ludovicianus</i>	s		
Bell's Vireo	<i>Vireo bellii</i>	T	SOC	
Gray Vireo	<i>Vireo vicinior</i>	T		
Baird's Sparrow	<i>Ammodramus bairdii</i>	T	SOC	
Western Small-footed Myotis Bat	<i>Myotis cillolabrum melanorhinus</i>	s		
Yuma Myotis Bat	<i>Myotis yumanensis yumanensis</i>	s		
Occult Little Brown Myotis Bat	<i>Myotis lucifugus occultus</i>	s		
Long-legged Myotis Bat	<i>Myotis volans interior</i>	s		
Fringed Myotis Bat	<i>Myotis thysanodes thysanodes</i>	s		
Spotted Bat	<i>Euderma maculatum</i>	T		
Pale Townsend's Big-eared Bat	<i>Corynorhinus townsendii pallescens</i>	s	SOC	
Big Free-tailed Bat	<i>Nyctinomops macrotis</i>	s		
Gunnison's Prairie Dog	<i>Cynomys gunnisoni</i>	s		
New Mexican Jumping Mouse	<i>Zapus hudsonius luteus</i>	E	SOC	
Red Fox	<i>Vulpes vulpes</i>	s		
Ringtail	<i>Bassariscus astutus</i>	s		
Black-footed Ferret	<i>Mustela nigripes</i>		E	
Western Spotted Skunk	<i>Spilogale gracilis</i>	s		
Socorro Mountainsnail	<i>Oreohelix neomexicana</i>	s		
Slate Millipede	<i>Comanachelus chihuuanus</i>		SOC	

**GUIDELINES AND RECOMMENDATIONS
FOR BURROWING OWL
SURVEYS AND MITIGATION**

NEW MEXICO DEPARTMENT OF GAME AND FISH

JULY 2007

(Note: Most of the following recommendations were developed by the New Mexico Burrowing Owl Working Group (2005), The California Burrowing Owl Consortium (1993), and The California Department of Fish and Game (1995))

The burrowing owl (*Athene cucularia*) is considered a species of concern by the U.S. Fish and Wildlife Service and is protected by both the Migratory Bird Treaty Act and by New Mexico statute 17-2-14 (NMSA 1978). These guidelines are provided to assist in conducting burrowing owl surveys and mitigation during the preparation of environmental assessment reports and environmental impact statements. The guidelines also aid in the decision making process implemented when there is potential for any type of project to adversely affect burrowing owls or any of the resources that support them.

Project proponents should: 1) identify burrowing owl habitats and burrows; 2) choose and implement an appropriate survey method to confirm the presence of owls; and 3) determine and implement appropriate mitigation.

Step 1. Identify Burrowing Owl Habitat and Burrows

Seventy-five percent of New Mexico's ecological zones, as described by Dick-Peddie (1993), support or have the potential to support burrowing owls (Arrowood et al. 2001). These zones include: Chihuahuan desert scrub, closed basin scrub, desert grassland, Great Basin desert scrub, juniper savanna, lava beds, plains-mesa grassland, plains-mesa sand scrub, sand dunes, urban, and farmland (Arrowood et al. 2001). More specifically, burrowing owls generally are associated with dry, open, short-grass, treeless plains (Haug et al. 1993). Burrowing owls are also known to use areas that include shrubs such as creosote bush (*Larrea tridentata*), mesquite (*Prosopis* spp.), four-wing saltbush (*Atriplex canescens*), and rabbit-brush (*Chrysothamnus nauseosus*) (Martin 1973, Botelho and Arrowood 1996). Burrowing owls also inhabit human-modified landscapes, such as golf courses and parking lots.

Burrowing owls rarely dig their own burrows and, therefore, depend in part upon the presence of burrowing animals. In New Mexico, burrowing owls are associated with Gunnison's prairie dogs (*Cynomys gunnisoni*), black-tailed prairie dogs (*C. ludovicianus*), American badgers (*Taxidea taxus*), ground squirrels (*Spermophilus* spp.), rock squirrels (*S. variegatus*), foxes (*Vulpes* spp.), and coyotes (*Canis latrans*). Burrowing owls and prairie dogs are included as species of greatest conservation need in the western great plain shortgrass prairie vegetation type (Comprehensive Wildlife Conservation Strategy for New Mexico 2006). Burrowing owls can also utilize human-made structures, such as, storm drains, berms, roadsides, irrigation canals, and artificial burrows specifically constructed for the owls.

Occupancy of suitable burrowing owl sites can be verified by observing at least one burrowing owl, or owl molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance (The California Burrowing Owl Consortium 1993).

Step 2. Choose and Implement an Appropriate Survey Method to Confirm Owl Presence

The most suitable time to survey for burrowing owls in New Mexico is during the nest initiation and incubation phases (Table 1). Most burrowing owls are migratory in the state, although some over-winter in New Mexico, particularly males in southern New Mexico (Arrowood et al. 2001, Johnson et al. 1997). Migratory owls typically arrive on the breeding grounds by March and remain there until October.

METHOD 2: Roadside Point-count Surveys

Without Audio Calls

Routes should be established along roads in the project site. Observers should stop the vehicle and pull off the side of the road at 0.5-mile (0.8 km) intervals (if project site is large enough). If visibility is impaired at a point, observers should continue until the next immediate suitable surveying spot is reached. All surveyors should exit the vehicle at each point and scan with binoculars in a 360° arc for a total of five minutes. All owls detected during this five-minute observation period should be recorded. Data recorded should include: date and time of survey, weather conditions, dominant vegetation, burrow aspect, survey location (including GPS coordinates), number of owls observed, sex and age classes of owls (if determinable), and presence of prairie dogs and other burrowing animals.

With Audio Calls

Routes should be established along roads in the project site. Observers should stop the vehicle and pull off the side of the road at 0.5-mile (0.8km) intervals (if project site is large enough). If visibility is impaired at a point, observers should continue until the next immediate suitable surveying spot is reached. Observers should exit the vehicle at each point and scan for the first two minutes. Afterwards, owl calls (territorial and/or alarm) should be played for one minute, followed by two additional minutes of scanning. Scanning should be done with binoculars in a 360° arc. All owls detected during this five-minute observation should be recorded. Data recorded should include: date and time of survey, weather conditions, dominant vegetation, burrow aspect, survey location (including GPS coordinates), number of owls observed, sex and age classes of owls (if determinable), and presence of prairie dogs and other burrowing animals.

Step 3. Determine and Implement Appropriate Mitigation

The objectives of these mitigation guidelines are to minimize the negative impacts to burrowing owls at a project site and preserve habitat that will support burrowing owl populations into the future. The mitigation process begins with the survey protocol to document the presence of burrowing owl habitat, and to determine if burrowing owls use the project site and the surrounding buffer zone. Occupied burrows should be determined based on survey information. If more than 30 days elapse between the initial survey and construction activities, project sites and buffer zones with suitable habitat should be resurveyed to ensure no burrowing owls have occupied these areas in the interim period. Resurveying the project site should be conducted no more than 30 days prior to initial project initiation. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed. If burrowing owls are present on a project site, the following mitigation measures should be followed to minimize negative impacts to burrowing owls, nest burrows and burrowing owl habitat.

According to the California Burrowing Owl Consortium there are three definitions of negative impacts:

- Disturbance or harassment within 50 m of occupied burrows.
- Destruction of burrows and burrow entrances. Burrows include structures such as culverts, concrete slabs and debris piles that provide shelter to burrowing owls.
- Destruction and/or degradation of foraging habitat adjacent to occupied burrows (within 100 m).

If burrowing owls are found at a project site, measures to avoid or mitigate negative impacts should follow one of three general approaches. These approaches are listed below:

1. Design and implement project activities to spatially avoid negative impacts and disturbance to burrowing owls and their habitat.
 - No disturbance should occur within 50 m of occupied burrows during the non-breeding season (September through February) or within 75 m during the breeding season (March through August). Avoidance also requires that a minimum of 6.5 acres of foraging habitat be maintained in undisturbed habitat condition for each pair or unpaired burrowing owl.
 - No disturbance or destruction of any prairie dogs or other burrowing animals or their burrows, should occur within the owl avoidance areas.

Links

New Mexico Burrowing Owl Working Group

<http://www.hawksaloft.org/BUOW/BUOW.htm>

Use of Artificial Burrows by Burrowing Owls at the HAMMER Facility on the U.S. Dept. of Energy Hanford Site

http://www.pnl.gov/main/publications/external/technical_reports/PNNL-15414.pdf

How to Install Artificial Nesting Burrows for Burrowing Owls

<http://www.usga.org/turf/articles/environment/general/Burrowing-Owl-Brochure.pdf>

Artificial Burrowing Owl Burrow Design

<http://www2.ucsc.edu/scpbrg/artifici.htm>

Literature Cited

- Arrowood, P. C., C. A. Finley, and B. C. Thompson. 2001. Analysis of burrowing owl populations in New Mexico. *Journal of Raptor Research* 35: 362-370.
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United States Department of the Interior

FISH AND WILDLIFE SERVICE

New Mexico Ecological Services Field Office
2105 Osuna NE

Albuquerque, New Mexico 87113
Phone: (505) 346-2525 Fax: (505) 346-2542

APR -9 2010

Thank you for your recent request for information on threatened or endangered species or important wildlife habitats that may occur in your project area. The New Mexico Ecological Services Field Office has posted lists of the endangered, threatened, proposed, candidate and species of concern occurring in all New Mexico Counties on the Internet. Please refer to the following web page for species information in the county where your project occurs: http://www.fws.gov/southwest/es/NewMexico/SBC_intro.cfm. If you do not have access to the Internet or have difficulty obtaining a list, please contact our office and we will mail or fax you a list as soon as possible.

After opening the web page, find New Mexico Listed and Sensitive Species Lists on the main page and click on the county of interest. Your project area may not necessarily include all or any of these species. This information should assist you in determining which species may or may not occur within your project area.

Under the Endangered Species Act of 1973, as amended (Act), it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with us further. Similarly, it is their responsibility to determine if a proposed action has no effect to endangered, threatened, or proposed species, or designated critical habitat. On December 16, 2008, we published a final rule concerning clarifications to section 7 consultations under the Act (73 FR 76272). One of the clarifications is that section 7 consultation is not required in those instances when the direct and indirect effects of an action pose no effect to listed species or critical habitat. As a result, we do not provide concurrence with project proponent's "no effect" determinations.

If your action area has suitable habitat for any of these species, we recommend that species-specific surveys be conducted during the flowering season for plants and at the appropriate time for wildlife to evaluate any possible project-related impacts. Please keep in mind that the scope of federally listed species compliance also includes any interrelated or interdependent project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations) and any indirect or cumulative effects.

Candidates and species of concern have no legal protection under the Act and are included on the web site for planning purposes only. We monitor the status of these species. If significant declines are detected, these species could potentially be listed as endangered or threatened. Therefore, actions that may contribute to their decline should be avoided. We recommend that candidates and species of concern be included in your surveys.

Also on the web site, we have included additional wildlife-related information that should be considered if your project is a specific type. These include communication towers, power line safety for raptors, road and highway improvements and/or construction, spring developments and livestock watering facilities, wastewater facilities, and trenching operations.

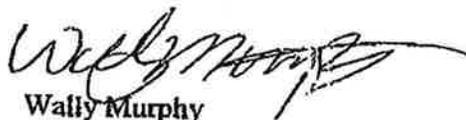
Under Executive Orders 11988 and 11990, Federal agencies are required to minimize the destruction, loss, or degradation of wetlands and floodplains, and preserve and enhance their natural and beneficial values. We recommend you contact the U.S. Army Corps of Engineers for permitting requirements under section 404 of the Clean Water Act if your proposed action could impact floodplains or wetlands. These habitats should be conserved through avoidance, or mitigated to ensure no net loss of wetlands function and value.

The Migratory Bird Treaty Act (MBTA) prohibits the taking of migratory birds, nests, and eggs, except as permitted by the U.S. Fish and Wildlife Service. To minimize the likelihood of adverse impacts to all birds protected under the MBTA, we recommend construction activities occur outside the general migratory bird nesting season of March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until nesting is complete.

We suggest you contact the New Mexico Department of Game and Fish, and the New Mexico Energy, Minerals, and Natural Resources Department, Forestry Division for information regarding fish, wildlife, and plants of State concern.

Thank you for your concern for endangered and threatened species and New Mexico's wildlife habitats. We appreciate your efforts to identify and avoid impacts to listed and sensitive species in your project area.

Sincerely,



Wally Murphy
Field Supervisor



April 6, 2010

Wally Murphy, Field Office Supervisor
U.S. Fish and Wildlife Services
New Mexico Ecological Services Field Office
2105 Osuna NE
Albuquerque, NM 87113

**Re: Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
URS Project No. 24343112**

Dear Mr. Murphy:

The Bernalillo County Public Works Division, the New Mexico Department of Transportation, and the Federal Highway Administration propose to construct an extension of Sunport Boulevard, from Interstate 25 to Broadway Boulevard, within the South Valley of Albuquerque, New Mexico. The purpose of the proposed westerly extension of Sunport Boulevard is to project a significant alternative access to I-25 from the west, diverting and relieving traffic on the adjacent east-west cross roads that interchange with I-25, Rio Bravo Boulevard and Gibson Boulevard. URS Corporation has been retained by Bernalillo County to prepare an environmental assessment and supporting documentation for this project in order to comply with the National Environmental Policy Act and related legislation.

Project Area:

The project area appears on the Albuquerque West, NM Geological Survey 7.5-minute quadrangle map. Two maps, Figure 1 and 2 are included for your information. There are three alternatives under consideration range in length from approximately 0.5 to 0.75 mile in length, depending on the alignment configuration. The project area is located within land used primarily for industrial purposes or is vacant land. Within the project area the South Diversion Channel runs north to south, crossing all three alternatives under construction. The channel is dirt and rip rap-lined. Natural desert shrub vegetation is found within the eastern portion of the project area, but most of the project area has been disturbed with industrial development, agricultural fields (now abandoned), illegal dumping, superfund monitoring wells, and roadway development. Photographs of the project area are included for your information.

Project Construction:

The proposed project for Sunport Boulevard consists of extending the existing travel way from I-25 to Broadway Boulevard. There are three alternatives under study, all alignments will consist of a four-lane roadway extending from the existing interchange of Sunport and I-25 and dropping down-gradient approximately 35 feet to grade, eventually connecting to Broadway Boulevard. All alternatives will consist of a combination of bridges, retention walls and fill sloping to grade in order to bring the higher elevation starting point at I-25 down to existing grade at Broadway.

URS Corporation
8501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367
(505) 855-7500, (505) 855-7555 fax
www.urscorp.com



Mr. Wally Murphy
Sunport Boulevard Extension - Request for Evaluation
April 6, 2010
Page 2

Project Evaluation:

URS requests that your agency review the proposed action and evaluate the potential effects, if any, to resources or any issues of concern to your agency. Please direct any further comments related to the proposed project to my attention. If your office requires any further information about the proposed project, or if you have any questions, please feel free to contact me at (505) 855-7500, or by email at julie_kutz@urscorp.com. Thank you in advance for your assistance.

Sincerely,

URS Corporation

A handwritten signature in cursive script that reads "Julie Kutz".

Julie Kutz

Enclosures: Site maps, site photographs



April 13, 2010

Bob Sivinski
New Mexico Energy, Minerals and Natural Resources Department
State Forestry Division
1220 S. St. Francis Drive
Santa Fe, NM 87505

Re: Sunport Boulevard Extension Project, Bernalillo County, NM

Dear Mr. Sivinski:

The Bernalillo County Public Works Division, the New Mexico Department of Transportation, and the Federal Highway Administration propose to construct an extension of Sunport Boulevard, from Interstate 25 to Broadway Boulevard, within the South Valley of Albuquerque, New Mexico. The purpose of the proposed westerly extension of Sunport Boulevard is to project a significant alternative access to I-25 from the west, diverting and relieving traffic on the adjacent east-west cross roads that interchange with I-25, Rio Bravo Boulevard and Gibson Boulevard. URS Corporation has been retained by Bernalillo County to prepare an environmental assessment and supporting documentation for this project in order to comply with the National Environmental Policy Act and related legislation.

Project Area:

The project area appears on the Albuquerque West, NM Geological Survey 7.5-minute quadrangle map. Two maps, Figure 1 and 2 are included for your information. There are three alternatives under consideration which, depending on the alignment configuration range in length from approximately 0.5 to 0.75 mile. The project area is located within land used primarily for industrial purposes or is vacant land. Within the project area the South Diversion Channel runs north to south, crossing all three alternatives under construction. The channel is dirt and rip rap-lined. Natural desert shrub vegetation is found within the eastern portion of the project area, but most of the project area has been disturbed with industrial development, agricultural fields (now abandoned), illegal dumping, superfund monitoring wells, and roadway development. Photographs of the project area are included for your information.

Project Construction:

The proposed project for Sunport Boulevard consists of extending the existing travel way from I-25 to Broadway Boulevard. Of the three alternatives under study, all alignments will consist of a four-lane roadway extending from the existing interchange of Sunport and I-25 and dropping down-gradient approximately 35 feet to grade, eventually connecting to Broadway Boulevard. All alternatives will consist of a combination of bridges, retention walls and fill sloping to grade in order to bring the higher elevation starting point at I-25 down to existing grade at Broadway.

Project Evaluation:

URS requests that your agency review the proposed action and evaluate the potential effects, if any, to resources or any issues of concern to your agency. Please direct any further comments related to the proposed project to my attention. If your office requires any further information about the

URS Corporation
8501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367
(505) 855-7500, (505) 855-7555 fax
www.urscorp.com



Mr. Bob Sivinski
Sunport Boulevard Extension – Project Review Request
April 13, 2010
Page 2

proposed project, or if you have any questions, please feel free to contact me at (505) 855-7500, or by email at julie_kutz@urscorp.com. Thank you in advance for your assistance.

Sincerely,

URS Corporation

A handwritten signature in cursive script that reads "Julie Kutz".

Julie Kutz
Biologist

Enclosures: **Site maps, site photographs**

United States Department of Agriculture



Natural Resources Conservation Service
6200 Jefferson NE, Room 305
Albuquerque, NM 87109
Phone: (505) 761-4400 Fax: (505) 761-4462
Website: www.nm.nrcs.usda.gov

June 3, 2010

Ms. Julie Kutz NEPA Specialist
URS Corporation
6501 Americas Parkway NE, Suite 900
Albuquerque, New Mexico 87110-6367

Dear Ms. Kutz:

We have received your request for information concerning the Sunport Boulevard Extension. There are no prime or unique farmlands within the project area. The Natural Resources Conservation Service has no objections to the proposed action.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis L. Alexander".

DENNIS L. ALEXANDER
State Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer





BILL RICHARDSON
Governor

NEW MEXICO
ENVIRONMENT DEPARTMENT

Office of the Secretary

Harold Runnels Building
1190 Saint Francis Drive (87505)
PO Box 5469, Santa Fe, NM 87502-5469
Phone (505) 827-2855 Fax (505) 827-2836
www.nmenv.state.nm.us



RON CURRY
Secretary
Sarah Cottrell
Deputy Secretary

June 4, 2010

Julie Kutz, NEPA Specialist
URS
6501 Americas Parkway, NE, Suite 900
Albuquerque, NM 87110-6367

RE: Proposed Sunport Blvd. Extension Project, Albuquerque, Bernalillo County

Dear Ms. Kutz:

A letter regarding the above named project was received in the New Mexico Environment Department (NMED) and was sent to various bureaus for review and comment. Please note that the NMED does not have jurisdictional authority over air quality issues in Bernalillo County. Air quality concerns arising in Bernalillo County are evaluated by the City of Albuquerque-Air Quality Division and can be found at the following website: <http://www.cabq.gov/airquality/>.

Comments were provided by the Ground Water Quality, Petroleum Storage Tanks and Surface Water Quality Bureaus and are as follows.

Ground Water Quality Bureau

The Ground Water Quality Bureau (GWQB) staff reviewed the above-referenced document as requested, focusing specifically on the potential effect to ground water quality in the area of the proposed project.

The letter states that construction is planned to connect Sunport Boulevard from I-25 to Broadway Boulevard. The completed road extension is not expected to have any adverse impacts on ground water quality. However, the project will likely involve the use of heavy equipment, thereby leading to a possibility of contaminant releases (e.g., fuel, hydraulic fluid, etc.) associated with equipment malfunctions. The GWQB advises all parties involved in the project to be aware of notification requirements for accidental discharges contained in 20.6.2.1203 NMAC. Compliance with the notification and response requirements will further ensure the protection of ground water quality in the vicinity of the project.

parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective June 30, 2008. The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at:
<http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

I hope this information is helpful to you.

Sincerely,



Georgia Cleverley
Environmental Impact Review Coordinator
NMED File #3227

Attachment

Facility ID	Facility Name	Address 1	City	Zip	Owner ID	Owner Name	Native Land	Releases	AST	UST	Permit Year	Permit Tanks	AI ID
26453	ALBUQUERQUE NM TERMINAL	3200 S BROADWAY	ALBUQUERQUE	87105	15464	CHEVRON USA INC MARKETING DEPT	No	2			1999	1	3094
26668	ASH INC 1	3530 BROADWAY SE	ALBUQUERQUE	87020	14789	ASH INC	No	0					5252
26831	BAKER COMMODITIES INC	3300 BROADWAY SE	ALBUQUERQUE	87102	14764	BAKER COMMODITIES INC	No	0					5383
27793	DUKE CITY FUELING	3203 BROADWAY SE	ALBUQUERQUE	87105	46137	PETROLEUM MANAGEMENT INC	No	1	0	4	2011	4	2979
28322	GIANT SALES TERMINAL	3209 BROADWAY SE	ALBUQUERQUE	87102	354	WESTERN REFINING SOUTHWEST INC	No	2			2005	0	2615
28666	INSUL FOAM CO	3524 BROADWAY SE	ALBUQUERQUE	87105	16989	HENDREN LYN	No	0					7585
28774	JOHN SEXTON AND CO	3205 BROADWAY SE	ALBUQUERQUE	87102	16030	JOHN SEXTON AND CO	No	0					7699
31623	WHITFIELD TANK LINES	3000 BROADWAY	ALBUQUERQUE	87103	15459	WHITFIELD TANK LINES	No	1					2877

CITY OF ALBUQUERQUE



June 28, 2010

Julie Kutz
NEPA Specialist
URS Corporation
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367

Certified Mail No. 7007 1490 0003 5645 3046

Re: Sunport Boulevard Extension- URS Project No. 24343112

Dear Ms Kutz:

Thank you for providing the Air Quality Division (Division) the opportunity to review the Environmental Assessment (EA) for the Sunport Boulevard Extension, which proposes to extend the boulevard westerly across I-25. Based on review of the EA, dated May 13 2010, the Division has concluded that activities associated with this type of operation may require a Fugitive Dust application be submitted to the Division. All appropriate notifications and applications must be submitted as required by 20.11 NMAC.

The EA report does not state the amount of surface disturbance to occur over the life of the project. If the total planned surface disturbance will be $\frac{3}{4}$ of an acre or more, a Fugitive Dust application must be submitted and issued before any surface disturbance activities begin. All fugitive dust emissions resulting from activities at this location shall be controlled as required by 20.11.20 NMAC.

If this project will require the crushing/screening of material, the owner/operator must ensure that the appropriate permits are in place, and/or relocation requests have been approved before constructing crushing/screening equipment. This requirement is pursuant to 20.11.41 NMAC.

Thank you for the time and the opportunity to review the EA Report. Please do not hesitate to contact me with any questions or concerns you may have (dreyes@cabq.gov or 505-768-1958).

Sincerely,

A handwritten signature in black ink, appearing to read "Damon R. Reyes".

Damon R. Reyes
Enforcement Section Supervisor

Air Quality Division
Environmental Health Department
City of Albuquerque

Xc: Mary Lou Leonard, Director, Environmental Health Department
Isreal Tavarez, Environmental Engineering Manager, Air Quality Permitting Section
William Gallegos, Environmental Health Manager, Environmental Service Department

From: [Umbreit, Nancy E](#)
To: Julie_kutz@urscorp.com
cc: [Andrews, Michael A](#)
Subject: Sunport Boulevard Extension - Request for Evaluation
Date: 05/19/2010 09:42 AM

Hi Julie.

I received your letter, dated May 13, 2010, requesting a review of URS's Sunport Boulevard Extension proposal. We (myself and Mike Andrews, Senior Realty Specialist) have reviewed the proposed project area that may be impacted and have determined that the Bureau of Reclamation will not be affected by the proposed action. Thank you for the notification.

Sincerely,

Nancy Umbreit

Nancy Umbreit
Bureau of Reclamation
Environmental Protection Specialist

(505) 462-3599 Work
numbreit@usbr.gov

555 Broadway NE, Ste 100
Albuquerque Area Office
Albuquerque, NM 87102

County of Bernalillo

State of New Mexico

BOARD OF COUNTY COMMISSIONERS

ART DE LA CRUZ, CHAIR
DISTRICT 2

MAGGIE HART STEBBINS, VICE CHAIR
DISTRICT 3

ALAN B. ARMIJO, MEMBER
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DISTRICT 4

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DISTRICT 5

THADDEUS LUCERO, COUNTY MANAGER



KAREN L. MONTROYA, ASSESSOR
MAGGIE TOULOUSE OLIVER, CLERK
MERRI RUDD, PROBATE JUDGE
MANUEL GONZALES III, SHERIFF
PATRICK J. PADILLA, TREASURER

Bernalillo County Public Works

2400 Broadway S.E.
Albuquerque, NM 87102
505-848-1500
Fax 505-848-1510

May 21, 2010

Julie Kutz
NEPA Specialist
URS Corporation
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367

Re: Sunport Boulevard Extension NEPA Document.

Dear Ms. Kutz:

As you requested I have reviewed the proposed Sunport Boulevard Extension Project with regard to possible environmental impacts to storm water runoff.

Each of the proposed alternatives cross the AMAFCA South Diversion Channel which carries storm water runoff directly to the Rio Grande River. During construction the channel should be protected from sediment, construction debris and fuels entering it. The construction Storm Water Pollution Prevention Plan for this project must specifically address this issue.

This is the only issue I have regarding environmental impacts from the project. Once constructed, the Sunport Boulevard Extension will have minimal impact on the surface water resource.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Don Briggs". The signature is written in a cursive, flowing style.

Don Briggs, PE, CFM
Grading & Drainage Engineer
Floodplain Administrator
Bernalillo County Public Works Division
2400 Broadway SE, Albuquerque, NM 87102
Ph: (505) 848-1511; Fax: (505) 848-1510

Cc: Sunport Blvd File

COMMENTS RECEIVED FROM THE CITY OF ALBUQUERQUE AVIATION DEPARTMENT:

Sunport Blvd., east of University Blvd. is an private access road designed solely to accommodate traffic patterns for the specific needs of the Albuquerque International Sunport, and is not designed as a thruway for local traffic. As designed, Sunport Blvd. splits to the upper and lower levels of the Airport Terminal Building and then merges to Sunport Loop heading westbound. The lower level roadway, which is the passenger arrival level, is very limited in lane space and has a heavy amount of pedestrian traffic, shuttle bus activity, and other vehicle travel. This lower level roadway provides a northbound exit from the Airport Terminal Building via Girard Blvd., as well as providing access to the east side parking areas and the aircraft viewing area.

It is of great concern that the proposed traffic route will promote the use of the Sunport Roadway System by the local traffic coming from Broadway Blvd. Traffic heading east on Sunport from the South Valley may prefer the more direct route through the airport to Girard and Gibson travelling to employment centers at KAFB, the VA Hospital and SNL. Significant traffic can be observed using Sunport Blvd currently from University and from I-25 both in the morning and evening commute. An increase in vehicle traffic in this area will impact airport operations and airport security, and will increase airport liabilities. As yet, the Aviation Department has not been provided a traffic impact study for the Sunport Roadway System as it pertains to the Sunport Blvd. Extension. Comment was made at a previous meeting that the traffic analysis will end at the Sunport and University interchange. We believe this will not account for a significant traffic pattern that will impact the Sunport operations.

It is essential that this potential increase in traffic in the Sunport Roadway System be taken into consideration before the Sunport Blvd. Extension takes place. The Aviation Department is responsible for all matters concerning the Sunport Roadway System east of University Blvd. It is imperative that the Aviation Department continue to provide acceptable traffic flow thru the Sunport Roadway System for all users of the Albuquerque International Sunport.



U.S. Department
of Transportation
**Federal Highway
Administration**

New Mexico Division
4001 Office Ct. Dr., Ste. 801
Santa Fe, NM 87507

In Reply Refer To:
CN A300160

September 2, 2010

SUBJECT: Sunport Boulevard Extension Project, Bernalillo County, New Mexico

090413

District 3, Cultural Resource Investigations

Ms. Jan Biella
State Historic Preservation Officer
Historic Preservation Division
Bataan Memorial Building
407 Galisteo Street, Suite 236
Santa Fe, New Mexico 87501



Dear Ms. Biella:

Enclosed is a copy of Parametrix Report No. 2010-23, *A Cultural Resource Survey for Sunport Boulevard Extension Project, Bernalillo County, New Mexico* (New Mexico Cultural Resource Information System Activity Number 118071). Bernalillo County—in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA)—is proposing an extension of Sunport Boulevard from the existing Sunport Boulevard Interchange with Interstate 25 (I-25) west to Broadway Boulevard (NM 47) in southeastern Albuquerque, New Mexico. The proposed project will (a) reduce traffic congestion on the adjacent roadways, including Gibson Boulevard, Rio Bravo Boulevard, and Broadway Boulevard and (b) will close a gap in the area's transportation system and provide roadway continuity.

This undertaking is included in the Mid Region Council of Governments' (MRCOG) 2010 to 2015 Statewide Transportation Improvement Plan (STIP). In the STIP, the project is identified as CN A300160, Federal ID 09NM006. Federal funds are shown as STP-U and TCSP. The project is also included in the *New Mexico Department of Transportation ARRA Statewide Transportation Improvement Program FY 2010*, approved by the New Mexico State Transportation Commission, FHWA, and Federal Transit Administration on March 23, 2010. The FHWA is the lead federal agency for the proposed undertaking and Bernalillo County is the project sponsor.

In order to comply with federal guidelines such as Section 106 of the National Historic Preservation Act (NHPA), Bernalillo County contracted with Parametrix to conduct a cultural resource survey of the area of potential effects (APE) for the proposed project. URS Corporation (URS) was contracted to design engineering plans for the proposed road extension and assist Bernalillo County in compliance with environmental regulations. The APE was defined in consultation with Bernalillo County, URS, NMDOT, and Historic Preservation Division (HPD) guidelines as a linear alignment containing 3.5 hectares (8.6 acres [ac]). The APE includes the construction footprint as well as a 15-meter (m) (50-ft) buffer that was visually inspected for standing historic buildings, structures, or objects that may be affected by the



proposed undertaking. Due to the nature of construction plans, the APE varies in width, although it averages 130 ft (39.6 m). While the proposed alignment is 0.46 mi long, the APE was expanded to 0.61 mi in length, in order to include the San Jose Drain at the west end of the project area and assess the impact of the project on this cultural resource. The proposed project consists of NMDOT right-of-way, Bernalillo County lands, and private property.

The project area is located in southeast Albuquerque, New Mexico, east of the Rio Grande and west of I-25. It is shown on the *Albuquerque West (1990)* 7.5-minute United States Geological Survey (USGS) quadrangle. The project area occupies portions of Sections 32 and 33 of Township 10 North, Range 3 East.

On May 21 and 22, Parametrix conducted an intensive (100 percent) pedestrian cultural resource survey of the APE. As a result of this investigation, two newly discovered archaeological sites (LA 167700 and LA 167701), two historic/modern diversion channel segments (South Diversion Channel and San Jose Drain), and one isolated occurrence (IO) were documented during the current investigation. The latter resource—the single IO—has not, and is not likely to provide important information to better our understanding of prehistory or history and is therefore recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further investigations are recommended for this resource.

Parametrix recommends a preliminary eligibility of *undetermined* for LA 167700 and LA 167701, as archaeological testing is required to confirm the presence of subsurface deposits and assess whether these sites will contribute to a better understanding of the prehistory of the region. Both LA 167700 and LA 167701 should be avoided by all project-related activities until an eligibility determination can be made. If complete avoidance is feasible, subject to consultation and comment, the proposed undertaking will have *no effect* on these resources. If avoidance is not possible, Parametrix recommends that a limited testing plan be implemented under existing survey permit NM-10-121-S and per the New Mexico Administrative Code (NMAC) 4.10.16. The testing program will be designed to identify the nature and extent of subsurface archaeological deposits within the APE and determine if each site contains elements that merit eligibility to the National Register of Historic Places (NRHP). If either site is determined eligible and if elements contributing to its eligibility will be affected by the proposed undertaking, the project proponent should prepare a data recovery plan per NMAC 4.10.8 and to the standards within NMAC 4.10.16.

The two historic/modern diversion channels have previously been recommended as eligible for inclusion to the NRHP under Criteria A and C based on the fact that they have played an important role in the economic development of the area and represent a link between past and present for local communities. These ditches continue to play an important role in the community as flood control devices and irrigation systems and are integral to the development of Albuquerque's infrastructure and expansion by diverting storm-water runoff away from developed areas and into the Rio Grande.

A bridge will be constructed over the South Diversion Channel, and project plans indicate the resource will not be altered during construction. Although construction of this bridge constitutes a visual modification, the area is already highly developed and industrialized, and numerous roads cross the channel in the immediate vicinity of the recorded segment. Furthermore, the undertaking is consistent with both the character of the area and the original purpose of the South Diversion Channel as a functioning element of Albuquerque's infrastructure. The channel will continue to operate as designed and no historically important features will be affected. Subject to consultation and comment, Parametrix recommends that the proposed improvements will have *no adverse effect* on the qualities that make the flood control/irrigation system eligible to the NRHP. No additional investigation or treatment is recommended for the South Diversion Channel.

Although the survey area was extended across the San Jose Drain in order to update and fully assess any impact the project may have on this resource, project plans indicate that the San Jose Drain will not be affected by the Alignment A alternative. Therefore, the San Jose Drain will continue to operate as designed and no historically important features will be affected. Subject to consultation and comment, Parametrix recommends that the proposed improvements will have *no effect* on the qualities that make the flood control/irrigation system eligible to the NRHP. No additional investigation or treatment is recommended for the San Jose Drain.

Consultation has been initiated by Parametrix on behalf of the lead agency with the following Native American governments: the Hopi Tribe, the Pueblo of Isleta, the Pueblo of Laguna, Ohkay Owingeh Pueblo, the Pueblo of Sandia, the White Mountain Apache Tribe, Ysleta del Sur Pueblo, and the Navajo Nation. To date, no responses have been received that indicate the proposed undertaking will have an effect on any objects, sites, or locations of traditional religious importance.

Based on the results of this investigation, subject to consultation and comment, the proposed undertaking will have *no adverse effect* on any historic properties listed on, or eligible to, the NRHP. However, if buried cultural deposits are discovered during project activities, work should cease immediately and the County of Bernalillo, FHWA, the NMDOT Cultural Resources Section, and your office should be notified.

Your concurrence is requested for the Sunport Boulevard Extension Project, Bernalillo County.

Sincerely,



Gregory L. Heitmann
FHWA Environmental Specialist
Lead Agency

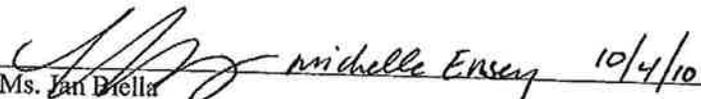


R. Blake Roxlau
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez
Division Administrator

For: Gary L.J. Giron
NMDOT Cabinet Secretary

Enclosure

Concurrence:  *Michelle Ensey* 10/4/10
for Ms. Jan Biella
State Historic Preservation Officer

Comments:

APPENDIX B

SUPERFUND STAKEHOLDERS MEETING MINUTES



**Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
URS Project No. 24343112**

Meeting Minutes

Date & Time: February 24, 2011, 1:00 PM

Location: URS Office / Roybal Conference Room

Attendance: See attached copy of Meeting Attendance Roster

Originator of Minutes: Pete Hinckley

Reviewed by: Rodrigo Eichwald

Subject: 30% Completion, Preliminary Construction Plans

Purpose: 30% Plan Review

Discussion:

General Comments:

- The project will require a City of Albuquerque (COA) project number assigned to it for tracking by the City DMD, DRC, ABCWUA, etc. The City will exempt the County from fees associated with project set-up and review. (A City DRC number was obtained by ABCWUA following the meeting, it is #565183.)
- Funding for the project is identified in the current FY 2010 to FY 2015 TIP, with approximately \$11 million identified, with approximately \$1 million programmed in FY 2012, and approximately \$5 million programmed in each of years 2013 and 2014. A TIP amendment has been prepared and submitted to MRCOG by the County, for an additional \$6 million in FY 2016. This amount, if approved by MRCOG and incorporated into the new TIP, will result in a total of \$17 million. The current engineers estimate for the entire project, including Right of Way, Utilities, Construction Engineering and NMGRS is \$17.4 million. (The draft FY 2012 - 2017 TIP, dated March 3, 2011, includes the additional \$6 million as "Local Non-Match" funds, shown programmed in 2016, with a total programmed amount of \$17.1 million.)
- The construction cost estimate currently includes an allocation for utility relocations of \$100,000. With consideration of the overhead electric lines that must be raised just west of I-25, the comment was made that this amount may not be adequate. Since the project contingency amount is 25%, which is almost \$3 million, it was felt that the overall estimate was still in the ballpark, since quantities are believed to be reasonably well identified and well within the contingency amount.
- With the high cost of the project, it is considered as a good candidate for value engineering. This should be considered during the final design phase.
- The County's desired construction schedule is to begin construction in late 2012 or early 2013. In order to accomplish this, construction funding would have to occur earlier, or local funds would have to be advanced by the County, via an "Advance Construction Agreement", similar to that utilized for the County's Eubank construction project. In effect, the County would have to "front end" the funding, in advance of receiving future federal funds.



- The FONSI for the project will have to be prepared to be consistent with the scope of construction that is achievable within the actual identified funding. The FONSI cannot provide clearance of work to proceed beyond that which is fully funded.
- The completion of the environmental process is subject to receipt of a letter of response from the EPA regarding mitigation of impacts to the South Valley Superfund Site cleanup process, currently underway by GE and their contractor, Axis. Significant coordination has taken place between the County, URS, GE, Axis, the EPA and NMED. A line item is included in the project cost estimate with \$500,000 included for 'Groundwater Remediation System (Relocation)' comprised of adjustments of injection and extraction wells and water lines, acknowledging that the facilities will be impacted but that mitigation can be performed to maintain the remediation operation. GE and Axis have indicated their agreement and preference for performing the facility adjustment work themselves, subject to reimbursement by the County through the project. (Following the meeting, the letter from EPA was received, dated April 5, 2011.)
- The controlling specifications for the project will be NMDOT's. Oversight of construction will be performed by the County. Future maintenance of the new roadway has not yet been determined, whether by County or City. Since there are different jurisdictions involved, it was requested that maintenance responsibility of the various facilities being constructed be shown on the plans.
- The Right of Way (ROW) plans, sheets 1-9 and 1-10, do not identify or address a possible City parcel. This water / wastewater related parcel may or may not still be owned by the City (or by ABCWUA). Further research into the ownerships and property lines will be performed as ROW plans are developed in the Final Design phase of the project. In addition, the comment was made to add the City limit lines to this drawing. With the limit lines added, the project cost breakdown between City and County can be calculated by physical area within each entity.
- The project will require the formal application and approval by the NMDOT Access Committee of a break in the current interstate access control line. This task will be performed during the Final Design process.
- Review and coordination with the *Albuquerque Bikeways and Trails Master Plan* was recommended. (The Update to this Plan, dated December 2010 was reviewed following the meeting. There are two bikeways / trails projects included in the Master Plan Update that relate to this project: bike lanes on Broadway Boulevard from Stock Drive to Gibson is shown as a Medium Priority project, defined as needed in 5-10 years; and a multi-use trail is also shown at or through the Sunport Interchange, connecting University Boulevard and the San Jose Drain. This project is shown as a Low Priority project, defined as needed sometime beyond 10 years. Although this project is not constructing either of these facilities, this project is compatible with these future projects.)
- The IJR was brought up by Afshin Jian, copies of the IJR correspondence ("non-IJR" letter) will be provided to Afshin and Ozzie Reyes to get up to speed regarding the status of this process, which is considered complete.

The following is a **sheet by sheet discussion** of the major comments on the plans. These and minor comments will be retained on copies of the plans, in both the County and URS files, for follow up during the Final Design phase.

Sheet 1-1. Include City signature blocks and logo; include AMAFCA signature block as well.

Sheet 1-2. Vicinity map to include bridges and major structures. Refer to County's Eubank project for example re controlling specs., including the NMDOT Section 100, shipping points, etc.



Sheet 1-4 to 1-6. Numerous General Notes will be edited to include various NMDOT and ABCWUA comments. NMDOT requested a minimum design value of 4:1 for side slopes, current plans include 3:1 for portions of Sunport Blvd., but 4:1 for all work related to widening of the I-25 ramps. Since NMDOT does not control nor maintain Sunport Blvd., the design will be left as is. ABCWUA provided a page of comments on the General Notes via e-mail, these comments are considered part of the meeting record and have been retained by the County and URS. In addition, ABCWUA also provided four plan detail sheets, covering valves, valve boxes, manholes, frame & covers and line relocations. Since most of these comments and details relate to relocation of various ABCWUA facilities, and the extent to which any facilities are impacted will be determined during Final Design, incorporation of these comments is not planned until Final Design. No involvement in MRGCD facilities is anticipated, so the notes related to MRGCD items will be deleted. The contractor will have to obtain a Traffic Control Permit from NMDOT. As-Built Plans should be provided to both NMDOT and AMAFCA. Asbestos pipe notes can be removed, and the Additional Environmental Notes can also be removed with use of the NMDOT Section 100 Standard Specs. QC testing by the contractor should follow the test requirements and schedule per direction to be obtained from Robert Garcia.

Sheet 1-8. To be reviewed with comments forthcoming from Jeff Fredine, NMDOT. (Following the meeting, it was concluded that no comments would be made at this time and that the sheet would be finalized after the FONSI was approved, to incorporate any final commitments identified in the FONSI.) A pre-construction public meeting to be held by the contractor was suggested.

Sheets 1-9 and 1-10. These sheets were included in this plan set for information only related to the status of ROW development; they will be removed from the final design plan set, since ROW data will be shown on a separate set of ROW maps and on the roadway plan & profile sheets.

Sheet 2-1. Median treatment to be determined and identified; aggregate base course to be placed in 6 inch maximum lifts, so the 7 inch depth will have to be placed in two lifts (applies to Sheet 2-3 also). The concrete wall barrier on top of the retaining wall sections should use the Bridge Barrier Wall item.

Sheet 2-4. NMDOT recommends use of the same pavement section thickness for both exit and entrance ramps.

Sheet 2-5. Revise pavement thicknesses where possible to avoid the need for use of SP IV item, NMDOT recommends use of SP III for all paving. Note the required sequence of construction necessary for milling and widening of Woodward Road to avoid creation of ponding areas during construction.

Sheets 2-6 to 2-8. Will need to address queuing and lane usage during traffic signal design in Final Design phase for the major intersections.

Sheet 3-2. The EB Woodward to SB Broadway decel length appears too short; it has been shortened from the desirable length to avoid the need for a ROW take. This issue should be revisited during Final Design.

Sheet 3-4. Show the vertical clearance under the bridges.

Sheet 3-7. A developer sponsored right turn lane is anticipated for NB Broadway to EB Sunport. The design of the Sunport project needs to accommodate this decel lane width relative to ROW and the pond location. The decel lane is needed as a function of this planned development, and is therefore not included in these plans at this time (developer is expected to fund this work). The degree of improvements to be designed and reconstructed, i.e. full reconstruction (?), at the Broadway intersection needs to be reviewed and coordinated with the City. The City may want to negotiate with the County regarding a higher level of improvement.



Sheet 3-12. It was noted that the layout concept for the south leg of Arno Street is subject to change following final determination of property ownerships and ROW. There is reportedly a public street ROW plat that exists for this section of Arno, south of Sunport. However, URS' Surveyor could find no evidence of this. Consequently, the southerly connection of Arno is depicted to transition into the existing dirt track, although this location is expected to change pending further ROW research and meetings with the adjacent land owners.

Sheets 5-1, 5-3, 5-6, 5-7, and 5-9. NMDOT Bridge Section staff provided comments via email prior to the meeting. Copies of these sheets are included in the project files and copies have been provided to the County. All comments received were minor and do not affect the basic concept or design. Comments will be addressed during Final Design.

Sheet 5-4. Label or remove the cross hatched sections within the South Diversion Channel. The cross hatching appears to delineate work planned, yet there is to be no work in the channel.

Sheet 10-3. MH #12 will require a special structural design due to its depth. An intermediate shelf will be needed in it. Special grates will also be needed for the inlets to keep floatables out. These changes will be addressed during Final Design.

Sheet 10-5. The Standpipe Detail should be revised to use the latest state of the art approach to eliminate floatables in the stormwater runoff from entering the downstream waterways. Review this detail with Roland Penttila, COA DMD, since Roland is coordinating the region's response to EPA mandates regarding water quality. This detail has been in common use, so improvements to it may be ongoing and not fully adopted yet; this will be a Final Design task.

*Please notify Peter Hinckley by e-mail of **any discrepancies** or corrections that are needed with these minutes by May 13. Otherwise, these minutes will be assumed to be a correct interpretation of discussion held during the meeting.*

URS



Support Boulevard Extension
 Bernalillo County Project Number TS09-06
 URS Project No. 24343112

MEETING SIGN-IN

▶ 30% Design Review Meeting

2/24/2011, 1:00 pm, URS

9th Floor Conference Room, 6501 Americas Parkway

Name	Title	Organization	Phone	Email
Pete Huchley	Principal	URS	855-7909	peter_huchley@urscorp.com
Jeff Fredine	Environmental	NMDOT	827-5681	jeffrey.fredine@state.nm.us
ORZIE REYES AUICA	PDE	NMDOT	222-6781	osvaldo.reyes-alcoba@state.nm.us
JULIE KOTZ	Bioacoust	URS	855-7513	julie_kotz@urscorp.com
Anthony Montoya Jr	SR. Engineer	ABCWUA	768-2763	ALMONTAYA@ABCWUA.ORG
Poddy Elchamir	Project Engineer	BCPWD	848-1574	PL.Elchamir@bcpcd.gov
Chris Rees	Project Engineer - Transportation	URS	505 855 7473	Chris_rees@urscorp.com
Debbie Dawson	Proj. Mgr.	COA DMD	768-3649	dbawman@cabg.gov
NANCY PEREA	P3 TRAFFIC	NMDOT	841-2729	NANCY.PERE@STATE.NM.US
Robert J. Garcia	D3 CLE	NMDOT	841-2720	robert.garcia@state.nm.us
Nolan Bennett	Coord Manager	BCPWD	848-1534	nbennett@bcpcd.gov
Brad Bingham	Drainage Engineer	AMAFCA	884-2215	bbringham@amafca.org
Ashin Jian	Traffic Engineer	NMDOT	827-5490	Ashin.Jian@state.nm.us



6501 Americas Parkway NE, Suite 900
 Albuquerque, NM 87110-5611
 (505) 855-7500 / (505) 855-7555 fax



Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
URS Project No. 24343112

Meeting Minutes

Date & Time: December 13, 2010

Location: Remediation Facility on Woodward Avenue

Attendance:

Name	Title	Organization	Phone	e-mail
Rodrigo Eichwald	Project Engineer	Bernalillo County	505-848-1574	rleichwald@berncoco.gov
Dana Beaulieu	EHS Manager	GE	505-301-1015	dana.beaulieu@ge.com
John Billiard	Technical Services Director	Axis Group	303-332-5757	jwb@axisgroupinc.com
Kevin Burks	Associate Engineer	Axis Group	505-247-3919	keb@axisgroupinc.com
Roxanne Bebee Blatz	Project Manager	URS	505-855-7474	roxanne_blatz@urscorp.com

Originator of Minutes: Roxanne Bebee Blatz

Reviewed by: Rodrigo Eichwald

Subject: Discussion of mitigation measures based on Sunport Boulevard project proposed alignment

Discussion:

- I. Mr. Eichwald gave an overview of the proposed alignment. Ms. Blatz followed up with the areas of concern regarding the existing remediation facilities.
- II. A question was asked concerning the type of piping in the remediation system. Mr. Billiard noted that the remediation piping was primarily HDPE pipe. It is dual contained for the extraction lines and single contained for the injection lines. The electrical conduit is in the same trench as the piping.
- III. A question was also asked regarding the depth of the existing lines. Mr. Billiard indicated that they were approximately 3' to 4' deep.
- IV. In general for areas where the pipelines would need to be going through the fill Axis/GE would want the existing ground to be improved and for encasements or flowable fill to be installed around the pipes in order to minimize any differential settlement of the pipes under fill versus those outside the fill. Mr. Billiard suggested it would be best to excavate and expose all the pipes prior to placement of the fill. If the pipes need to be encased the encasement will need to encase a certain distance outside the fill in order to minimize differential settlement.
- V. The three major areas of impact were discussed as follows:
 - a) Edmunds Street – At this location there are extraction and injection lines. After discussion it was decided that the best approach would be to relocate the lines into Edmunds Street. There will be a bridge spanning Edmunds Street and this way the lines wouldn't have to be under the fill.
 - b) AMAFCA South Diversion Channel – There is a line west of the South Diversion Channel just south of the proposed alignment. This line could also be moved, although it is a single



line and may be able to just improve the existing soil using geogrid or some other type of material and just place the fill over it. This is not an extraction line.

- c) Arno/Sunport Intersection – Mr. Billiard felt that it may be best to re-route these lines down the south side of the alignment and bring them under the fill closer to the AMAFCA South Diversion Channel. He felt that this way they wouldn't have to disrupt the entire intersection. They could possibly place their lines within the ROW the County is obtaining for the project.

VI. Other items of discussion included the following:

- a) There are three wells to the south of Woodward Road just west of Arno Street. Mr. Billiard thought these wells may be able to be abandoned but he would have to check further with Oscar Lackey on this.
- b) The project would install some blank sleeves in order to accommodate future piping.
- c) URS will look at the feasibility of putting in mountable curb in the access road in order to accommodate vehicle access. Ms. Blatz noted that there will be turnouts for the South Diversion Channel access roads. These will be the primary points of access, but there are some lines that will be just to the south of the access road and these may need to be accessed. URS will look at this.
- d) Mr. Burks requested that the alignment be sent to him in AutoCAD so that he could overlay it onto his mapping. URS will provide this.
- e) If any leak detection is relocated the old leak detection will need to be permanently sealed if they need to remove it.
- f) The Department of Defense and the Department of Energy will need to be informed. Mr. Beaulieu will inform Mr. Lackey that he needs to have these conversations with them.
- g) Axis/GE would prefer to do the work themselves and be reimbursed by the County. Mr. Billiard will provide the County with a budgetary number for this work.
- h) Once the County receives the budgetary numbers from Axis/GE they will evaluate and forward a letter to the Environmental Protection Agency (EPA) outlining their understanding of their financial responsibility in order to not impact the remediation program. They will request a letter from the EPA stating that the County understands the financial impact and that the proposal is acceptable to them and that therefore this is not a significant impact on the remediation program.

*Please notify Roxanne Bebee Blatz by e-mail of **any discrepancies** or corrections that are needed with these minutes by Tuesday, December 28, 2010. Otherwise, these minutes will be assumed to be a correct interpretation of discussion held during the meeting.*

URS



Sunport Boulevard Extension
 Bernalillo County Project No. TS09-06
 URS Project No. 24343112

Meeting Minutes

Date & Time: January 4, 2011

Location: URS 6501 Americas Parkway, Suite 900, Small Conference Room

Attendance:

Name	Title	Organization	Phone	e-mail
Rodrigo Eichwald	Project Engineer	Bernalillo County	505-848-1574	rleichwald@bernco.gov
Bart Faris	Environmental Scientist	NMED	505-222-9521	bart.faris@state.nm.us
Bob Stenzel	Terminal Manager	Chevron	505-246-4402	SROA@chevron.com
Chuck Whiteneck	ROW	Chevron		chuckwhiteneck@chevron.com
Roxanne Bebee Blatz	Project Manager	URS	505-855-7474	roxanne_blatz@urscorp.com

Originator of Minutes: Roxanne Bebee Blatz

Reviewed by: Rodrigo Eichwald

Subject: Discussion of Chevron facilities being impacted by Sunport Boulevard Extension project

Discussion:

- I. Introductions of all personnel were made. The County indicated that construction was planned for late 2012/early 2013. URS is currently finishing up the Conceptual Design (30%) and the Environmental Documentation. Final Design will be started later this year.
- II. Mr. Eichwald gave an overview of the status of the project.
- III. Mr. Whiteneck asked if the County was working with anyone from the City of Albuquerque on this project. Mr. Eichwald indicated that the County has been coordinating with Mr. Charles Thompson and Mr. John Hartmann of the City Department of Municipal Development, Transportation Division. Mr. Hartmann has retired and further coordination will be done with Ms. Debbie Bauman who is his replacement.
- IV. Ms. Blatz discussed the handout showing all the Chevron facilities, copy attached. The facilities discussed are as follows:

Well No.	Status	Remarks
CV-25, CV-26, CV-27, CV-31-CV-34, VES-09, VES-10, WO-28, WO-30	Abandoned/Not Found	
CV-08	Only being used for monitoring of water levels	Not currently part of the system, but has not been recommended for abandonment. Mr. Faris indicated that Chevron could probably take one more sample and recommend for



		abandonment.
CV-02	Only being used for monitoring of water levels.	Mr. Faris indicated that Chevron may want to recommend abandonment.
CV-36		May be able to be plugged and abandoned.
VES-01		May be able to be plugged and abandoned.
L-02 and D-01		These were not found in the field
HL-02	Active	EPA well. Would need to provide protection during construction.

Mr. Faris indicated that Chevron could most likely recommend the closure of all of these wells. Chevron will need to make that decision and then request formal closure. There are some changes in Chevron personnel that will be making that decision. Mr. Dave Gardner will be taking over that part of the project from Ms. Sara Dalton.

V. Other items discussed:

- There is a concrete pad located where the proposed pond is located. Mr. Stenzel was sure this was a well GE/Axis was monitoring. Ms. Blatz noted that in all of the County's and URS' discussions with GE/Axis they never mentioned this concrete pad. Ms. Blatz will check this out one more time with GE/Axis. (Mr. Stenzel subsequently called Ms. Blatz and indicated that the concrete pad he was thinking of appears to have been removed.)
- There is an existing soil vapor extraction system in place. This will not be impacted by the project, but will need to be protected during the construction.
- Mr. Stenzel indicated there is a fire line that is not shown on any of the Albuquerque Bernalillo County Water Utility Authority maps that runs just to the east of well CV-08. Mr. Stenzel will get us a copy of the map he has. (Mr. Stenzel subsequently called and said he could not locate the map. He and Ms. Blatz will meet in the field to locate the water line for inclusion on the existing utility drawing.)
- Chevron is selling the property. There is a possibility that the buyer may want to run a gas line up through the right-of-way to the Sunport. Mr. Eichwald that he didn't think the County would have a problem with that as they allow other utilities in the right-of-way. Ms. Blatz indicated that if this is a consideration she would need to know in order to accommodate the line on the bridges going over the South Diversion Channel and Edmunds Street. Chevron indicated this would probably be approximately a 6" line.
- The County will only be buying the property that is adjacent to the roadway including what is needed for slope limits and the property for the pond. Chevron will still have access to the property behind the pond through the intersection at Arno Street and Sunport Boulevard.
- Mr. Whiteneck indicated we may want to meet again the week of January 24, 2011 when he will in Albuquerque. Mr. Gardner and Ms. Dalton will also be in Albuquerque that week.

*Please notify Roxanne Bebee Blatz by e-mail of **any discrepancies** or corrections that are needed with these minutes by Thursday, January 13, 2011. Otherwise, these minutes will be assumed to be a correct interpretation of discussion held during the meeting.*



"John Billiard"
<jwb@axisgroupinc.com>
01/12/2011 10:33 AM

To <Roxanne_Blatz@URSCorp.com>
cc
bcc

Subject RE: Cost Estimate for Sunport Boulevard Relocations

History:  This message has been replied to.

Hi Roxanne --

There are two well pipes along Edmunds that need to be moved as I recall. The dual-contained HDPE extraction pipe from Extraction Well EW-001 and the single contained HDPE pipe from the injection well loop. Using 500 feet and \$200/foot to excavate, tie-in, and move each pipe, electrical, control wiring and security wiring, gives a budgetary estimate of \$100,000 to move these pipes and electrical works.

We also talked about moving the single HDPE injection well piping that runs to Injection Well IW-637R since your new intersection and road will be placed over the piping and control and security wiring. Using \$175 / ft to move this pipe, there is about 1,000 feet of piping, control, and security wiring, giving a budgetary estimate of \$175,000 to move this pipe and electrical works.

There may be a need to sleeve existing pipes that run across Woodward Road across from our Treatment Plant that go to IW-638R. This would be about 300 feet of pipe at \$175/ ft to protect this pipe, giving a budgetary estimate of \$52,500.

Total budgetary estimate is \$327,500, not including right-of-way work, permits, etc. as my understanding was that the County would provide access to use Edmunds Street right of way and also procuring right-of-way for moving the IW-637R pipe.

Hope this helps. Thx j

John W. Billiard, P.E.
303-332-5757



From: Roxanne_Blatz@URSCorp.com [mailto:Roxanne_Blatz@URSCorp.com]
Sent: Tuesday, January 11, 2011 4:09 PM
To: John Billiard
Subject: RE: Cost Estimate for Sunport Boulevard Relocations

Thanks John. I appreciate all of your help with this. It has been great working with you.

Roxanne Bebee Blatz, P.E.
Senior Structural Project Manager
URS



Sunport Boulevard Extension
Bernalillo County Project No. TS09-06
URS Project No. 24343112

Meeting Minutes

Date & Time: Thursday, April 1, 2010 @ 9 a.m.

Location: URS, 6501 Americas Parkway, Suite 900, Small Conference Room

Attendance:

Name	Title	Organization	Phone	e-mail
Rodrigo Eichwald	Project Engineer	Bernalillo County Public Works	505-848-1574	rleichwald@bernco.gov
Roxanne Bebee Blatz	Project Manager	URS	505-855-7475	roxanne_blatz@urscorp.com
Peter Hinckley	Principal-in-Charge	URS	505-855-7409	peter_hinckley@urscorp.com
Chris Rosol	Roadway Design Engineer	URS	505-855-7473	chris_rosol@urscorp.com
Julie Kutz	Environmental Scientist	URS	505-855-7513	julie_kutz@urscorp.com
Michael Hebert	GE Superfund Lead	EPA	214-665-8315	hebert.michael@eap.gov
Allan Pasteris		NMED	505-827-0039	allan.pasteris@state.nm.us
Dana Beaulieu	EHS Manager	GE/AXIS	505-301-1015	dana.beaulieu@ge.com
Oscar Lackey	EHS	GE/AXIS	505-865-9213	
Susanne Herald	Attorney	GE		susanne.herald@ge.com

Originator of Minutes: Roxanne Bebee Blatz

Reviewed by: Peter Hinckley

Subject: General Electric Superfund Site

Purpose: Alignment Impacts and Mitigation Measures at GE Superfund Site

Discussion:

- I. Introductions were performed. Mr. Beaulieu and Mr. Lackey work for AXIS which has been retained by GE to develop and monitor the program for the clean-up effort. Ms. Herald and Mr. Hebert were phoning in via conference call.
- II. URS informed the attendees that they had been retained by the County to perform an alignment study for the extension of Sunport Boulevard to Broadway Boulevard. The study is in very preliminary stages and three alignments are being investigated. It was noted that the most southerly alignment, Alternative H, has serious fatal flaws in terms of costs and complexity, including the need for a large span bridge over the Albuquerque Metropolitan Arroyo Flood Control Authority's (AMAFCA) South Diversion Channel, realignment of two railroad grade crossings, and the relocation of a business. The middle alignment, Alternative D, has less complexity, although it requires a sizeable bridge over the AMAFCA Channel. The most



northerly alignment, Alternative A, appears to be the most feasible alignment, and is likely to be identified as the preferred alternative for the project, but also appears to have the most potential impact to the GE Superfund Site. For the purposes of this meeting, only this alignment was discussed.

III. Alternative A and impacts to GE facilities were discussed. Some of the concerns are as follows:

- There is a monitoring well (West Bay Well) which is a \$2 million well that would be situated under the proposed bridge crossing over the existing Edmunds Street which is a dirt road. It was noted that there is approximately 25 to 30 feet of vertical clearance from the bottom of the bridge (low chord) to the well. Access to this monitoring well is critical and GE/AXIS will need to evaluate what type of minimum vertical clearance they will need in order to access the well. Some of the concerns relate to what type of access would be needed if the well got plugged. ***URS could consider changing the alignment slightly in order to just miss this well, but will wait until GE/AXIS looks into what type of equipment will be needed to access this well.***
- Maintaining the existing monitoring-related infrastructure, both water pipes and electrical, is very important. URS noted that if the locations of water and electrical facilities are known and can be verified with a Subsurface Utility Engineering program, then methods of protecting them, such as providing sleeves and possibly encasing the sleeves in concrete for pipes in high fills, can be developed. ***Kevin Burks (employee of AXIS) will provide URS with the drawings showing the locations of the pipes and all other existing infrastructure.***
- John Billiard of AXIS is re-running the model for the site and was designated as the best contact to evaluate what the maintenance requirements will be in the future, especially concerning the West Bay Well. ***URS will provide Mr. Billiard, Mr. Beaulieu, and Mr. Lackey with a copy of Alternative A overlaid onto the As-built information for wells, piping, and other infrastructure provided by GE/AXIS. URS will provide this information in two formats, one with an aerial photo in the background and one without.***
- Retaining walls were discussed and it was suggested that sleeves be provided through or under the retaining walls to accommodate existing or future infrastructure.
- The monitoring wells that are located close to Woodward Road were discussed. Mr. Lackey noted that there hasn't been a "hit" on most of these wells in years. Some of these wells may need to be relocated. There is also a possibility that some of the wells could be extended within the right-of-way, although if they needed to be extended in the median area, this could make accessing them difficult. It was noted that access to them only occurred quarterly and could probably be done with a single lane closure. ***URS asked GE/AXIS to provide them with the approximate cost of drilling/installing a typical new monitoring well.*** Mr. Hebert said that as many of the wells as possible should be maintained. ***If wells need to be moved or totally done away with GE/AXIS needs to evaluate the effect that will have on the overall monitoring program.***
- Extensive discussion took place concerning the proposed roadway access to the existing and possible future monitoring facilities. URS will evaluate the access and try to determine what public access is available. ***URS will provide to the County and GE/AXIS a plan showing proposed access based on our research and evaluation.***
- URS asked if the property underlying Alternative A was contaminated. Only the deepest ground water (300 to 400 feet) was reported to be contaminated. Soil remediation has already been performed and there is reported to be no soil contamination.



- Discussion took place concerning the facilities and clean-up program west of Broadway along Woodward Road. It appears that there will be no impact to any wells as the nearest well that could possibly be impacted has already been plugged. There may be some right-of-way required up to approximately the San Jose Drain to provide the number of lanes required at the intersection of Woodward and Broadway Boulevards.
- A list of action items was developed. The action items on this list are noted in bold and italics within these minutes.

*Please notify Roxanne Bebee Blatz by e-mail of **any discrepancies** or corrections that are needed with these minutes by Tuesday, April 20, 2010. Otherwise, these minutes will be assumed to be a correct interpretation of discussion held during the meeting.*

APPENDIX C

PHASE I ISA UPDATE

APPENDIX C NOTE

**For complete copy of Phase I ISA Update with
accompanying appendices to that report, go to
[http://www.bernco.gov/public-works/current-past-
projects.aspx](http://www.bernco.gov/public-works/current-past-projects.aspx)**

SUNPORT BOULEVARD EXTENSION

INITIAL SITE ASSESSMENT UPDATE

**NMDOT CONTROL NOS. A300160/A300161
FED ID 09NM006
BERNALILLO COUNTY PROJECT NO. TS 09-06**

June 15, 2015

Prepared for:

Bernalillo County
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EXECUTIVE SUMMARY

URS was retained by Bernalillo County Public Works Division to conduct an Initial Site Assessment (ISA) Update of the preferred alternative for the Sunport Boulevard Extension project in Albuquerque, New Mexico (site or subject property).

The subject property consists primarily of an east-west extension originating at the Interstate 25 (I-25) and Sunport Boulevard terminus, extending to Broadway Boulevard and continuing along Woodward Road to 2nd Street. The Sunport Boulevard Extension project is identified as New Mexico Department of Transportation (NMDOT) Control Number (CN) A300160 and its limits are I-25 to Broadway Boulevard; the co-dependent Woodward Road project is identified as NMDOT CN A300161 and its limits are Broadway Boulevard to 2nd Street.) The subject property also includes north-south extensions along Broadway Boulevard and 2nd Street. The potential right-of-way requirement areas for CN A300160 are located in the eastern portion of the subject property, east of Broadway Boulevard. Right-of-way requirement areas have not yet been determined for CN A300161. The subject property topography slopes to the west towards the Rio Grande valley and the alignment crosses the South Diversion Channel (rip rap lined canal) and the San Jose Drain (unlined canal). The alignment is within the boundaries of the South Valley Superfund Site and numerous properties within the site area are listed on one or more regulatory database.

The area surrounding the subject property is primarily industrial and vacant land, with agricultural, commercial and residential properties beyond to the north and west. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities, including PTI, Inc., Western Refining, Inc. and Duke City Fueling. An airport parking facility, hotels and Sunport Boulevard are located adjacent to and east of I-25, beyond the subject property. The Albuquerque International Sunport Airport is beyond I-25 approximately one mile to the east.

URS has identified the following Recognized Environmental Conditions (RECs) in association with the subject property.

- The subject property is located within the boundaries of the South Valley Superfund Site. Based on records research, site investigation and interviews with General Electric (GE), one of the responsible parties, the New Mexico Environment Department (NMED), and the U.S. Environmental Protection Agency (EPA), remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the EPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends discussions with the EPA and GE continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation.
- The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment will include minor excavation activities. Because the landfill boundaries are not well-defined, a Preliminary Site Investigation (PSI) is recommended for the chosen alignment prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility or other

excavation work, the applicable Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.

- The subject property is adjacent to the former Chevron Bulk Fuels Terminal. Based on our site reconnaissance, numerous groundwater monitoring wells are located on and adjacent to the subject property on this facility. URS recommends discussions with Chevron, NMED, and the EPA continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the extraction, injection, or monitor wells in the area.
- The Texaco Sales Terminal (currently Duke City Fueling) is located adjacent to the subject property. This facility has one open leaking underground storage tank (LUST) case that has been referred to the NMED Ground Water Quality Bureau (GWQB) and this site is listed on the NMED GWQB State Active Cleanup Sites list. Because this site is currently under investigation, URS recommends no further action at this time.

The Sunport Boulevard Project will require the acquisition of approximately 9.7 acres of new right-of-way. Many of these parcels are within the South Valley Superfund Site, including a 2.3-acre parcel from the former Chevron Bulk Fuels Terminal (the current parcel owner is South Florida Materials Corporation); Chevron is one of the responsible parties for the South Valley Superfund Site remediation. Most of the other right-of-way parcels are within the remediation area and many have groundwater monitoring wells, pipelines and remediation facilities on them. In addition, several parcels identified for acquisition are within the Schwartzman Landfill buffer zone and on a property identified with an open LUST case. Although this is well known to Bernalillo County through project coordination activities, it is noted here and is called to the attention of the County that the purchase of these parcels for project right-of-way will entail the acquisition of lands with identified or potential contamination. Bernalillo County is advised to seek landowner liability protection in whatever form is mutually agreeable from the current landowners in sale documents related to the purchase of new right-of-way.

This assessment revealed no evidence of any additional RECs in connection with the subject property.

1. INTRODUCTION

1.1. PURPOSE

URS was retained by Bernalillo County Public Works Division to conduct an Initial Site Assessment (ISA) Update of the preferred alternative for the Sunport Boulevard Extension project in Albuquerque, New Mexico (site or subject property).

The purpose of this ISA Update is to evaluate environmental concerns associated with the subject property and the immediate neighboring properties and to provide a professional opinion on the potential current presence of Recognized Environmental Conditions (RECs) at the subject property, including potential impacts from known problems in the surrounding area.

The ISA Update was conducted to identify RECs related to past and current land use practices at the site and is consistent with the methods and procedures described in the ASTM International (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (Standard Designation E1527-13) (ASTM, 2013), and the Code of Federal Regulations (CFR) *Innocent Landowners, Standards for Conducting All Appropriate Inquiries (AAI)* (40 CFR Part 312) (CFR, 2013). ASTM defines RECs as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs.

See Appendix A for the scope of work (work plan) for this ISA.

1.2. DETAILED SCOPE OF SERVICES

This ISA Update was conducted in accordance with the scope and limitations of the ASTM E1527-13 and to the New Mexico Department of Transportation (NMDOT) *Hazardous Material Assessment Handbook* (March, 2010). For the purpose of this report, hazardous substances and petroleum products are jointly referred to as “hazardous materials.”

URS performed the following tasks during the previous and/or current assessments:

1. Contracted with Environmental Data Resources, Inc. (EDR) to conduct an updated regulatory database search of the following state and federal agency lists of known or potential hazardous waste sites, and sites currently under investigation for potential environmental violations within the following prescribed ASTM minimum search distances:

Regulatory Database	Search Distance
Federal NPL site list	1.0 mile
Federal Delisted NPL site list	½ mile
Federal CERCLIS and CERCLIS NFRAP site list	½ mile
Federal RCRA CORRACTS facilities list	1.0 mile
Federal RCRA non-CORRACTS TSD facilities list	½ mile

Regulatory Database	Search Distance
Federal RCRA generators list	Target and adjoining properties
Federal institutional/engineering control registries	Target property only
Federal ERNS list	Target property only
State list of hazardous waste sites:	
State- equivalent NPL	1.0 mile
State- equivalent CERCLIS	½ mile
State landfill and/or solid waste disposal site lists	½ mile
State and tribal leaking UST lists	½ mile
State and tribal registered UST lists	Target and adjoining properties
State institutional/engineering control registries	Target property only
State voluntary cleanup sites	½ mile
State Brownfield sites	½ mile

The regulatory database search report is presented in Appendix B.

2. Conducted inquiries by telephone or in writing of applicable Federal, municipal, and state regulatory agencies for information regarding environmental permits, environmental violations or incidents and/or status of enforcement actions at the subject property. Correspondences with regulatory agencies are presented in Appendix C.
3. Conducted interviews with the subject property owners and property managers, as available or appropriate, regarding site history and operations. Interviews are included in Appendix D.
4. Conducted or attempted to conduct a User interview as part of the All Appropriate Inquiry. A copy of the User questionnaire sent to Bernalillo County is presented in Appendix D.
5. Researched subject site history by reviewing a chronology of aerial photographs provided by the Earth Data Analysis Center (EDAC) and topographic maps and aerial photographs covering the subject site and adjoining properties available from EDR. Copies of these historic documents are presented in Appendix E.
6. Reviewed pertinent, available documents and maps regarding local physiographic and hydrogeologic conditions in the vicinity of the subject property.
7. Conducted an updated site reconnaissance for obvious evidence of potential contamination such as current hazardous materials storage or use; unusually stained soils, slabs, and pavements; drains, sumps, drums, tanks, and electrical transformers; stressed vegetation; and discarded hazardous materials containers. The site reconnaissance included a drive-by survey of the area within an approximate ¼-mile radius of the subject property to observe types of general land use within the search area. Photographs taken at the subject site during our current site reconnaissance are presented in Appendix F.
8. Evaluated the information collected and prepared this ISA report describing the investigation performed and presenting URS' findings, recommendations and professional opinions regarding the potential for environmental contamination at the site.

1.3. PROJECT SCOPE

Sunport Boulevard presently exists with a westerly terminus at I-25 and an easterly terminus at the Albuquerque International Airport (the *Sunport*). The extension of Sunport Boulevard from the I-25 interchange west to Broadway Boulevard was previously studied in 1989, and it was determined at the time that the most critical factor in the feasibility of a roadway was the environmental impairment of properties in the area, including the South Valley Superfund Site (jkh & associates, 1989). The need for additional access for the area from Broadway Boulevard to I-25 continues to be an issue; therefore the Sunport Boulevard Extension is again under investigation by Bernalillo County. This project is currently included in the Mid Region Council of Governments' (MRCOG) 2014 to 2019 Transportation Improvement Program (TIP).

The proposed project for the Sunport Boulevard Extension consists of extending the existing travel way from I-25 to Broadway Boulevard and conducting road improvements to roadways in the area. The eastern portion of the subject property (the proposed road alignment east of the intersection with Broadway Boulevard) is included under NMDOT project control number A300160. The western portion of the subject property (the proposed road alignment between the intersections with Broadway Road and 2nd Street) is included under NMDOT project control number A300161. These projects are co-dependent projects. The subject property is divided into two sections: 1) potential right-of-way (ROW) requirement areas identified for CN A300160, and 2) other road improvement areas.

The potential ROW requirement areas include the following:

- Parcels 101405533908840121, 101405536914640122, 101405536816040123: This potential ROW acquisition area totals approximately 100,067 square-feet and includes a square-shaped area on the southeast corner of Broadway Boulevard and Woodward Road and an area continuing east along the south side of Woodward Road.
- Parcel 101405533517040125: This potential ROW acquisition area totals approximately 2,614 square-feet and includes a narrow triangular-shaped area on the northeast corner of Broadway Boulevard and Woodward Road.
- Parcel 101405541409840505: This potential ROW acquisition area totals approximately 153,219 square-feet and includes an irregular-shaped area along the south side of Woodward Road between the Arno Street alignment and the South Diversion Channel.
- Parcel 101405544720740217: This potential ROW acquisition area totals approximately 65,828 square-feet and includes an irregular-shaped area along the north side of Woodward Road between the Arno Street alignment and the South Diversion Channel.
- Parcel 101405548507740629: This potential ROW acquisition area totals approximately 62,351 square-feet and includes a roughly rectangular-shaped area east of the South Diversion Channel and along the extension of Sunport Boulevard.
- Parcel 101405548507740629: This construction and maintenance easement area totals approximately 35,350 square-feet and includes a roughly rectangular-shaped area just north of the extension of Sunport Boulevard, east of the South Diversion Channel.
- Parcel 101405545009440701: This license agreement easement area totals approximately 27,878 square-feet and includes a roughly rectangular-shaped area within the South Diversion Channel.

Other road improvement areas include:

- Woodward Road (from Broadway Boulevard to 2nd Street),
- Broadway Boulevard, north and south from Woodward Road (approximately 500 feet and 900 feet, respectively), and
- 2nd Street, north and south from Woodward Road (approximately 510 feet and 640 feet, respectively).

1.4. LIMITATIONS AND EXCEPTIONS

This report and the associated work have been provided in accordance with the principles and practices generally employed by the local environmental consulting profession. This is in lieu of all warranties, expressed or implied. This report is intended to be used in its entirety. No excerpts may be taken to be representative of the findings of this assessment.

This ISA is not a regulatory compliance audit or an evaluation of the efficiency of the use of any hazardous materials at the subject property. This study was not intended to be a definitive investigation of any potential contamination, which may exist at the subject property. Given that the scope of services for this investigation was limited, and given that no exploratory soil borings, soil or groundwater sampling, or laboratory analyses of soils, water, air or other media were performed, currently unrecognized contamination may exist on the site, and the level of such potential contamination may vary across the site.

Opinions and recommendations presented in this report apply to site conditions and features as they existed at the time of URS' site visit and those reasonably foreseeable. They cannot necessarily apply to conditions and features of which URS is unaware and has not had an opportunity to evaluate.

The limited visual inspection of asbestos-containing material was conducted. This inspection was not intended to substitute for an Asbestos Hazard Emergency Response Act-type survey, nor was it intended to determine the extent or limits of asbestos-containing materials that may be present.

URS' findings and opinions are based on information available from public sources on specific dates (i.e., historical photographs, maps, and regulatory agency information, lists, and databases); this information changes and is frequently incomplete. Unless URS has actual knowledge to the contrary, information obtained from interviews or provided to URS by the client has been assumed to be correct and complete. URS does not assume any liability for information that has been misrepresented to us or for items not visible, accessible, or present on the subject property during the time of the site reconnaissance. Unless otherwise specified the tasks included no collection and analysis of samples.

URS cannot warrant or guarantee that not finding indicators of hazardous materials means that hazardous materials do not exist on the subject site. There is no investigation thorough enough to preclude the presence of materials on the subject site, which presently, or in the future, may be considered hazardous. Because regulatory evaluation criteria are constantly changing, concentrations of contaminants present and considered to be acceptable may, in the future, become subject to different regulatory standards and require remediation.

Where records indicate that prior remedial work or tank removals have occurred, there is the possibility that the work may not have been performed correctly or completely. Opinions and judgments expressed herein are based on URS' understanding and interpretation of current regulatory standards, and should not be construed as legal opinions.

1.5. USER RELIANCE

This report is intended for the sole use of Bernalillo County. Services performed during this investigation may not be appropriate for other users, and any use or re-use of this document or of the findings, conclusions, or recommendations presented herein is at the sole risk of said user.

2. SITE DESCRIPTION

2.1. LOCATION AND LEGAL DESCRIPTION

The subject property is located within Bernalillo County and a portion is located within the City of Albuquerque, as shown on Figure 1. The site is within the south half of Section 32 and the southwest quarter of Section 33, Township 10 North, Range 3 East of the New Mexico Meridian as shown on the United States Geological Survey (USGS) 7.5-minute quadrangle map, *Albuquerque West, NM* (2013). A complete legal description of the subject property is not available.

2.2. PHYSICAL SETTING

A review of the USGS 7.5 minute quadrangle map for Albuquerque West (USGS, 2013) shows that the approximate elevation of the subject property ranges from 4,940 feet to 5,040 feet above mean sea level (amsl). Surface topography slopes down gradient to the west (Figure 1).

The subject property is within the South Valley area of Albuquerque, in the Middle Rio Grande Valley within north-central New Mexico. The Rio Grande Valley within Albuquerque is flanked by the uplifted fault blocks of the Sandia Mountains and the Manzano Mountains to the east and the Rio Grande floodplain and terraces and quaternary features to the west. The area is part of the Rio Grande Rift, a north-south trending structural basin that extends from Southern Colorado to Southern New Mexico, through which flows the Rio Grande. The Albuquerque Basin is one of several grabens in the Rio Grande rift system. The bank of the Rio Grande is located approximately 1,000 feet west of the subject property.

Groundwater within the area of the subject property is located in the Santa Fe Aquifer, which is comprised of a shallow zone aquifer and a deep zone aquifer. The central portion of the subject property is located within the South Valley Superfund Site and the following site-specific groundwater information was summarized in the five-year review report (EPA, 2010).

- Groundwater within the shallow zone aquifer is located above the silty clay layer and/or above an elevation of 4,900 feet amsl. In the area north of Woodward Road, the silty layer is continuous and therefore groundwater is primarily perched. Perched groundwater does not have a uniform flow direction, but rather flows in directions dictated by the undulating surface of the silty clay layer. In the area south of Woodward Road, the silty layer is not continuous and therefore groundwater flows west to east. The report indicates that the shallow zone aquifer within the South Valley Superfund Site generally extends to a depth of approximately 20 to 25 feet below the ground surface (bgs).
- Groundwater within the deep zone aquifer is expected to be below an elevation of 4,900 feet amsl and is within the unconsolidated alluvial units of the older Santa Fe Group.

URS observed groundwater monitoring wells during the site and surrounding property reconnaissance. The monitoring wells are primarily located within the vacant land in the eastern portion of the project area. They are part of various groundwater monitoring activities in the area of the subject property including the General Electric (GE) groundwater remediation system, which is a part of the South Valley Superfund Site discussed further in Section 4.1.1. These wells are deep zone aquifer groundwater wells (EPA, 2010) and the most recent map of well locations is included in Appendix H. Numerous additional monitoring wells were observed on and adjacent to the ROW requirement area on the former Chevron facility located at 3200 Broadway

Boulevard SE. These wells are associated with petroleum groundwater contamination in the area. The Chevron facility is discussed further in Section 4.1.1.

The US Fish and Wildlife Services (USFW) National Wetlands Inventory maps show no wetland areas in close proximity to the subject site (USFW, 2015). No suspect wetland vegetation was observed on the subject site during URS' site reconnaissance.

URS reviewed the Federal Emergency Management Agency (FEMA) maps for flood zone data. The South Diversion Channel is located within the boundaries of the 100-year floodplain (indicated as Zone A on the map). Zone A is defined as "the area subject to flooding by the 1% annual chance flood," with no base flood elevations determined. The portion of the subject property along Woodward Road, Broadway Boulevard and 2nd Street are within a zone that is protected from flooding, but with cautionary conditions. The conditions state that this area is shown as being protected from the 1% annual chance flood hazard by levee dike or other structure; however, overtopping or failure of the structure is possible and could result in destructive flood elevations and water velocities. The remaining areas within the eastern portion of the subject property are located outside the boundaries of the 100-year floodplain (indicated as Zone X on the map). Zone X is defined as areas of 0.2% annual chance flooding or areas determined to be outside the 0.2% annual chance flood plain (FEMA, 2008).

URS reviewed readily available reference material providing soil types for the subject property. According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA, 2015), naturally occurring on-site surface soils consist primarily of the following soils.

- Bluepoint-Kokan association, hilly: The Bluepoint profile are somewhat excessively drained soils and consist of sandy alluvium and/or eolian sands located on alluvial flats and flood plains. These soils typically consist of loamy fine sand and stratified fine sand to gravelly loamy fine sand to a depth of approximately 60 inches. The Kokan profile are excessively drained soils and consist of alluvium derived igneous and sedimentary rock located on hillslopes and fan piedmonts. These soils typically consist of gravelly sand and stratified very gravelly sand to extremely gravelly loamy coarse sand to a depth of approximately 60 inches.
- Bluepoint loamy fine sand, 1 to 9 percent slopes: These somewhat excessively drained soils consist of alluvium and/or eolian deposits and are located on stream terraces. These soils typically consist of loamy fine sand and loamy sand to a depth of approximately 60 inches.
- Gila loam, moderately alkali: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on alluvial fans and flood plains. These soils typically consist of loam and stratified gravelly sandy loam to silt loam to a depth of approximately 60 inches.
- Glendale clay loam, 0 to 1 percent slopes: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on flood plains and stream terraces. These soils typically consist of clay loam to a depth of approximately 60 inches.
- Gila clay loam: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on flood plains and alluvial fans. These soils typically consist of clay loam and stratified gravelly sandy loam to silt loam to a depth of approximately 60 inches.

- Glendale loam: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on stream terraces and flood plains. These soils typically consist of loam and clay loam to a depth of approximately 60 inches.
- Agua loam: These well drained soils consist of recent alluvium derived from igneous and sedimentary rock and are located on flood plains and alluvial fans. These soils typically consist of loam and stratified very gravelly sand to very gravelly loamy sand to a depth of approximately 60 inches.
- Agua silty clay loam: These well drained soils consist of recent alluvium derived from igneous and sedimentary rock and are located on flood plains and alluvial fans. These soils typically consist of silty clay loam, loam and stratified sand to gravelly sand to fine sandy loam to a depth of approximately 60 inches.

It should be noted that soil types indicated in any preprinted reference may vary from those actually encountered on a site if mixing, grading, excavation, or fill deposition has occurred.

2.3. SITE AND VICINITY GENERAL CHARACTERISTICS

The subject property consists primarily of an east-west extension originating at the I-25 and Sunport Boulevard terminus, extending to Broadway Boulevard and continuing along Woodward Road to 2nd Street. The subject property also includes north-south extensions along Broadway Boulevard and 2nd Street. The potential ROW requirement areas for CN A300160 are located in the eastern portion of the subject property, east of Broadway Boulevard, and are further described in Section 1.3.

The subject property topography slopes to the west towards the Rio Grande and the alignment crosses the South Diversion Channel (rip rap lined canal) and the San Jose Drain (unlined canal). The alignment is within the boundaries of the South Valley Superfund Site and numerous properties within the site area are listed on one or more regulatory environmental database (Section 4.1).

The area surrounding the subject property is primarily industrial and vacant land, with agricultural, commercial and residential properties beyond to the north and west. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities, including PTI, Inc., Western Refining, Inc. and Duke City Fueling. An airport parking facility, hotels and Sunport Boulevard are located adjacent to the east of I-25, beyond the subject property. The Albuquerque International Sunport Airport is beyond I-25 approximately one mile to the east. Figures 2 and 3 show the general site layout, along with adjacent property uses.

2.4. CURRENT SITE USE

The subject property is divided into two sections: 1) potential ROW requirement areas for CN A300160, and 2) other road improvement areas. The ROW requirement areas include primarily vacant private property and an area of land with an active remediation system (see Sections 2.5 and 4.1). The road improvements areas are located within the existing transportation ROWs or within new right-of-way not yet determined at this time.

2.5. DESCRIPTIONS OF STRUCTURES, ROADS AND OTHER IMPROVEMENTS

The I-25/Sunport Boulevard interchange is located at the east terminus of the subject property. Woodward Road is a paved road from 2nd Street to the South Diversion Channel, where it extends south as Edmund Street (a gravel road). Broadway Boulevard and 2nd Street are also paved roads. The ROW areas along these roadways (beyond the pavement) are currently dirt-covered. Several extraction, injection and/or monitoring wells and well vaults are located within and adjacent to the eastern portion of the subject property. Figure 4 shows the approximate locations of the wells within the ROW requirement areas. The subject property crosses the South Diversion Channel (used to aid in the control of stormwater runoff), the San Jose Drain, several roadways and railroad tracks.

Albuquerque Bernalillo County Water Utility Authority (ABCWUA) utilities, including underground sanitary sewer and water service lines, are located in the area of the subject property. In addition, overhead electrical power lines, owned and operated by Public Service Company of New Mexico (PNM), are located in the area of the subject property. The monitoring well network on the east portion of the subject property includes underground pipelines as a part of the groundwater remediation system.

2.6. CURRENT ADJOINING PROPERTY USES

During the 2015 site reconnaissance, URS personnel conducted a walking and drive-by survey of adjoining land uses along accessible roads. The general land use of the subject property area is industrial, commercial or vacant land. Table 2.1 lists the adjacent businesses and/or property uses. In addition, the following features cross the subject property: Edmund Street, South Diversion Channel, San Jose Drain, railroad tracks, William Street and Hill Street. Figure 3 also shows the adjacent properties.

Table 2.1 Summary of Adjacent Property Usage – Along Alignment East to West

Direction	Property
North	Vacant land, GE groundwater treatment plant (for groundwater remediation system located at 751 Woodward Rd. SE), Mark Dunning Industries, Patio Creations and Aguamatic Sprinkler and Landscaping (3024 Broadway Blvd. SE), unnamed site (3016 Broadway Blvd. SE), Rio Grande Service Center/Winfield (3005 Broadway Blvd. SE), Royal Empire Catering (335 Woodward Rd. SE), parking lot formerly used by GE Aviation employees, CEI Enterprises, Inc. and Parkline West Inc. (245 Woodward Rd. SE), two residences, C&C Services (no address posted), and Red River Rentals (2828 2 nd Street SW).
East	I-25 and commercial properties along Sunport Boulevard
South	Vacant land, PTI, Inc. (formerly Chevron Bulk Fuels Terminal located at 3200 Broadway Blvd. SE), Duke City Fueling (3203 Broadway Blvd. SE), Ben E. Keith Foods (3205 Broadway Blvd. SE), Western Refining, Inc. (3209 Broadway Blvd. SE), vacant lot (formerly GE Aviation located at 336 Woodward Rd. SE), JTC, Inc. (248 Woodward Rd. SE), vacant facility, BNSF Railroad Automotive Facility entrance (102 Woodward Rd. SE), A&A Salvage (111 Hill St. SW) and Reynolds Auto Service (120 Woodward Rd. SW).
West	AAA Pumping Services (2855 2 nd Street), Riverside Drain and Rio Grande

3. USER-PROVIDED INFORMATION

In order to qualify for landowner liability protections, AAI require certain information be provided by the user of an ISA. URS provided Bernalillo County with a User Questionnaire for this project. The User Questionnaire was completed by Mr. Rodrigo Eichwald with the Bernalillo County Public Works Division. Responses are summarized in the following subsections and a copy of the completed questionnaire is included in Appendix I.

3.1. TITLE RECORDS

URS was not provided with and did not review a chain-of-title for the subject property.

3.2. ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

Within the State of New Mexico, environmental liens are filed with the Clerk of the County in which a property is located and are not recorded on any regulatory database. No record of environmental liens was provided for the subject property. Mr. Eichwald indicated a search for environmental liens or activity and use limitations has not been conducted by the County at this time.

3.3. SPECIALIZED KNOWLEDGE

During our previous assessment, Bernalillo County provided studies prepared for the NMDOT and Bernalillo County on the extension of Sunport Boulevard. See Section 6.3 for discussion of previous investigations. Mr. Eichwald indicated he has no specialized knowledge that would be material to this assessment.

3.4. VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

Mr. Eichwald indicated the purchase price for the subject property will reasonably reflect fair market value of the subject property. However, he indicated there may be a reduction in purchase price due to the location of the subject property within the South Valley Superfund Site, which is an area that has been undergoing remediation for the past 20 years. This valuation would be subject to market value appraisals of the properties in question in accordance with Federal guidelines.

3.5. OWNER, SITE MANAGER, AND OCCUPANT INFORMATION

The potential ROW requirement areas are owned by various entities, including South Florida Materials Corporation, VMD, LLC (c/o Victor Larranaga), Schwartzman, Inc., Albuquerque Storage Partners LLC & Shuttle Inc., We the People, LLC, and the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA).

The subject property is within NMDOT or Bernalillo County ROW within the roadways of Broadway Boulevard (NM 47), Woodward Road and 2nd Street; and, within privately-owned property.

3.6. REASON FOR CONDUCTING ISA

The proposed project will require property acquisitions, construction maintenance easements, and/or temporary work permits; therefore, an ISA is required for due diligence purposes. It is

also conducted for worker safety and management of hazardous materials encountered during construction, for management of legacy conditions and to address concerns of past or new spills along the subject property corridor and adjacent properties.

4. RECORD REVIEW

The purpose of the records review is to obtain and review records that will help identify RECs in connection with the property.

4.1. ENVIRONMENTAL DATABASES REVIEW

URS reviewed information gathered from several environmental databases through EDR to evaluate whether activities on or near the subject property have the potential to create a REC on the subject property. EDR reviews databases compiled by Federal, state, and local governmental agencies. The databases were reviewed in accordance with the minimum search distances specified in ASTM E 1527-13 (as shown). The complete list of databases reviewed and their revision dates is provided in the EDR report, which is included in Appendix B. It should be noted that this information is reported as URS received it, as it is provided in various government databases. It is not possible for URS to verify the accuracy or completeness of information contained in these databases. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence. The ASTM databases searched and the information obtained is summarized below in Table 4-1. Additional supplemental databases searched are summarized in the EDR report.

Table 4.1 Summary of Environmental Databases

AGENCY DATABASE	SURVEY DISTANCE	NO. OF SITES IDENTIFIED
STANDARD ENVIRONMENTAL RECORDS - FEDERAL		
National Priority List (NPL) for Superfund Sites.	1.0 mile	2
National Priority List Deletions (Delisted NPL) List.	½ mile	0
Comprehensive Environmental Response, Compensation and Liability Index System (CERCLIS) List.	½ mile	2
CERCLIS – No Further Remedial Action Planned (CERC-NFRAP).	½ mile	4
Corrective Action Report (CORRACTS) List.	1.0 mile	1
RCRA Permitted Treatment, Storage, and Disposal Facilities (TSDF).	½ mile	1
RCRA Registered Large Generators of Hazardous Waste (RCRA LQG).	TP/AP	1 (AP)
RCRA Registered Small Generators of Hazardous Waste (RCRA SQG).	TP/AP	1 (AP)
RCRA Registered Conditionally-Exempt Small Generators of Hazardous Waste (RCRA CESQG).	TP/AP	2 (TP) 6 (AP)
Engineering Controls Sites (US ENG CONTROL) List.	TP	1
Institutional Controls (US INST CONTROL) List.	TP	1
Emergency Response Notification System (ERNS) List.	TP	0
STANDARD ENVIRONMENTAL RECORDS – STATE AND TRIBAL		
State-equivalent NPL	1.0 mile	N/A
State-equivalent CERCLIS, State Clean-up Sites (SCS)	½ mile	1 (AP)

AGENCY DATABASE	SURVEY DISTANCE	NO. OF SITES IDENTIFIED
Solid Waste Facilities/Landfill Sites (SWF/LF) List.	½ mile	0
Leaking Underground Storage Tank (LUST) List.	½ mile	1 (TP) 5 (vicinity)
Underground Storage Tank (UST) List.	TP/AP	1 (TP) 5 (AP)
Sites with Institutional Controls List.	TP	0
Voluntary Cleanup Sites (VCP) List.	½ mile	2*
Brownfields Redevelopment Grant Program (BROWNFIELDS) List.	½ mile	0
UNMAPPED SITES		
Orphans List	-	15
N/A = Database not applicable for the site area TP = Target Property AP = Adjoining Property *One or more listed sites were identified on the Orphan List		

4.1.1. Subject Property

The subject property is located within the boundaries of the South Valley Superfund Site. The South Valley Superfund Site is an area of groundwater contamination extending from approximately ½ mile west of the Albuquerque International Airport and approximately ½ mile east of the Rio Grande, close to the intersection of South Broadway and Woodward Road and encompassing approximately 1 square mile of area. The area of the subject property east of the Williams Street alignment is located within the South Valley Superfund Site. In addition, the following potential acquisition areas (ROW requirement areas) were identified in the databases listed:

Table 4.2 Summary of Environmental Database Search Results for the Subject Property

Database	Facility Name	Address	REC
None*	Schwartzman Landfill	No address	Yes
NPL, CERCLIS, US Eng., US Inst. Control, ROD, ICIS, PRP	South Valley Superfund	Broadway & Woodward	Yes
Historical Auto Station	Standard Oil Co. of Texas Gas Station	3100 Broadway Street SE	No
LUST, LTANKS, TANKS, UST	Albuquerque NM Terminal/ Chevron Terminal	3200 South Broadway/ 3200 Broadway SE	Yes
RCRA-CESQG, FINDS, US AIRS	Magellan Pipeline, L.P. Albuquerque Terminal	3200 Broadway Blvd. SE	No

Database	Facility Name	Address	REC
RCRA-NonGen	Chevron Pipeline Albuquerque Terminal	3200 South Broadway	No
RCRA-CESQG	Ever Ready Oil Inc.	3200 Broadway Blvd. SE, Suite A	No
Historical Auto Station	No name given	3200 Broadway Blvd. SE	No
<p>*This site was not identified by EDR but was identified on the City of Albuquerque online map FINDS = Facility Index System/Facility Registry System ICIS = Integrated Compliance Information System (enforcement and compliance associated with National Pollutant Discharge Elimination System (NPDES) ROD = Record of Decision PRP = Potentially Responsible Parties RCRA-NonGen = No longer a generator of hazardous wastes TANKS = Storage tank list LTANKS = Leaking storage tank list US AIRS = Aerometric Information Retrieval System (national repository for information concerning air pollution)</p>			

The locations of facilities identified in relation to the subject property are depicted on Figures 2 and 3. During the previous assessment, URS contacted the NMED for information regarding the above-listed facilities. In addition, during the current assessment, URS reviewed information available on the NMED’s website and contacted NMED and City of Albuquerque personnel regarding selected facilities. Information provided is summarized in the following paragraphs.

Schwartzman Landfill: According to the City of Albuquerque online map, the east portion of the subject property is located within the buffer zone of the Schwartzman landfill. During the previous assessments, URS contacted Ms. Suzanne Busch of the City of Albuquerque Department of Health Landfill Monitoring and Mr. Billy Gallegos of the City of Albuquerque Environmental Health Department, to discuss the Schwartzman landfill. Ms. Busch stated that the landfill buffer is not well defined; therefore any alignment will need to have testing performed prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. She also stated that if there is any utility work performed, such as extensions of utilities or new utilities, then the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration. Mr. Gallegos indicated there had not been any remediation or changes to the landfill since the previous assessment. This landfill is considered to be a REC to the subject property.

South Valley Superfund Site (Broadway & Woodward): The South Valley Superfund Site (EPA #NMD980745558) covers an area of approximately two square miles and includes the subject property. In 1979, wells in the San Jose well field became contaminated by organic compounds, forcing closure of several private wells and two Albuquerque municipal wells. The site was listed as a National Priorities Site by the U.S. Environmental Protection Agency (EPA) on September 8, 1983. Numerous sources were found to have contributed to the problem and the original investigation of the well contamination focused on six facilities and approximately one square mile of the surrounding area. The six facilities were Whitfield Tank Lines, Duke City Distributing, Texaco, Chevron, General Electric/Air Force (aka General Electric Aviation [GEA]), and Van Waters, Inc. (currently Univar USA Inc. [Univar]). Van Waters was originally identified as the “Edmund Street Properties.” The Texaco facility has changed ownership over time and is now listed as Western Refining. Univar and GEA are currently the only two facilities identified as responsible parties to the South Valley Superfund Site (personal communication

with Al Pasteris, NMED, April 26, 2010 and United States Court of Appeals, Tenth Circuit, 2006). The remaining four facilities were identified as the likely sources of petroleum contamination and are regulated by the NMED Ground Water Quality Bureau (GWQB).

The South Valley Superfund Site is composed of six operable units (OUs). OU 01 is the San Jose 6 (JS-6) well; OU 02 is the SJ-6 OU vicinity area; OU 03 is the Edmunds Street Groundwater OU; OU 04 is the Edmunds Street Source Control, consisting of the vadose zone at Univar; OU 05 is the Former Plant 83/General Electric OU Shallow Zone, consisting of the unsaturated and saturated portion of the shallow zone aquifer at GE Aviation; at OU 06 is the Former Plant 83/General Electric OU Deep Zone, consisting of the deep aquifer at GE Aviation.

The contaminants of concern beneath the subject project area listed under the South Valley Superfund Site consist of halocarbons (1,1,1-trichloroethane, tetrachloroethane, trichloroethylene [TCE], etc.) and aromatics (benzene, toluene, ethylbenzene, and xylenes). The South Valley Superfund Site affected the groundwater of the area, resulting in extensive cleanup activities, including the installation of a groundwater remediation system that is networked throughout the eastern portion of the project area. The EPA publication (dated March 14, 2015) regarding the South Valley Superfund Site indicates that soil contamination was found at 9 feet below ground surface (bgs) in the residential area north of the GE Plant. However, because the soil contamination was determined to present no threat to human health and therefore it was dismissed as a potential remedial target (EPA, 2015).

As part of cleanup activities for the South Valley Superfund Site monitoring, extraction and injection wells are dispersed throughout the vacant property on either side of the South Diversion Channel west of Interstate 25 to north of Woodward Road and south to the area of Stock Drive. The largest density of wells is located from north to south adjacent to the interstate right-of-way. A deep-zone groundwater treatment plant owned and operated by GE as part of the groundwater remediation system is located on an adjacent property north of Woodward Road.

The fifth five-year review for this NPL is scheduled to be completed by September 2015. According to the EPA's fourth five-year review report (EPA, 2010), the remedies at OU 01, OU 02, OU 04 and OU 05 are "protective of human health and the environment." The report states that the remedies at OU 03 and OU 06 currently protect human health and the environment because the remedies consisting of groundwater recovery and treatment functioned as designed. However, in order for the remedies to be protective in the long-term, the report states the presence of 1,4-dioxane in groundwater at OU 03 should be evaluated. In addition, the report recommends the following actions for OU 06: 1) coordination with NMED regarding increases of methyl tert-butyl ether (MTBE) concentrations; and 2) evaluate and address the TCE and 1,1-dichloroethylene (1,1-DCE) concentration increases in the 4,500 to 4,600 groundwater depth elevation. This Superfund site is considered to be a REC to the subject property.

Standard Oil Co. of Texas Gas Station (3100 Broadway Street SE): According to EDR, this site was listed as a historical gas station in 1960 and 1965. According to the NMED Petroleum Storage Tank Bureau (PSTB) online databases, there are no current USTs or open LUST cases associated with this facility.

Albuquerque NM Terminal/Chevron Terminal (3200 South Broadway): According to EDR, this site is listed on the LUST, LTANKS, TANKS, and UST databases (Facility ID 26453). One used oil UST was removed from the property. Two LUST cases were recorded against this facility in 1991. One of the cases was closed in 1992 with no further action (NFA) required. The second

case was referred to the NMED GWQB in 1996. According to PSTB online database, this LUST incident remains open. The subject property includes a ROW requirement area of the north portion of this facility. Based on our site reconnaissance, numerous groundwater monitoring wells are located on and adjacent to the subject property on this facility. Discussions with Chevron regarding these monitoring wells have reportedly been ongoing as the design of the road alignment progresses. Because this LUST incident remains open and numerous groundwater monitoring wells are located on and adjacent to the ROW requirement area on this property, this LUST incident represents a REC to the subject property.

As discussed above for the South Valley Superfund Site, the Chevron facility was one of the six facilities named as a potentially responsible party for contamination of the site. While the Chevron and Texaco (later part of Chevron) facilities were one of the six facilities investigated by the EPA, it was determined that the petroleum contaminants would be administratively separated from the South Valley Superfund Site. Therefore, the compliance effort of monitoring and cleanup by Chevron is separate from the South Valley Superfund Site and is monitored by the NMED GWQB. The terminal has undergone cleanup and is currently undergoing monitoring of shallow groundwater aquifer contamination by petroleum hydrocarbons. The facility has extraction and injection wells that are currently not active per the NMED guidance; however, groundwater monitoring is ongoing and will continue in the future. Discussions with the NMED indicate that, unless monitoring indicates a change in the facility status, it is nearing closure status (personal communication with Bart Faris, March 15, 2010 and April 21, 2010). At the time of this report, URS has not received an updated response.

Magellan Pipeline Company L.P. Albuquerque Terminal (3200 Broadway Blvd. SE): According to EDR, this facility is listed on the RCRA-CESQG, FINDS and US AIRS databases. This facility is currently a CESQG and has been a LQG and SQG in the past. Although recorded violations under the RCRA program were noted in 1984 and 2009, the facility was listed as achieving compliance within a few months of the reported violations. The violations were written informal violations and appeared to result from a non-financial record review in 1984 and a compliance evaluation inspection in 2009. The facility listing on the US AIRS database is related to the use of the facility as a petroleum bulk station and terminal. Although several air permit compliance and enforcement issues were noted, the facility was listed as in compliance with procedural requirement. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA CESQG, FINDS and US AIRS databases is not considered to be a REC to the subject property.

Chevron Terminal/Chevron Pipeline Albuquerque Terminal (3200 Broadway Boulevard SE): This facility was identified as a RCRA-NonGen in 1980 and 2010 and a RCRA-CESQG in 1998 within two areas and under two EPA ID numbers. Hazardous wastes were identified as benzene. No violations were identified for this facility. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-NonGen and RCRA-CESQG databases is not considered to be a REC to the subject property.

Ever Ready Oil Inc. (3200 Broadway Boulevard SE, Suite A): This facility was identified as a RCRA-CESQG in 2009. Hazardous wastes were identified as ignitable hazardous wastes, corrosive hazardous wastes, lead and mercury. Two violations were identified in 2009 for this facility. The facility was listed as in compliance for both violations in 2009. No indications of

hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

Historical Auto Station (3200 Broadway Boulevard SE). This facility was listed as a Standard Oil gasoline station in 1970 and Chevron station in 1999 and 2000. The Chevron facility is further discussed in preceding paragraphs.

4.1.2. Adjacent Properties

The following properties located directly along the road improvement areas were identified in one or more database, as summarized in the following table.

Table 4.3 Summary of Environmental Database Search Results for Adjacent Properties

Database	Facility Name/ Address	Summary	REC
LUST, LTANKS	Whitfield Tank 3000 Broadway SE	One LUST incident was identified in 1986 at this facility. The incident was listed as NFA in 2003. No active USTs or LUST were identified on the PSTB website. Prior discussions with the NMED noted that the facility had a groundwater remediation system and the remediation activities have subsequently been closed out (personal communication with Baird Swanson, March 16, 2010). Note: This facility was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site.	No
RCRA-CESQG	Albuquerque Steel Products LLC 3016 Broadway Blvd SE	This facility is listed as a CESQG in 2012. No violations were identified for this facility.	No
LUST, UST, LTANKS, TANKS, VCP, RCRA-CESQG	Duke City Fueling/ Duke City Distributing 3203 Broadway SE	The facility was listed as a VCP in 2007 due to petroleum hydrocarbons and heavy metals in soil and groundwater. The LUST and LTANKS cases were closed in 2002 and 2006, respectively. The VCP case was closed in 2008 and a covenant not to sue was issued that same year. Four active USTs are registered to this facility. No active LUST was identified on the PSTB website. This facility is listed as a RCRA-CESQG. One violation was identified during a compliance evaluation inspection of the site in 2004. The facility was listed as in compliance in 2005. Note: This facility was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site.	No
Historical Auto Station	Name not given 3203 Broadway Blvd SE	This facility is listed as a Conoco station in 1999, 2000 and 2007.	
UST, TANKS	John Sexton and Co. 3205 Broadway SE	One UST was removed from this facility. No current USTs or active LUSTs were identified at this facility on the PSTB's website.	No

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Database	Facility Name/ Address	Summary	REC
SCS	Texaco, San Jose 3209 Broadway SW	A release from a comingle pipeline was identified in 2007 at this bulk fuel terminal. Soil excavations were performed to remove impacted soil and the status of this site was listed as closed in 2012.	No
		According to the GWQB online database, this site is listed on the NMED GWQB State Active Cleanup Sites list due to petroleum groundwater contamination. Note: This facility (as Texaco, Inc.) was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site.	Yes
LUST, UST, LTANKS, TANKS, NPDES	Giant Sales Terminal/ Texaco Sales Terminal/ TEX TERM KO TAN ¹ 3209 Broadway SE	Three USTs have been removed from this facility, with two LTANKS/LUST cases. One of the cases (#532) was closed in 1989 with NFA required and the second case (#1242) was referred to the GWQB. According to the PSTB, there are no current USTs at this facility; however, one LUST case remains active. In addition, this site is listed on the NMED GWQB State Active Cleanup Sites list (SCS), see above.	Yes
RCRA-CESQG, US AIRS	Western Refining Company – Albuquerque Products Terminal 3209 Broadway Blvd. SE	This facility was a RCRA-LQG or a RCRA-CESQG between 1992 and 2012. Onsite compliance evaluation inspections occurred in 2005, 2009, and 2014. A 2009 violation achieved compliance the same year. The US AIRS listing is related to air permitting for the petroleum bulk station and terminal. The facility was listed as in compliance with procedural requirement.	No
Historical Auto Station	No name given 3209 Broadway Blvd. SE	This address is listed as a Texaco station between 1999 and 2001 and an Amigo Petroleum Co. station in 2002 and 2004.	No
Historical Auto Station	Hadley Auto Transport 102 Woodward Street SE	The facility is listed as a historical auto station in 2011 and 2012. No current USTs or active LUSTs were identified at this facility on the PSTB website.	No
RCRA-CESQG, UST, LUST, LTANKS, TANKS, Historical Auto Station, US AIRS	Reynolds Auto Service (a.k.a. Reynolds Auto Salvage Service/Corp. and Super Oil Wood) 120 Woodward Road SW	Two used oil USTs, two gasoline USTs and one UST with unknown contents were removed from the facility. One LUST incident was identified in 1989 and listed as NFA in 2010. No active USTs or LUST were identified on the PSTB website. This facility was also listed as a CESQG in 1992. No violations were noted for this facility. The address 120 Woodward Avenue SW was also listed as a historical auto station in 1999, 2000, 2002 and 2005 through 2012. The US AIRS listing is related to the use of the facility as an auto body repair and paint shop. The facility was listed as in compliance with procedural requirement.	No

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INITIAL SITE ASSESSMENT UPDATE

Database	Facility Name/ Address	Summary	REC
RCRA-CESQG	Contech Construction Products 150 Woodward Road	This facility was listed as a CESQG in 2004 and 2009. One violation was identified during a compliance evaluation inspection of the site in 2009. The facility was listed as in compliance in 2009.	No
RCRA-SQG, US-AIRS	CEI Enterprises 245 Woodward Road SE	This facility was listed as a RCRA-SQG in 2000 and 2004. No violations were identified for this facility. The US AIRS listing is related to the use of the facility for fabricated plate work (boiler shop). The facility was listed as in compliance with procedural requirement.	No
CERC-NFRAP	Woodward Road Industrial Park 245 Woodward SE	The facility is listed as NFRAP and the file for this facility was archived by the EPA after preliminary assessments in 1991 and 1997 and a site inspection in 1997.	No
RCRA-NonGen	MCT Industries Inc. 245 Woodward Road SE	This facility was listed as a NonGen in 1998 and 2010. No violations were identified for this facility.	No
RCRA-TSDF, CERC-NFRAP, CORRACTS, RCRA-LQG, RAATS	GE Aviation Albuquerque 336 Woodward Road SE	This facility was identified as a LQG between 1980 and 2012. Numerous violations and enforcement actions were identified for this facility. This facility was listed as NFRAP and the file for this facility was archived by the EPA after a preliminary assessment in 1991. However, this facility was listed on the CORRACTS list with a high corrective action priority. This facility was identified as a PRP for the South Valley Superfund Site, discussed in Section 4.1.1.	Yes
RCRA-NonGen, ICIS	Rene's Auto Sales & Salvage 2912 2 nd Street SW	This facility was listed as a CESQG in 2001 and a NonGen in 2010. Although no hazardous waste violations were identified for this facility, penalties under NPDES were assessed against this facility.	No
UST	Bates Lumber 2 nd Street SW	Although the precise location of this facility was not identified, this facility was listed with six USTs removed from service. No LUST incident was identified by EDR and no active LUST was identified on the PSTB website.	No
RCRA-CESQG	A&A Auto Salvage 111 Hill Street SW	This facility was listed as a CESQG in 2012. No violations were identified for this facility.	No
VCP ¹	Schwartzman Tract 17 West of 2 nd St./ approximately 750 ft. south of Woodward Rd.	The 6.92-acre facility was listed as a VCP in 2004 due to onsite petroleum hydrocarbon, chlorinated solvent, and creosote contamination. The VCP case was closed in 2007 and a covenant not to sue was issued that same year.	No

RAATS = RCRA Administrative Action Tracking System

ICIS = Integrated Compliance Information System (enforcement and compliance associated with National Pollutant Discharge Elimination System (NPDES))

NPDES = List of discharge permits

¹This facility was listed by EDR on the Orphan Summary

As discussed in the preceding table, the adjacent Texaco facility at 3209 Broadway Road SE and the GE Aviation facility formerly located at 336 Woodward Road SE are considered to be RECs to the subject property because these sites remain active cleanup sites that may impact the subject property. It is URS' opinion that no reviewed information indicates that the remaining

adjacent facilities have environmentally affected the subject property and therefore they are not considered to be RECs to the site.

4.1.3. Surrounding Area

URS reviewed the EDR database report to identify offsite facilities that have suspected or documented environmental concerns or RECs that may negatively impact the subject property. The evaluation of the potential of these properties to environmentally affect the subject property was partially based on the groundwater flow direction. Based on the topographic gradient of the area of the site, URS inferred the general groundwater flow direction to be to the west-northwest towards the Rio Grande. However, according to information provided on the NMED GWQB State Active Cleanup Sites list, the local groundwater flow direction at the Western Refining site (3209 Broadway Boulevard, SE) is east and depth to groundwater at that site is between 20 to 60 feet below ground surface. In addition, local groundwater flow direction at a remediation site located approximately ½ mile south of the subject property is south-southeast. URS' criteria for further evaluating the potential impact of a listed offsite facility are summarized below:

- The listed offsite facility is documented or assumed to be hydrogeologically upgradient and a likely pathway exists for environmentally mobile contaminants to reach the subject property; or, contaminants from the listed offsite facility can reach the subject property through other pathways (i.e., surface runoff); and,
- The offsite facility is listed on one or more of the reviewed databases, and is not listed in the database as “closed” or “no further action” (including NFRAP); or,
- The facility is a known or suspected concern based on URS' experience or observations made during the site reconnaissance (i.e., dry-cleaning operations that may or may not be listed as RCRA-SQG or a non-adjacent UST site that appears to have a remediation system in place).

Using the criteria discussed above, no additional offsite facilities identified in the databases searched by EDR appeared to represent a potential environmental concern to the subject property.

4.1.4. Unmapped Sites

URS reviewed the Orphan List Sites (Unmapped Sites), which are sites that have not been geocoded based on lack of sufficient data regarding their exact location within the general area. One of the 15 Orphan sites was identified to be potentially within the applicable search distance to the subject property and is discussed in Section 4.1.2. Site observations and review of the address information provided by EDR revealed that none of the remaining 14 Orphan sites are located within the ASTM radii of the subject property. Therefore, they are not likely to have any environmental impact on the subject property and are not considered RECs to the site.

4.2. REGULATORY AGENCY CONTACT

During the performance of the ISA, state and local regulatory agencies having jurisdiction over the subject site may be contacted to evaluate the following information: the status of relevant

environmental permits; whether there have been any violations, or other similar correspondence from such agencies; whether any corrective action or remediation is planned, currently taking place, or has been completed at the subject property; whether there have been any reported violations or complaints that the subject property is not in compliance with environmental laws, regulations, or standards, and whether the subject property is under investigation for such non-compliance; whether the subject property is listed on any of the regulatory databases; and whether there is any other pertinent documentation on file with such regulatory agencies regarding the subject site or surrounding sites of concern.

URS contacted the Albuquerque Fire Department (AFD) regarding spills in the area of the subject property. According to Ms. Diane Conzuelo of AFD, the AFD has performed three responses to the area of the Chevron bulk fuels terminal near Broadway Boulevard and Woodward Road. One incident was for a tumbleweed fire March 8, 2004 and the other two responses were for a sick person. URS inquired further about the sick person to determine whether or not there was an exposure involved, and Ms. Conzuelo stated that no exposures were involved in those responses.

URS contacted the NMED. During the previous ISA, URS spoke with Bart Faris, NMED GWQB, Al Pasteris, NMED Superfund Oversight Section, Baird Swanson, NMED GWQB, David Mayerson, NMED Superfund Oversight Section, Dan Lopez, NMED PSTB, Rick Shean, NMED Remediation Program and Sabino Rivera, NMED Superfund Oversight Section. URS contacted Bruce Furst of the NMED PSTB. URS also contacted Suzanne Busch, Billy Gallegos and Paul Osin with the City of Albuquerque Environmental Health Department and Michael Hebert of the EPA, Region 6. Information provided is summarized in the applicable portions of Section 4.1.

In addition, in 2010 the URS team of design engineers and environmental staff met with the NMED, USEPA and GE regarding the roadway design alignment alternatives in relation to the existing remediation and monitoring wells of the area. The meeting notes and agency-provided information are included in Appendix D.

4.3. HISTORICAL USE INFORMATION ON THE SUBJECT SITE AND ADJOINING PROPERTY

The ASTM standard requires that historical land use be identified to the property's first developed use (including agriculture) or back to 1940, whichever is earlier, using reasonably ascertainable sources. The earliest historical source reviewed by URS was an aerial photograph from 1935.

Aerial photographs indicate the first developed use of the western portion of the subject property began prior to 1935. At that time, this portion of the subject property was used for agricultural purposes, including farm properties with associated structures. Industrial development of the subject property began between 1947 and 1951.

EDR provided historical topographic maps from 1893, 1938, 1954, 1960, 1967, 1972, 1986 and 1990 and aerial photographs from 1967, 1975, 1982, 1986, 1991, 1996, and 2006. The Earth Data Analysis Center (EDAC) provided aerial photographs from 1935, 1947, 1951, 1954, and 1959. In addition, the 2010, 2012, and 2014 aerial photographs were reviewed on the Bernalillo County website (<http://www.bernco.gov/>).

Table 4.5 below summarizes the historical site usage from the aerial photographs and topographic maps provided. Copies of the historic topographic maps and aerial photographs are included in Appendix E.

Table 4.5 Summary of Historic Land Use

Historical Land Use Source	Date	Observations
EDR Historical Topographic Map	1893	Due to the scale of the topographic map (1 inch equals 125,000 feet) details of the subject property could not be evaluated.
EDAC Historical Aerial Photograph	1935	Although the aerial photograph is of poor quality, the subject property and surrounding area appears to be undeveloped land and agricultural development (including irrigation ditches and farms). Visible major features crossing the alignment include the San Jose Lateral, the San Jose Drain, and a railroad line. The AT&SF rail yard is visible south of the subject property.
EDR Historical Topographic Map	1938	Due to the scale of the topographic map (1 inch equals 62,500 feet) details of the subject property could not be evaluated. However, features depicted within the area of the subject property include several small structures west of the Santa Fe Railroad, the San Jose Drain (canal), the San Jose Lateral (canal), and several unnamed paved roads and unimproved roadways. Notable features in the area surrounding the subject property include the AT&SF rail yard (to the south), the Albuquerque Airport (to the east and southeast) and the Rio Grande (to the west).
EDAC Historical Aerial Photograph	1947	The eastern portion of the subject property appears to be undeveloped land and is located along the southern boundary of a disturbed area (presumably the Schwartzman landfill and/or a gravel mine). Woodward Road (paved) and Broadway Boulevard (unpaved) are visible. Properties along the north and south sides of Woodward Road include agricultural land and small farm properties. Beyond the landfill and rail yard, no commercial or industrial properties appear to be located adjacent to the alignment. The area surrounding the subject property appears to be primarily agricultural farm properties, except for the AT&SF rail yard, which is visible south of the subject property.
EDAC Historical Aerial Photograph	1951	The subject property and surrounding areas are shown as in the previous aerial photograph, with the following exceptions: industrial properties, including the GE plant, are now visible south of Woodward Road.
EDR Historical Topographic Map	1954	Roadways present along the alignment include Highway 47 (Broadway Boulevard), Woodward Road, Highway 303 (2 nd Street) and unnamed unimproved roads. Several small and mid-sized structures are depicted north of Woodward Road and large facilities (including likely the GE plant) are depicted to the south. Additional notable features in the area surrounding the subject property include gravel pits to the north and northeast.
EDAC Historical Aerial Photograph	1954	The subject property and surrounding areas are shown as in the previous aerial photograph, with the following exceptions: Broadway Road (paved) has been extended north and south and part of the Chevron Bulk Fuels Terminal has been constructed.

Historical Land Use Source	Date	Observations
EDAC Historical Aerial Photograph	1959	Commercial and industrial development along Woodward Road and Broadway Boulevard continues, including the auto salvage yard located adjacent to the western portion of the subject property. The eastern portion of the subject property appears to be located within the southern boundary of the landfill. The Chevron Bulk Fuels Terminal is further developed with large product storage tanks and industrial buildings. The Western Refining terminal and other development at the Duke City Fueling facility are visible. The GE plant is more developed with larger buildings than the 1954 photo.
EDR Historical Topographic Map	1960	Gasoline tanks are depicted on several properties south of the alignment, including within the likely Chevron Bulk Fuels Terminal, Western Refinery and Duke City Fueling. The GE plant appears to be more developed with larger buildings than in the 1954 map. The gravel pit north of the subject property appears to have extended into the eastern portion of the site. The surrounding area shows more development, with primarily residential properties to the north and commercial properties to the south.
EDR Historical Topographic Map	1967	The map is unchanged from the 1960 map, with the exception of the construction of the I-25 freeway shown adjacent to the eastern portion of the subject property. No other significant changes are shown in the surrounding area.
EDR Historical Aerial Photograph	1967	The subject property and surrounding areas are shown as in the previous aerial photograph with the following exception: I-25 appears to be under construction.
EDR Historical Topographic Map	1972	The subject property and surrounding areas are shown as in the previous topographic map, except for a channel shown as “ditch” that is presumably the precursor to the South Diversion Channel.
EDR Historical Aerial Photograph	1975	Increasing development along Woodward Road, Broadway Boulevard and 2 nd Street is apparent in the 1975 photograph. The South Diversion Channel is visible crossing the subject property and Woodward Road (unpaved) extends east from Broadway Boulevard. A dirt road (Edmunds Street) leading to the likely Van Waters facility is visible from north to south along the eastern portion of the subject property.
EDR Historical Aerial Photograph	1982	The quality of the aerial photograph is poor; however, the subject property appears to be shown as in the previous aerial photograph.
EDR Historical Topographic Map	1986	Additional storage tanks are depicted, including north of the alignment, along Broadway Boulevard. No other major changes were noted adjacent to the subject property. Increasing development is shown in the surrounding area.
EDR Historical Aerial Photograph	1986	The quality of the aerial photograph is poor; however, the subject property appears to be shown as in the previous aerial photograph.

Historical Land Use Source	Date	Observations
EDR Historical Topographic Map	1990	A well and additional storage tanks have been added to the area south of Woodward Road. The area around the subject property appears more developed. The channel is now labeled as the South Channel and Woodward Road has extended to the east beyond Broadway Boulevard and Edmunds Street is visible south of the eastern end of Woodward Road.
EDR Historical Aerial Photograph	1991	No major changes from the previous aerial photograph are noted.
EDR Historical Aerial Photograph	1996	No major changes from the previous aerial photograph are noted with the exception of the following: Sunport Boulevard and the I-25/Sunport interchange have been constructed; and the groundwater treatment building has been constructed adjacent to the north side of the dirt road extension of Woodward Road.
EDR Historical Aerial Photograph	2006	Several facilities appear to have been added along the north side of Woodward Road and in the western portion of the subject property along the south side of Woodward Road.
Bernalillo County Historical Aerial Photograph	2010	No major changes from the previous aerial photograph were noted, except Woodward Road appears to be paved east of Broadway Boulevard.
Bernalillo County Historical Aerial Photograph	2012	Subject property appears similar to the conditions observed during the site reconnaissance, including the demolition of the GE plant.
Bernalillo County Historical Aerial Photograph	2014	No major changes from the previous aerial photograph were noted.

4.4. PREVIOUS INVESTIGATIONS

In 1989, a feasibility study was conducted for the construction of Sunport Boulevard from the Albuquerque International Airport and included the interchange and road construction to Broadway Boulevard. At the time of the study it was noted that “the most critical factor that evolved from the socioeconomic / environmental analysis of the corridor locations was the presence of environmentally impaired properties, including the EPA designated South Valley Superfund site.” “...The study area is littered with identified and potential environmentally impaired properties. Six sites, General Electric, Duke City, Texaco, Whitfield, Chevron, and Edmund Street Properties, make up the South Valley Superfund Site.” An Environmental Assessment was then developed and in the Finding of No Significant Impact the Federal Highway Administration determined that the alternatives for the Sunport Boulevard from the interchange to Broadway Boulevard “may be considered for implementation in the future when sufficient information regarding potentially impaired properties becomes available to adequately assess these alternatives.” (Molzen-Corbin & Associates, 1991).

Other reports were provided to URS for facilities in the area. These reports included four previous reports from the NMDOT, a Phase I ESA for the Ben E. Keith property, and the Voluntary Remediation Program Completion Report for the Duke City Fueling facility.

The reports provided by the NMDOT included three Phase I ISAs and one Preliminary Site Investigation (PSI). The reports were performed in 1998, 1999, 2004, and 2007 for construction projects related to I-25 from Gibson Boulevard to Rio Bravo Boulevard. The 1998 ISA noted an illegal dump site of construction debris and residential and commercial trash east of University

Boulevard in the area of the current Albuquerque International Airport runway (Runway 321). The 1998 ISA also found evidence of subsurface water cleanup at both the PNM Person Generating Station property west of I-25 and north of Rio Bravo and at the Van Waters and Rogers (Univar) property. The report recommended boreholes to test for contamination along the interstate corridor (New Mexico State Highway and Transportation Department, 1998).

The 1999 PSI summarized the results of soil sampling that was conducted in the area proposed for widening of I-25 from Gibson Boulevard to Rio Bravo Boulevard. The nearest boreholes to the project area were taken south of the Sunport interchange in the I-25 corridor and at the northbound on-ramp of the interchange. The laboratory analysis did not indicate evidence of contamination that would impact construction activities (New Mexico State Highway and Transportation Department, 1999).

The 2004 ISA was for the I-25 northbound lane and new frontage road between the Sunport interchange and the Gibson Boulevard interchange. The ISA reported 12 RECs for sites with soil and groundwater impacts. The ISA concluded that the RECs would not affect construction, although one of the RECs was within the area of a historic landfill and there was a high potential for encountering landfill refuse and/or landfill gas during construction. The ISA recommended the completion of a Preliminary Site Investigation (PSI) due to the presence of historic landfills in the area (Shaw, 2004).

The 2007 ISA was for the I-25 corridor from Rio Bravo to Gibson Boulevard. The ISA identified 11 RECs for sites adjacent to or near the project area. The ISA recommendations included further discussion with the NMDOT Project Development Engineer to evaluate implications of planned construction activities, further evaluation of available data for the Schwartzman landfill, a PSI or Detailed Site Investigation (DSI) to investigate the Kirtland Spur railroad crossing at I-25, and possible further evaluation of contaminated ground water conditions in relation to planned construction activities (INTERA, Inc., 2007).

In 2010, URS was retained by Bernalillo County Public Works Department to conduct a Phase I ISA of the extension of Sunport Boulevard from I-25 west to Broadway Boulevard in Albuquerque, New Mexico (URS, 2010). During the previous ISA, three proposed alignments were considered, including alternative alignment A (the eastern portion of current subject property, ending at Broadway Boulevard) and alternative alignments D and H (located approximately ¼ mile and ½ mile to the south, respectively). At that time, properties observed along the subject property were similar to those observed during the previous assessment with the following exceptions: Patio Creations (3024 Broadway Boulevard SE) was formerly occupied by Aguamatic Landscape, LLC; PTI, Inc. (3200 Broadway Boulevard SE) was formerly occupied by Chevron Bulk Fuels Terminal; and the vacant lot at 336 Woodward Road SE was formerly GE Aviation. Based on historical and database records, interviews, and the site reconnaissance, the following RECs were identified in the 2010 report:

South Valley Superfund Site

Finding: The subject property is located within the boundaries of the South Valley Superfund Site. The site is undergoing groundwater remediation activities involving a groundwater remediation system that is operated by GE Aviation. There are numerous monitor wells, extraction and injection wells in the area of the three alignment alternatives within the eastern portion of the subject property. The alignment alternatives under study for the Sunport Boulevard Extension project have the potential to impact the

wells of the treatment system. Due to the location of the groundwater contamination of the South Valley Superfund Site to the subject property, the Superfund site is considered a REC to the subject property.

Opinion and Recommendation: The subject property is located within the boundaries of the South Valley Superfund Site. This REC applies to all of the alignment alternatives. Based on records research, site investigation and interviews with GE, one of the responsible parties, the NMED, and the EPA, remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the EPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends that prior to any purchase or use of property as required by the Sunport Boulevard Extension Alternative A, D, or H, a letter of assurance from the EPA and from the NMED be obtained in order to receive landowner liability protection. In addition, URS recommends discussions with the EPA and GE continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation.

Former Chevron Bulk Fuels Terminal

Finding: The subject property is adjacent to the former Chevron Bulk Fuels Terminal. The Chevron terminal had petroleum contamination of groundwater and has undergone remediation activities involving a groundwater remediation system. There are numerous monitoring, extraction, and injection wells with associated underground pipes located on the property and to the north, east and south adjacent properties. The groundwater remediation system is currently not in operation; however monitoring activities are ongoing. The two southern-most alignment alternatives are located within the area of the highest concentration of Chevron wells. The Chevron facility has known groundwater contamination and is adjacent to the subject property; therefore, the Chevron facility is considered a REC to the subject property.

Opinion and Recommendation: The subject property is adjacent to the Chevron bulk fuels terminal. URS recommends that prior to any purchase or use of property as required by the Sunport Boulevard extension, a letter of assurance from the EPA and from the NMED be obtained in order to receive landowner liability protection. In addition, URS recommends discussions with Chevron, NMED, and the EPA continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the extraction, injection, or monitor wells in the area.

Historic Schwartzman Landfill Buffer

Finding: The subject property is located within the historic Schwartzman landfill buffer. Because of the proximity of the landfill to the subject property, the Schwartzman landfill is considered a REC to the subject property.

Opinion and Recommendation: The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment alternatives will include minor excavation activities. Because the landfill boundaries are not well-defined, a PSI is recommended for the chosen alignment prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility

work performed such as extensions of utilities, or new utilities, then the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.

Railroad Spur Soil Stained Area (This area is not located within the current subject property)

Finding: Soil staining was observed near the railroad spur in the area of the two southern alignment alternatives. The two southern alignment alternatives cross the tracks. Because of the potential for contamination within the corridor of the railroad spur, it was considered to be a REC to the southern alignment alternatives of the subject property.

Opinion and Recommendation: URS observed an area of stained soil in the area of the railroad spur. This REC applies to alignment alternatives “D” and “H” only. If design of the Sunport extension includes crossing the railroad spur in the southern portion of the subject property, URS recommends a PSI for further investigation of the railroad corridor in order to determine any potential soil contamination from hazardous substances. Soil sampling may be included as part of the construction phase as long as the investigation is performed prior to any ground disturbance at the location of the stained soil site.

5. SITE RECONNAISSANCE

The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying RECs in connection with the property.

5.1. METHODOLOGY AND LIMITING CONDITIONS

URS conducted a reconnaissance of the subject property to evaluate current site use and identify potential sources of hazardous substances on or adjacent to the subject property. URS' site investigator, Ms. Arielle Bisoglio performed the site visit on April 28, 2015. URS conducted the site reconnaissance by visually observing the subject site. The periphery of the subject site was observed by walking and driving, and was viewed from adjacent roads.

Figure 2 shows the general site plan and Figure 3 shows the properties adjacent to the subject property. Select photographs taken during the site reconnaissance are presented in Appendix F.

5.2. GENERAL SITE SETTING

As previously referenced, the subject property is primarily within privately-owned property or roadway ROW currently under the City of Albuquerque/Bernalillo County jurisdiction and Broadway Boulevard ROW under the jurisdiction of the NMDOT.

5.3. OBSERVATIONS

5.3.1. Hazardous Substances and Petroleum Products

No hazardous substances or petroleum products were observed on or immediately adjacent to the subject property at the time of the site reconnaissance. However, several petroleum distribution facilities were observed along the alignment, including PTI, Inc. (formerly Chevron Bulk Fuels Terminal), Western Refining, Inc. and Duke City Fueling.

5.3.2. Storage Tanks

No storage tanks were observed within the potential ROW requirement areas or directly along the road improvement areas at the time of the site reconnaissance.

5.3.3. Odors

No unusual or strong odors were noted at the subject property at the time of the site reconnaissance.

5.3.4. Pools of Liquid

No pools of unknown liquid were observed at the subject property at the time of the site reconnaissance.

5.3.5. Drums and Containers

No drums or containers were observed within the potential ROW requirement areas at the time of the site reconnaissance. Several drums were observed within the fenced private property located on the northwest corner of the Woodward Road and the Arno Street alignment. The drums did not appear to be leaking and no stained soil was observed in the area.

5.3.6. Unidentified Substance Containers

No unidentified substance containers were observed within the potential ROW requirement areas or directly along the road improvement areas at the time of the site reconnaissance.

5.3.7. PCB-Containing Equipment

Multiple pole-mounted transformers (owned and serviced by PNM) were observed along Woodward Road and in the ROW requirement areas. Although several transformers appeared rusty, the transformers appeared to be in good condition, with no leaking or staining observed.

5.3.8. Emergency Generators

No emergency generators are located within the subject property.

5.3.9. Pits, Ponds, and Lagoons

No pits, ponds or lagoons were observed on the subject property at the time of the site reconnaissance.

5.3.10. Stained or Corroded Surfaces or Soil

No stained or corroded surfaces or soils were observed within the potential ROW requirement areas or directly along the road improvement areas at the time of the site reconnaissance.

5.3.11. Stressed Vegetation

No stressed vegetation (other than climate stress) was observed on the subject property at the time of the site reconnaissance.

5.3.12. Solid Waste

During the site visit, URS observed piles of debris (including household trash, wood, metal, plastic, glass, fabric, and paper) primarily within the eastern portion of the subject property. In addition, URS observed car parts, tires, less than 1-gallon containers of engine oil, and various household items within this area. Wind-blown trash was observed throughout the potential ROW requirement area. No other chemical or chemical containers were observed within the subject property. No stained soil was observed within the debris piles and the debris appeared limited to the surfaces of the subject property.

5.3.13. Drinking Water Supply

The ABCWUA supplies water to properties along Broadway Boulevard and Woodward Road. See Section 4.1.1 for a discussion of groundwater impacts from the South Valley Superfund Site.

5.3.14. Wastewater and Storm Water

Stormwater runoff flows regionally from east to west. Within the subject property stormwater discharges into the South Diversion Channel or the San Jose Drain, both of which eventually drain into the Rio Grande.

5.3.15. Wells

No groundwater supply wells were observed on the subject property during the site reconnaissance or identified on the subject property on the NMED online Environmental Justice

Mapping Tool (EJMT) map. Numerous injection, extraction and/or monitoring wells were observed within the potential ROW requirement area during the site reconnaissance. Figure 4 shows the approximate locations of the wells within the ROW requirement area.

5.3.16. Septic Systems

During the site visit, URS did not observe any evidence of septic tanks in the vicinity of the subject property. Most of the properties in the vicinity of the site are reportedly connected to the ABCWUA wastewater system.

5.3.17. Wetlands

No evidence of standing water, wetland vegetation, or saturated areas indicative of wetlands was observed within the subject property during the site reconnaissance. However, standing water was observed near the subject property within the South Diversion Channel, in the ROW at Broadway Boulevard and Woodward Road, and west of the site within the AAA Pumping Services property.

5.3.18. Asbestos-Containing Materials

During the site visit URS did not observe any presumed asbestos-containing materials within the boundaries of the subject property. No buildings are located within the subject property.

5.3.19. Lead-based Paint

During the site visit URS did not observe any painted structures within the boundaries of the subject property.

5.3.20. Mold

During the site inspection, URS did not observe any water damage nor suspected mold on the subject property. No buildings are located within the subject property.

6. INTERVIEWS

The objective of interviews is to obtain information indicating RECs in connection with the property.

6.1. AGENCY INTERVIEWS

During the performance of an ISA, federal, state, and local regulatory agencies having jurisdiction over the subject property are contacted to determine the following information: the status of relevant environmental permits; whether there have been any violations, or other similar correspondence from such agencies; whether any corrective action or remediation is planned, currently taking place, or has been completed at the subject property; whether there have been any reported violations or complaints that the subject property is not in compliance with environmental laws, regulations, or standards, and whether the subject property is under investigation for such non-compliance; whether the subject property is listed on any of the regulatory databases; and whether there is any other pertinent documentation on file with such regulatory agencies regarding the subject property or surrounding sites of concern. During the previous and current ISA, URS contacted representatives of the NMED, Bernalillo County and the City of Albuquerque. Information provided is summarized in applicable portions of Section 4.1.

Continuous contact has been maintained between the Sunport Boulevard project's study team and the EPA regarding the groundwater clean-up operations and the development of this project and its impact on the South Valley Superfund Site. Fortunately for purposes of consistency, the County's project manager, Rodrigo Eichwald, the URS project manager, Peter Hinckley, and the EPA's Remedial Project Manager, Michael Hebert, have all been involved in this project from its inception in 2009 and have been in generally continuous communication since that time. Mr. Hebert is the Remedial Project Manager with the EPA's Region 6, Dallas, Texas office, LA / NM / OK Section, Superfund Division. Although not on a formal schedule, Mr. Hinckley and Mr. Hebert have provided each other with updates of the project development status and the groundwater clean-up status respectively, approximately every 6 to 9 months. The most recent e-mail discussion / project update took place on April 28, 2015. The EPA is well aware of the project and its impacts to the Superfund Site, the need for land acquisition related to the project, and mitigation measures incorporated as commitments in the environmental assessment. Mr. Hebert documented the EPA's understanding of the 'due diligence' provided by Bernalillo County regarding earlier coordination with the EPA via a letter dated April 5, 2011. Mr. Hebert attended the public meetings conducted as part of the Sunport Boulevard Project between 2010 and 2013; Mr. Hinckley attended the Open House hosted by the EPA regarding the Superfund Site clean-up on June 30, 2013.

6.2. OTHER INTERVIEWS

URS contacted or attempted to contact 16 private property owners of the properties within the potential ROW requirement areas or directly along the road improvement areas. During the 2010 and 2014 assessments, questionnaires were mailed to the property owners in order to determine any potential environmental concerns. Property owners were not contacted as part of this ISA Update. However, no significant changes were observed to the subject property during the site reconnaissance. Therefore, the lack of current owner interview is not considered to be a significant data gap. A copy of the completed questionnaires is attached as Appendix D.

The results of the inquiries of property owners are summarized in the following table:

Table 6.1 Summary of Property Owner Inquiries

Property Address	Type of Property/Use	Response Rec'd	Results
ROW Requirement Area - Vacant land	Vacant lots owned by		
	Schwartzman, Inc.	No	No response received
	South Florida Materials Corporation	No	No response received
	We the People, LLC	Yes	This entity has been associated with the subject property since 2011. No environmental concerns noted on completed questionnaire.
3024 Broadway Boulevard SE	Aguamatic Landscape, LLC (2010) Patio Creations (2014)	Yes	No environmental concerns noted on completed questionnaire.
3005 Broadway Boulevard SE	Warehouse occupied by HDF, TCI and RGS (2010) Rio Grande Services/Winfield (2014)	Yes	Warehouse developed in 2006, owner aware of groundwater contamination on adjacent properties, monitoring wells were on the property and they have since been abandoned. No other issues were noted.
335 Woodward Road SE	Unknown (2010) Royal Empire Catering (2014)	No	No response received
245 Woodward Road SE	CEI Enterprises, Inc. (2014)	No	No response received
10 Woodward Road SE	Unnamed Salvage Yard (2014)	No	No response received
248 Woodward Road SE	JTC, Inc. (2014)	No	No response received
336 Woodward Road SE	GE Aviation (2010) Vacant lot (2014)	Yes	2010 meeting held with GE concerning remediation wells in the area. No other environmental concerns were noted at that time.
3203 Broadway Boulevard SE	Duke City Fueling (2010/2014)	Yes	Owner referenced to the voluntary closure report, and gave permission to obtain the report from the NMED. See Section 4.1.4 for further discussion of the facility.
3205 Broadway Boulevard SE	Ben E. Keith Foods (2010/2014)	Yes	Project Manager provided the property title policy and a Phase I ESA that had been conducted for the property in 2008. See Section 6.3 for further discussion.
3209 Broadway Boulevard SE	Western Refining Bulk Terminal (2010/2014)	No	No response received

Property Address	Type of Property/Use	Response Rec'd	Results
3200 Broadway Boulevard SE	Chevron Bulk Terminal (2010) PTI, Inc. (2014)	Yes	Chevron provided details of the bulk terminal operations. Two diesel spills were noted that were reported and have been cleaned up. It was also noted that Chevron prefers the Woodward Road alignment alternative for the Sunport Boulevard extension. PTI, Inc.: No response received
I-25/Sunport Interchange	Freeway interchange	Yes	No environmental concerns associated with interchange. However, the interstate corridor has had illegal dumping in past.

6.3. PREVIOUS INTERVIEWS

During a previous ISA, three proposed alignments were considered, including alternative alignment A (the eastern portion of current subject property) and alternative alignments D and H (located approximately ¼ mile and ½ mile to the south, respectively). Each of the alternatives was found to have the potential to impact the groundwater remediation systems in the area. The Chevron remediation system is located in the area of the two southern-most alignment alternatives. The extraction and reinjection wells for the system are currently not active but will remain in place for the possibility of future remediation. The remediation system for the South Valley Superfund Site that is operated by GE is currently active.

A meeting was held on April 1, 2010 with Bernalillo County, URS, the NMED, the EPA Region VI, and GE to determine the impacts of the roadway alignments on the groundwater remediation system in the subject property area. Mitigation measures were discussed for design of the roadway. Early analysis indicated that the alignment alternative connection to Woodward Road (the current subject property) would have the least potential for impact on the remediation activities of the area. Impacts are not anticipated to be significant with the implementation of mitigation measures. Measures may include the avoidance of extraction wells, replacement or relocation of monitor wells, the sleeving and encasing of existing pipelines, and incorporating pipe sleeves under the roadway for possible future well installations. Coordination with the EPA, the NMED and GE will continue as the design progresses. The meeting notes are included in Appendix D.

In the completed questionnaire returned by Chevron in 2010, they stated that the alternative they would prefer is Alternative A (the current subject property).

7. FINDINGS, OPINIONS AND CONCLUSIONS AND RECOMMENDATIONS

URS' findings, opinions and conclusions and recommendations are presented in the following subsections.

7.1. FINDINGS

The area surrounding the subject property is primarily industrial and vacant land, with agricultural, commercial and residential properties beyond to the north and west. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities. Findings include areas of environmental concern, i.e., potential RECs. Multiple sites were identified as areas of environmental concern based on historical and regulatory database records, interviews, and the site reconnaissance for the subject property.

The following potential acquisition areas (ROW requirement areas) were identified as areas of environmental concern:

- Schwartzman Landfill: According to the City of Albuquerque online map, the east portion of the subject property is located within the buffer zone of the Schwartzman landfill. Based on our discussions with the City of Albuquerque Environmental Health Department, the landfill buffer is not well defined; therefore, any alignment will need to have testing performed prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. In addition, if any utility work is performed, such as extensions of utilities or installations of new utilities, the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration. This landfill is considered to be a REC to the subject property.
- South Valley Superfund Site (Broadway & Woodward): The subject property is located within the boundaries of the South Valley Superfund Site and several PRPs are located adjacent to the subject property, including Duke City Fueling, Texaco (currently Western Refining), Chevron (separated out administratively from the PRP list), GE Aviation (currently a vacant lot), and Van Waters, Inc. (currently Univar). The South Valley Superfund Site affected the groundwater of the area, resulting in extensive cleanup activities, including the installation of a groundwater remediation system (with numerous monitor wells, extraction and injection wells) that is networked throughout the eastern portion of the project area. Based on this information, the South Valley Superfund Site is considered a REC to the subject property.
- Standard Oil Co. of Texas Gas Station (3100 Broadway Street SE): According to EDR, this site was listed as a historical gas station in 1960 and 1965. According to the NMED PSTB online databases, there are no current USTs or open LUST cases associated with this facility. Based on this limited information, this facility is not considered to be a REC to the subject property.
- Albuquerque NM Terminal/Chevron Terminal (3200 South Broadway): The subject property is adjacent to the former Chevron Bulk Fuels Terminal. The Chevron terminal had petroleum contamination of groundwater and has undergone remediation activities involving a groundwater remediation system. One used oil UST was removed from the property. Two LUST cases were recorded against this facility in 1991. One of the cases was closed in 1992 with NFA required. The second case was referred to the NMED

GWQB in 1996. According to the PSTB online database, this LUST incident remains open. The subject property includes a ROW requirement area of the north portion of this facility. Based on our site reconnaissance, numerous groundwater monitoring wells are located on and adjacent to the subject property on this facility. Discussions with Chevron regarding these monitoring wells have reportedly been ongoing as the design of the road alignment progresses. Based on this information, this facility represents a REC to the subject property.

- Magellan Pipeline Company L.P. Albuquerque Terminal (3200 Broadway Blvd. SE): According to EDR, this facility is listed on the RCRA-CESQG, FINDS and US AIRS databases. This facility is currently a CESQG and has been a LQG and SQG in the past. Although recorded violations under the RCRA program were noted in 1984 and 2009, the facility was listed as achieving compliance within a few months of the reported violations. The violations were written informal violations and appeared to result from a non-financial record review in 1984 and a compliance evaluation inspection in 2009. The facility listing on the US AIRS database is related to the use of the facility as a petroleum bulk station and terminal. Although several air permit compliance and enforcement issues were noted, the facility was listed as in compliance with procedural requirement. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA CESQG, FINDS and US AIRS databases is not considered to be a REC to the subject property.
- Chevron Terminal/Chevron Pipeline Albuquerque Terminal (3200 Broadway Boulevard SE): This facility was identified as a RCRA-NonGen in 1980 and 2010 and a RCRA-CESQG in 1998 within two areas and under two EPA ID numbers. Hazardous wastes were identified as benzene. No violations were identified for this facility. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-NonGen and RCRA-CESQG databases is not considered to be a REC to the subject property.
- Ever Ready Oil Inc. (3200 Broadway Boulevard SE, Suite A): This facility was identified as a RCRA-CESQG in 2009. Hazardous wastes were identified as ignitable hazardous wastes, corrosive hazardous wastes, lead and mercury. Two violations were identified in 2009 for this facility. The facility was listed as in compliance for both violations in 2009. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

The following properties located directly along the road improvement areas were identified as areas of environmental concern:

- Texaco, San Jose, a.k.a. Giant Sales Terminal/ Texaco Sales Terminal/ TEX TERM KO TAN (3209 Broadway Boulevard SW): This facility was located adjacent to the road improvements area and was identified on the UST, LUST, and SCS databases. Three USTs have been removed from this facility, with two LUST cases. One of the cases (#532) was closed in 1989 with NFA required and the second case (#1242) was referred to the GWQB. According to the GWQB online database, this site address is listed on the

NMED GWQB SCS list due to petroleum groundwater contamination and therefore is considered to be a REC to the subject property.

- GE Aviation Albuquerque (336 Woodward Road SE): This facility was identified as a LQG between 1980 and 2012. Numerous violations and enforcement actions were identified for this facility. This facility was listed as NFRAP and the file for this facility was archived by the EPA after a preliminary assessment in 1991. However, this facility was listed on the CORRACTS list with a high corrective action priority. This facility was identified as a PRP for the South Valley Superfund Site, as discussed above.
- Additional sites located directly along the road improvement areas were noted on various environmental databases as summarized in Section 4.1.2. Based on their regulatory status; the absence of reported leaks, spills, or releases; or their location, the potential for the remaining sites to have impacted the subject site appears to be low. Therefore, these sites are not considered to be RECs to the subject property.

7.2. OPINIONS AND CONCLUSIONS

URS has performed an ISA Update in conformance with the scope and limitations of ASTM Practice E1527-13 in accordance with the guidelines presented in the *NMDOT Hazardous Material Assessment Handbook* (NMDOT, 2010) of the Sunport Boulevard Extension project in Albuquerque, Bernalillo County, New Mexico (the subject property). Any exceptions to, or deletions from, this practice are described in the Limitations and Exceptions section of this report.

This assessment has revealed no evidence of RECs in connection with the subject property, except for the following:

- The site is undergoing groundwater remediation activities involving a groundwater remediation system that is operated by GE Aviation.
- The subject property is adjacent to the Chevron Bulk Fuels Terminal and the former Texaco Sales Terminal. These terminals had petroleum contamination of groundwater and they have undergone remediation activities involving a groundwater remediation system.
- The subject property is located within the historic Schwartzman landfill buffer.

This assessment revealed no evidence of any additional RECs in connection with the property.

7.3. RECOMMENDATIONS

Based on the scope of services performed for this ISA Update, URS recommends the following.

- The subject property is located within the boundaries of the South Valley Superfund Site. Based on records research, site investigation and interviews with GE, one of the responsible parties, the NMED, and the EPA, remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the EPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends discussions with the EPA and GE continue as the design progresses in order to avoid and/or determine mitigation

measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation.

- The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment will include minor excavation activities. Because the landfill boundaries are not well-defined, a PSI is recommended for the chosen alignment prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility work, the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.
- The subject property is adjacent to the former Chevron Bulk Fuels Terminal. Based on our site reconnaissance, numerous groundwater monitoring wells are located on and adjacent to the subject property on this facility. URS recommends discussions with Chevron, NMED, and the EPA continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the extraction, injection, or monitor wells in the area.
- The Texaco Sales Terminal (currently Duke City Fueling) is located adjacent to the subject property. This facility has one open LUST case that has been referred to the GWQB and this site is listed on the NMED GWQB State Active Cleanup Sites list. Because this site is currently under investigation, URS recommends no further action at this time.

The Sunport Boulevard Project, CN A300160, will require the acquisition of approximately 9.7 acres of new right-of-way. Many of these parcels are within the South Valley Superfund Site, including a 2.3-acre parcel from the former Chevron Bulk Fuels Terminal (the current parcel owner is South Florida Materials Corporation); Chevron is one of the responsible parties for the South Valley Superfund Site remediation. Most of the other right-of-way parcels are within the remediation area and many have groundwater monitoring wells, pipelines and remediation facilities on them. In addition, several parcels identified for acquisition are within the Schwartzman Landfill buffer zone and on a property identified with an open LUST case. Although this is well known to Bernalillo County through project coordination activities, it is noted here and is called to the attention of the County that the purchase of these parcels for project right-of-way will entail the acquisition of lands with identified or potential contamination. Bernalillo County is advised to seek landowner liability protection in whatever form is mutually agreeable from the current landowners in sale documents related to the purchase of new right-of-way.

Construction activities are expected to extend up to 20 feet below existing grade. Should hazardous materials be discovered, generated or used during construction activities, they should be disposed of and/or handled in accordance with applicable regulatory requirements.

Data gaps in this investigation were from the URS inability to interview or receive responses to inquiries from some of the property owners of the area. However, URS was able to interview NMED officials about environmental concerns of the area. Therefore, it is URS' opinion that the data gap is not significant and did not inhibit our ability to reach an opinion regarding the environmental condition of the subject property.

8. ADDITIONAL SERVICES

No additional services were contracted for between Bernalillo County and URS.

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Mr. Billy Gallegos, City of Albuquerque, Environmental Health Department, 505-768-2658 (personal communication 3/14/2014).

Mr. Paul Osin, City of Albuquerque, Environmental Health Department, 505-768-2633 (left message 3/14/2014).

Mr. Bruce Furst, New Mexico Environment Department, Petroleum Storage Tank Bureau, 505-222-9563 (left message by phone and e-mail 3/14/2014).

Mr. Bart Faris, NMED Groundwater Quality Bureau, 505-222-9521 (personal communication 3/15/2010 and 4/21/2010).

Mr. Al Pasteris, NMED Superfund Oversight Section, 505-827-0039 (personal communication 3/16/2010 and 4/26/2010)

Mr. Baird Swanson, NMED Groundwater Quality Bureau, 505-222-9520 (personal communication 3/16/2010)

Mr. Dan Lopez, NMED Petroleum Storage Tank Bureau, 505-222-9549 (personal communication 3/16/2010)

Mr. Rick Shean, NMED Remediation Program, 505-222-9550 (personal communication 4/7/2010).

Mr. David Mayerson, NMED Superfund Oversight Section, 505-476-3777 (personal communication 3/17/10)

Mr. Sabino Rivera, NMED Superfund Oversight Section, 505-827-0387 (personal communication 3/16/10)

Mr. Michael Hebert, USEPA Region VI, 214-665-8315 (personal communication 3/23/2010)

Ms. Suzanne Busch, PE. City of Albuquerque Environmental Health Department, Landfill Monitoring, 505-768-2633.

Ms. Diana Conzuelo, Albuquerque Fire Department, (505) 764-6334

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10. SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

This section includes qualification statements of the environmental professionals responsible for conducting the ESA and preparing this report.

The site reconnaissance was performed by Ms. Arielle Bisoglio. Ms. Bisoglio is from the URS Corporation office in Albuquerque, New Mexico. The report writing was performed by Ms. Marianne Burrus. The report review was performed by Ms. Elizabeth Parker. Ms. Parker and Ms. Burrus are from the URS Corporation office in Phoenix, Arizona. Copies of the résumés for all project personnel are included in Appendix G.

Ms. Parker and Ms. Burrus declare that, to the best of their professional knowledge and belief, they meet the definition of an Environmental Professional as defined in §312.10 of 40 CFR 312.

They have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. They have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

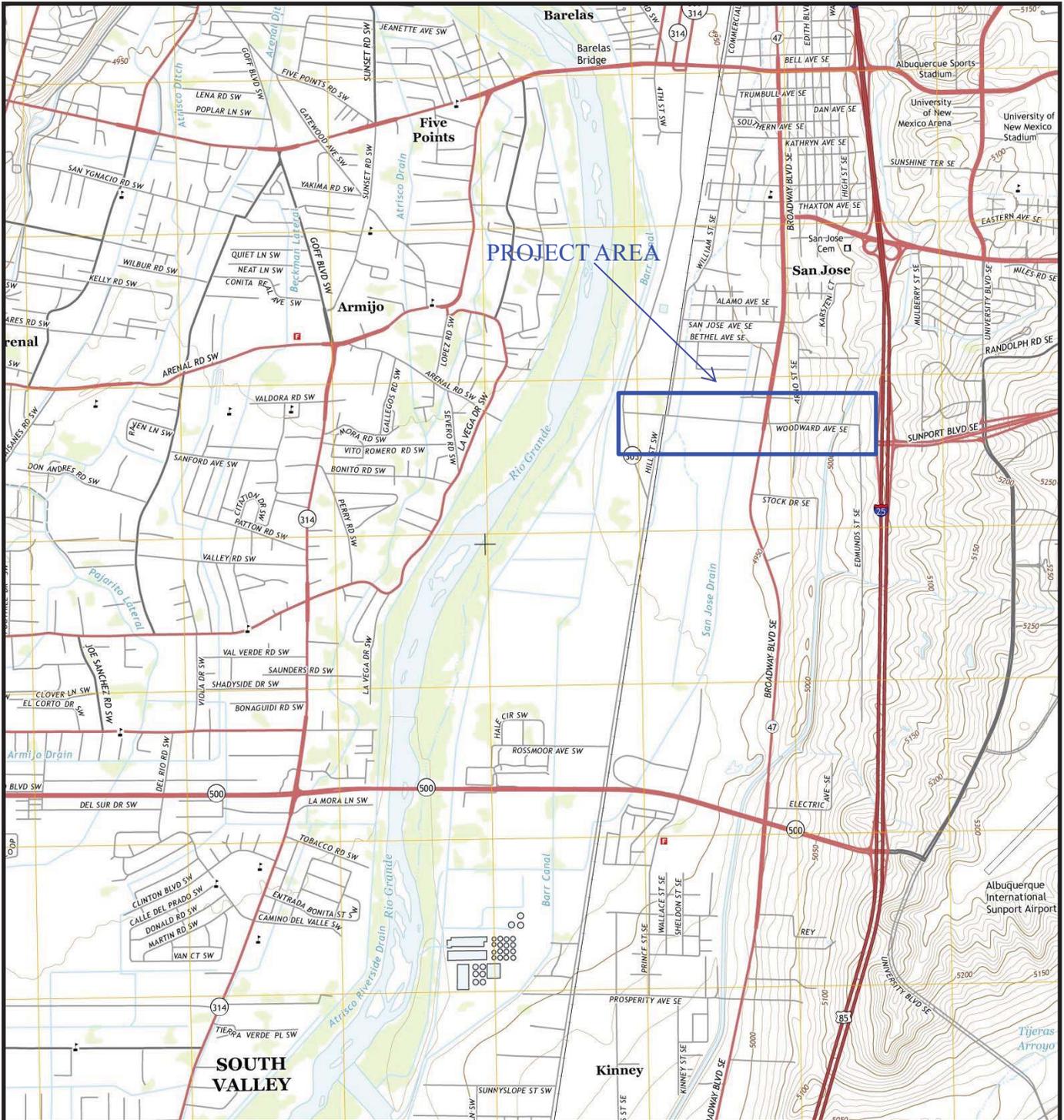


Marianne Burrus
Project Environmental Scientist



Elizabeth Parker
Environmental Scientist

FIGURES



USGS 7.5-minute series Albuquerque West, New Mexico-Bernalillo County, 2013.

PROJECT AREA LOCATION MAP

Sunport Boulevard Extension

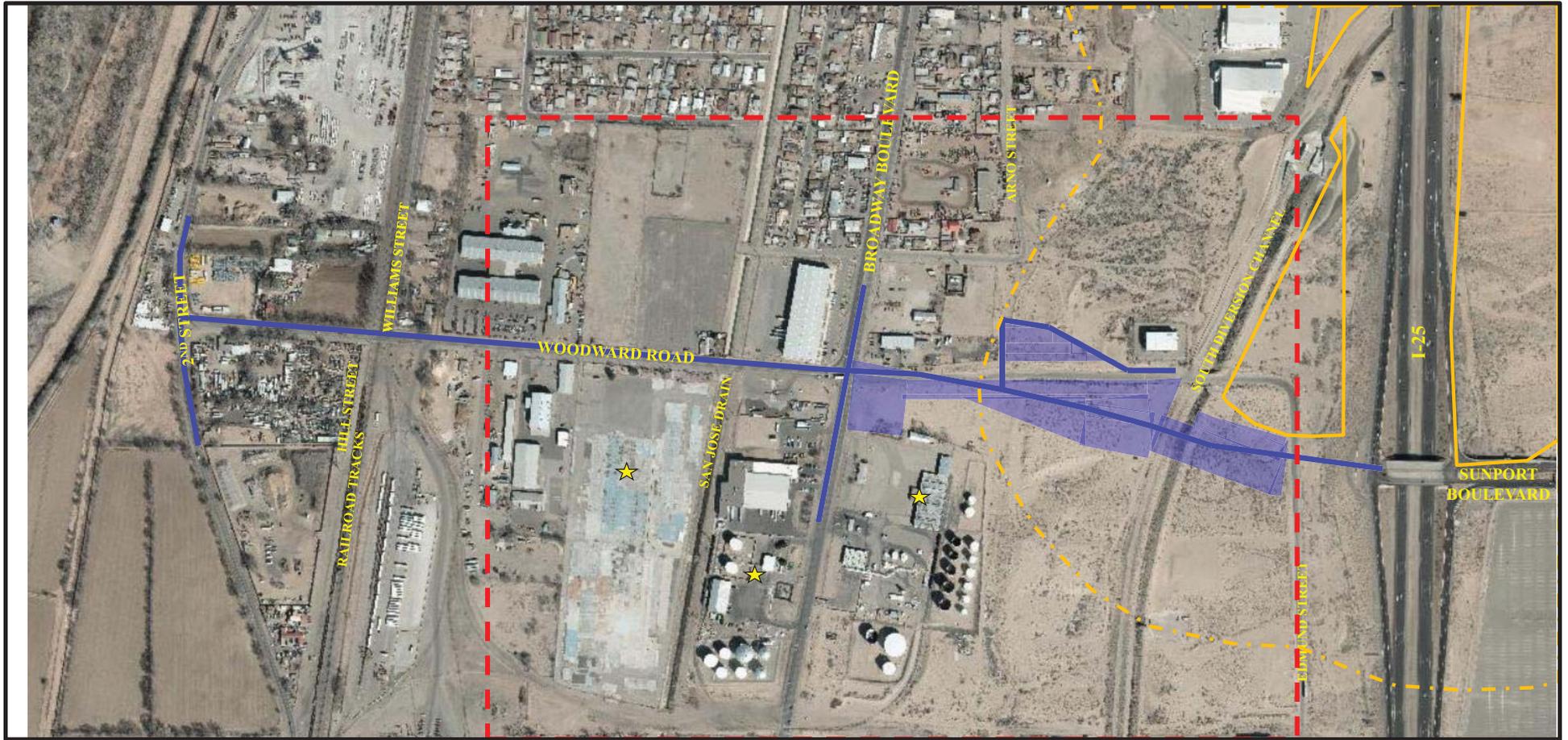
Initial Site Assessment Update

Albuquerque, Bernalillo County, New Mexico

June 2015

FIGURE 1





2012 aerial photograph courtesy of the City of Albuquerque website

- Road Improvement Areas
- ROW Requirements Areas
- Approximate South Valley Superfund Site Area
- Approximate Schwartzman Landfill Buffer Zone
- Approximate Schwartzman Landfill Area
- ★ Site identified as REC

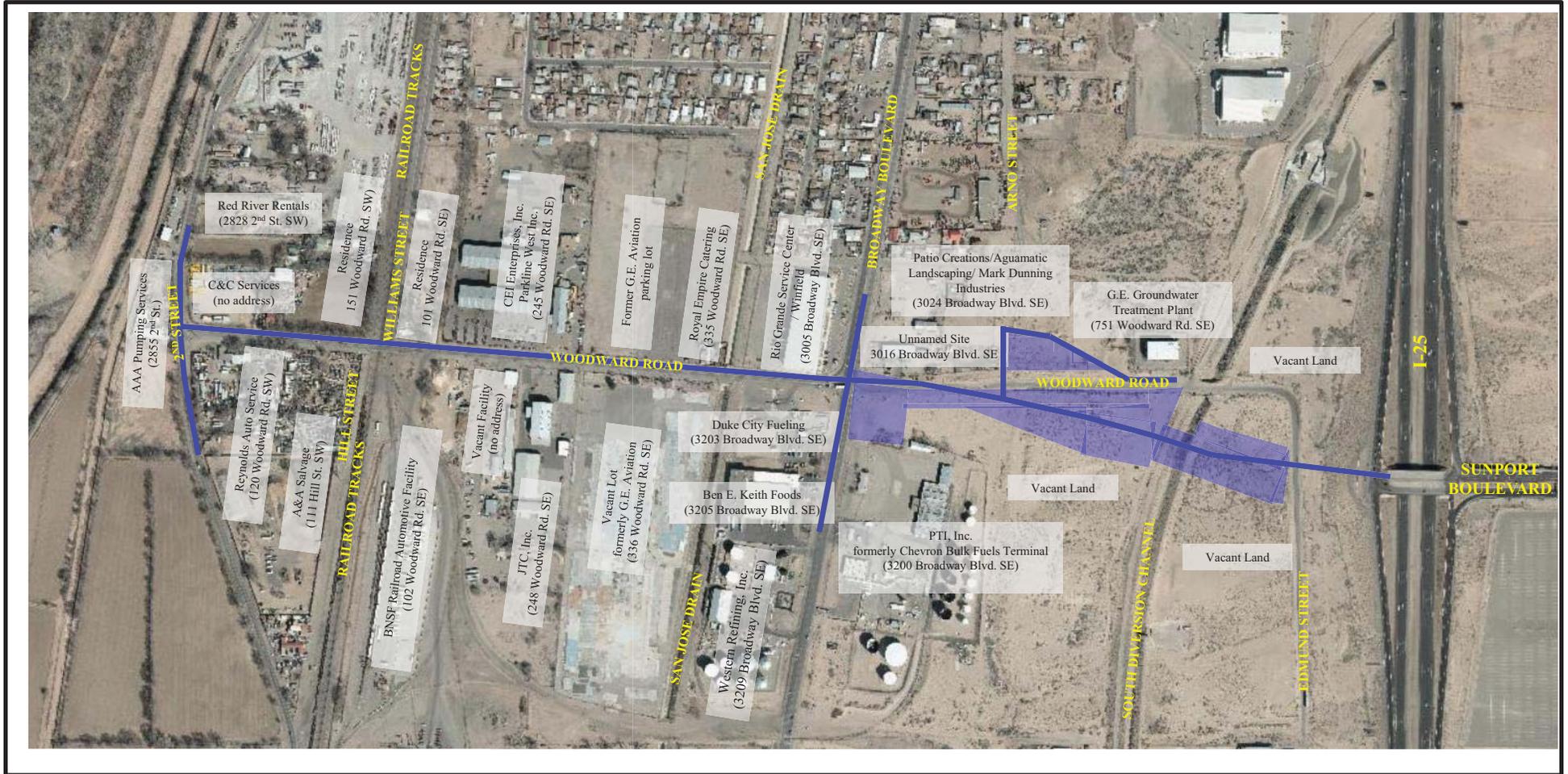
URS



June 2015

SITE PLAN
 Sunport Boulevard Extension
 Initial Site Assessment Update
 Albuquerque, Bernalillo County, New Mexico

FIGURE 2



2012 aerial photograph courtesy of the City of Albuquerque website

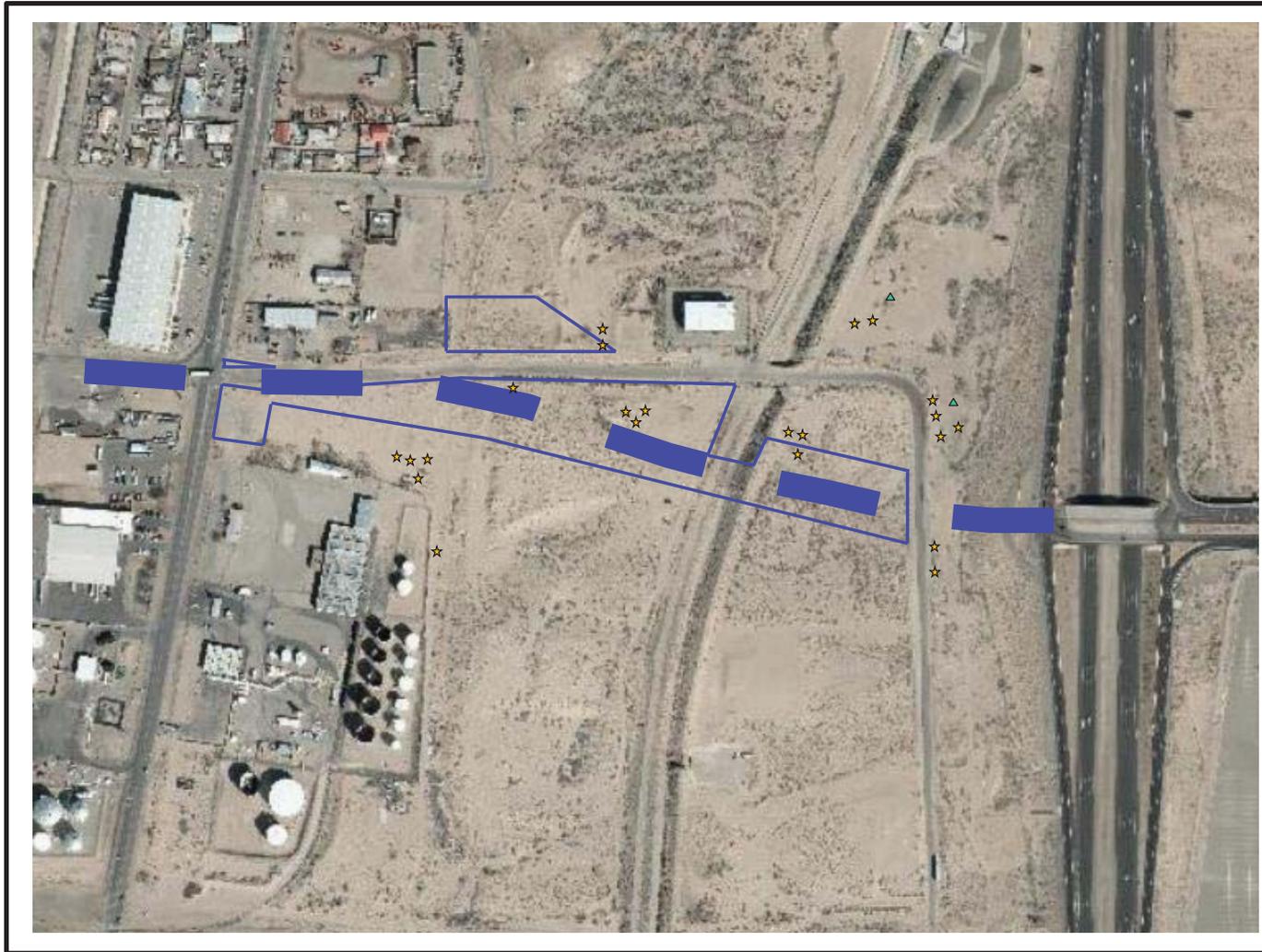
- Road Improvement Areas
- ROW Requirements Areas



ADJACENT PROPERTIES
 Sunport Boulevard Extension
 Initial Site Assessment Update
 Albuquerque, Bernalillo County, New Mexico

June 2015

FIGURE 3



- Approximate proposed Sunport Boulevard alignment
- Approximate ROW Requirement boundaries
- ★ Approximate injection/extraction/monitoring well location
- ▲ Approximate vault location

2012 aerial photograph courtesy of the City of Albuquerque website

URS



POTENTIAL ROW REQUIREMENT AREAS

Sunport Boulevard Extension
Initial Site Assessment Update

June 2015

Albuquerque, Bernalillo County, New Mexico

FIGURE 4

APPENDIX D

AIR QUALITY IMPACT ANALYSES

Project-level Carbon Monoxide Analysis

**Sunport Boulevard Extension
Control Number A300160**

Prepared for:

**AECOM
6501 Americas Pkwy NE, Ste. 900
Albuquerque, NM 87110**

July 2015



Durango, CO
Cortez, CO
Pagosa Springs, CO
Santa Fe, NM
Farmington, NM

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ABBREVIATIONS/ACRONYMS

Broadway	Broadway Boulevard
CAAA	Clean Air Act of 1970 and subsequent amendments

CO	carbon monoxide
Ecosphere	Ecosphere Environmental Services
EHD	Environmental Health Department, Air Quality Division
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
Gibson	Gibson Boulevard
I-25	Interstate 25
LMP	Albuquerque/Bernalillo County Limited Maintenance Plan for Carbon Monoxide
MOVES	Motor Vehicles Emission Simulator
MRCOG	Mid-Region Council of Government
MSAT	mobile source air toxics
NAAQS	National Ambient Air Quality Standards
NMDOT	New Mexico Department of Transportation
NO ₂	Nitrogen Dioxide
O ₃	Ozone
Pb	Lead
PLCMA	Project-Level Carbon Monoxide Analysis
PM-10	Particulate Matter equal to and less than 10 microns in diameter
PM-2.5	particulate matter equal to and less than 2.5 microns in diameter
ppm	parts per million
SIP	State Implementation Plans
SO ₂	Sulfur Dioxide
STIP	Statewide Transportation Improvement Plan
Sunport	Sunport Boulevard
VHT	vehicle hours of travel
VMT	vehicle miles of travel
VPD	vehicles per day
Woodward	Woodward Road

1. INTRODUCTION

The following Project-Level Carbon Monoxide Analysis (PLCMA) was prepared to evaluate potential traffic-related effects of proposed improvements for the Sunport Boulevard (Sunport) Extension project, between Interstate 25 (I-25) and Broadway Boulevard (Broadway), in Bernalillo County, New Mexico (see Figure 1) on carbon monoxide (CO) levels. This project is sponsored by Bernalillo County (County) as the local government lead with participation by the Federal Highway Administration (FHWA) and New Mexico Department of Transportation (NMDOT). The project is identified in the NMDOT's FFY 2014-2017 Statewide Transportation Improvement Plan (STIP) (Control Number A300160), with \$9.4 million of federal funds, \$1.4 million of County matching funds, and \$5.0 million of County non-matching funds

The PLCMA is based on the traffic analysis conducted by AECOM (formerly URS Corporation), which was undertaken to develop geometric design improvements for the project and understand related traffic operations and impacts (URS 2013). Three signalized intersections were analyzed: the Northbound I-25/Sunport Ramps, the Southbound I-25/Sunport Ramps, and the Broadway/Sunport Intersection.

The air quality analysis identifies traffic related CO levels with and without the proposed Sunport Extension project (this type of project-specific analysis is termed a CO hot spot analysis). The modeling and assumptions in the analysis were prepared in conformance with guidance issued the U.S. Environmental Protection Agency (EPA) and the City of Albuquerque, Environmental Health Department, Air Quality Division (EHD). The EPA's regulatory recommendations for CO air quality modeling can be found in Guidelines for Modeling Carbon Monoxide from Roadway Intersections (EPA, 1992). Under this guidance, CO hot-spot analyses must be based on the latest planning assumptions at the time of the analysis and include interagency consultation to develop appropriate modeling procedures and assumptions. The EHD is the local agency involved in air quality monitoring and analysis.

In December 2010, EPA approved the Motor Vehicles Emission Simulator (MOVES2010) model for use in CO hot-spot analyses (Federal Register, vol. 75, No. 243/Monday, December 20, 2010/Notices). The original MOVES2010 model was revised in 2014 with the MOVES2014 model (EPA 2014). For the Sunport Extension PLCMA, the MOVES2014 model was utilized to calculate CO emission rates for free-flow and queue traffic conditions. The emission rates were used as input to the EPA-approved CAL3QHC model, which is a dispersion model that predicts CO concentrations at specific receptor sites located in the immediate vicinity of the major project intersections.

The three project intersections with the highest signal delay and traffic volumes were analyzed to evaluate potential CO-related air quality problems. The PLCMA predicts CO levels at these intersections for the highest volume PM peak hours in the 2035 design year and evaluates the results in relation to the National Ambient Air Quality Standards (NAAQS) and the Albuquerque/Bernalillo County Limited Maintenance Plan for Carbon Monoxide (LMP) (Albuquerque Environmental Health Department 2004) standards. The analysis shows that all of the modeled results are well below the NAAQS and LMP standards. It is the conclusion of this report that the proposed Sunport Extension project will not cause or contribute to NAAQS exceedances.



Figure 1. Project Area Map

2. TRANSPORTATION RELATED AIR QUALITY REGULATIONS

The Clean Air Act of 1970 and subsequent amendments (CAAA) establish the framework for nation-wide air quality standards for pollutants. The EPA initially developed the NAAQS for six “criteria” pollutants: Sulfur Dioxide (SO₂), Particulate Matter equal to and less than 10 microns in diameter (PM-10), Nitrogen Dioxide (NO₂), CO, Ozone (O₃), and Lead (Pb). The EPA subsequently developed a NAAQS for Particulate Matter equal to or less than 2.5 microns in diameter (PM-2.5) (see Table 1).

Table 1. National Ambient Air Quality Standards

Pollutant [final rule cite]	Primary/ Secondary	Averaging Time	Level	Form	
Carbon Monoxide [76 FR 54294, Aug 31, 2011]	primary	8-hour	9 ppm	Not to be exceeded more than once per year	
		1-hour	35 ppm		
Lead [73 FR 66964, Nov 12, 2008]	primary and secondary	Rolling 3 month average	0.15 µg/m ³	Not to be exceeded	
Nitrogen Dioxide [75 FR 6474, Feb 9, 2010] [61 FR 52852, Oct 8, 1996]	primary	1-hour	100 ppb	98th percentile, averaged over 3 years	
	primary and secondary	Annual	53 ppb	Annual Mean	
Ozone [73 FR 16436, Mar 27, 2008]	primary and secondary	8-hour	0.075 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years	
Particle Pollution Dec 14, 2012	PM _{2.5}	primary	Annual	12 µg/m ³	annual mean, averaged over 3 years
		secondary	Annual	15 µg/m ³	annual mean, averaged over 3 years
		primary and secondary	24-hour	35 µg/m ³	98th percentile, averaged over 3 years
	PM ₁₀	primary and secondary	24-hour	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide [75 FR 35520, Jun 22, 2010] [38 FR 25678, Sept 14, 1973]	primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years	
	secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year	

Source: www.cabq.gov/gis/advanced-map-viewer

Notes: ppb = parts per billion; ppm = parts per million; µg/m³ = microgram per cubic meter

Under the CAAA, areas designated as being in violation of the NAAQS (nonattainment areas) are required to provide State Implementation Plans (SIPs) to improve air quality. Of critical interest to transportation agencies is the determination of emission reduction targets for transportation conformity. In New Mexico, the agencies affected by these rules include the FHWA and state and local agencies responsible for transportation planning and air quality management.

The Albuquerque Metropolitan Area is the only region in New Mexico where CO standards were exceeded in the 1980s and early 1990s, and that was subject to transportation-related air quality nonattainment status. Throughout recent decades, the Albuquerque Metropolitan Planning Organization and the City of Albuquerque EHD Air Quality Division have developed and implemented regional transportation conformity plans with measures to control and reduce CO emissions.

Since the last violation of the Federal 8-hour CO standard in 1991, area CO levels have been steadily in decline. The current levels measure less than half the NAAQS standard. The county is now designated as “limited maintenance” because it has been in attainment for more than ten years. The region is currently subject to the federally-approved LMP, which is a maintenance plan that meets EPA's criteria and achieves pollutant levels that are significantly below the NAAQS standard.

In its LMP, Albuquerque and Bernalillo County must demonstrate that the average of the values measured at each CO monitor has not exceeded 85% of the NAAQS for CO. The values corresponding to 85% of the NAAQS are 29.8 parts per million (ppm) for the 1-hour standard ($.85 \times 35 \text{ ppm} = 29.8 \text{ ppm}$) and 7.7 ppm for the 8-hour standard ($.85 \times 9.0 \text{ ppm} = 7.7 \text{ ppm}$). The values are based upon the second highest readings for the most recent two years of data.

3. AIR QUALITY MONITORING DATA

The City of Albuquerque operates several ambient air quality monitoring sites in Bernalillo County, and the measurements at these sites are used to demonstrate that the region is in compliance with the NAAQS. The ambient concentration of CO has steadily decreased since the 1990s and has stabilized. The maximum 1-hour and 8-hour CO concentrations from 2008 through 2012 at the CO monitoring sites were obtained from the City of Albuquerque, and are summarized in Table 2. The monitor at 201 Prosperity SE, just south of Rio Bravo Boulevard, is closest to the project area. The table shows that CO concentrations are considerably lower than the 1-hour NAAQS of 35 ppm and the LMP value of 29.8 ppm and that the levels are lower than the 8-hour NAAQS of 9 ppm and the LMP value of 7.7 ppm.

The data also show that generally there is a relatively small variation across the urban area in background CO levels. The Prosperity site is very close to the average 1-hour CO level of all the monitors and slightly above the average 8-hour level in comparison to the monitors across the county. Over the five year period between 2008 and 2012, 1-hour CO levels were highest in 2009 (about 10 percent of the NAAQS) at the Prosperity site and have since declined. The 8-hour levels were highest in 2010 (29 percent of the NAAQS) and have also since declined.

Table 2. Five Years of Monitoring Data for Carbon Monoxide

1-Hour	2421 Mesilla NE	4700a San Mateo NE	6000 Anderson SE	2200 San Pedro NE	201 Prosperity SE	9819a Second NW	10155 Coors NW
2012	N/A	2.3	N/A	3.6	2.3	1.6	N/A
2011	N/A	1.7	N/A	3.1	2.3	2.1	N/A
2010	2	1.9	N/A	2.9	3.4	2.4	N/A
2009	2.9	1.6	N/A	2.5	3.7	2.1	N/A
2008	4.6	2.2	2.8	3	3.1	2.1	4.9
Average	3.17	1.94	2.8	3.02	2.96	2.06	4.9

8-Hour	2421 Mesilla NE	4700a San Mateo NE	6000 Anderson SE	2200 San Pedro NE	201 Prosperity SE	9819a Second NW	10155 Coors NW
2012	N/A	2	N/A	2.2	1.2	1.3	N/A
2011	N/A	1.3	N/A	2.2	1.5	1.5	N/A
2010	1.4	1	N/A	2	2.6	1.7	N/A
2009	1.7	1.1	N/A	N/A	2.4	1.6	N/A
2008	2.6	1.2	1.5	2.3	2	1.4	1.3
Average			1.5	2.12	1.94	1.5	1.3

Note: N/A = not applicable

4. AIR QUALITY ANALYSIS METHODOLOGY

Computer models were used to estimate the concentrations of CO in the project vicinity. The modeling process includes predictions of CO emission rates for the mix of vehicles at given speeds during the 2035 study year and analysis of CO dispersion from the street network, resulting in CO concentrations at identified receptors. Receptors are sites near the street where members of the public may be vulnerable to CO exposure. Each of the scenarios was evaluated using the EPA’s MOVES2014 emissions model and the CAL3QHC air quality dispersion model.

The inputs to the MOVES2014 model were based on EPA default model data and local air quality information developed in conjunction with the EHD Air Quality Division staff. Local data included meteorological conditions (average temperature and humidity in January), the age distribution and composition of the vehicle fleet, and information on the EHD’s vehicle inspection and maintenance

program. As recommended in EPA guidance material (EPA 2015), the default MOVES2014 fuel information was used for the analysis.

Emission rates were developed from MOVES2014 for free flow and idle conditions on roadway links for each of three intersections analyzed. Traffic volumes and grades for the build and no-build scenarios were taken from the AECOM traffic report (URS 2013). An estimated average operating speed of 40 miles per hour (mph) was used to generate emission rates for free flowing traffic. The Northbound I-25/Sunport Ramps and Southbound I-25/Sunport Ramps were characterized as Urban Restricted Access facilities and the Broadway/Sunport Intersection was characterized as an Urban Unrestricted Access facility. To provide a conservative analysis, the highest free flow link emission rates for each intersection were used in the dispersion modeling. The idle emission rate was the same in all cases. Exhibit 1 contains the MOVES2014 output emission factor data for each intersection.

To model CO dispersion, the EPA-approved CAL3QHC model was used. This model relies on assumptions about worst-case meteorological, site, and traffic conditions. It produces hourly CO concentrations at specific receptor locations. For this project, 60 receptors were sited in the project area, with 20 at each signalized intersection. The receptors were located according to the criteria in the *Guidelines for Modeling Carbon Monoxide from Roadway Intersections* (EPA, 1992) and EHD recommendations. The traffic data from the AECOM traffic report (URS 2013) (summarized in Exhibit 2) were used to provide information on volumes and operational characteristics for the affected intersections. Additional information for each modeled intersection and the output data from CAL3QHC are included in Exhibit 3. CAL3QHC performs a wind angle search in 5-degree increments to determine which angles will produce the worst-case CO concentrations at the receptors. Other meteorological assumptions include one meter-per-second wind speed, Class D atmospheric stability classification, and a mixing height of 1000 meters.

The background CO level, derived from local monitoring data, and persistence factor, a conservative value initiated by the EHD to convert between 1-hour and 8-hour CO levels, were used in the analysis are as follows:

One-hour background CO level of 3.0 parts per million (ppm)

0.75 persistence factor to convert between 1-hour and 8-hour CO values

5. CONCLUSIONS OF THE MODELING

The results from the CAL3QHC modeling are summarized in Tables 3 through 5 for the three intersections. The modeled results are evaluated in relation to the NAAQS (9.0 ppm over eight-hours and 35.0 ppm during the worst one-hour period) and the LMP standards (7.7 ppm for the 8-hour period and 29.8 ppm for the 1-hour period). All of the modeled results are well below the NAAQS and change very little as a result of the proposed project improvements; therefore, the conclusion of this report is that the proposed Sunport Extension project will not cause or contribute to CO exceedances of the NAAQS.

Table 3. Northbound I-25 Ramps and Sunport Carbon Monoxide Levels*

Receptor #	2035 P.M. Peak Hour Volumes					
	No Build (NB)		Build (B)		Change	
	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr
1	3.3	2.5	3.4	2.6	0.1	0.1
2	3.4	2.6	3.5	2.6	0.1	0.0
3	3.3	2.5	3.5	2.6	0.2	0.1
4	3.5	2.6	3.6	2.7	0.1	0.1
5	3.1	2.3	3.2	2.4	0.1	0.1
6	3.2	2.4	3.2	2.4	0.0	0.0
7	3.4	2.6	3.4	2.6	0.0	0.0
8	3.3	2.5	3.4	2.6	0.1	0.1
9	3.2	2.4	3.3	2.5	0.1	0.1
10	3.3	2.5	3.3	2.5	0.0	0.0
11	3.3	2.5	3.4	2.6	0.1	0.1
12	3.2	2.4	3.4	2.6	0.2	0.2
13	3.1	2.3	3.2	2.4	0.1	0.1
14	3.0	2.3	3.2	2.4	0.2	0.1
15	3.4	2.6	3.3	2.5	-0.1	-0.1
16	3.3	2.5	3.3	2.5	0.0	0.0
17	3.2	2.4	3.2	2.4	0.0	0.0
18	3.2	2.4	3.3	2.5	0.1	0.1
19	3.3	2.5	3.4	2.6	0.1	0.1
20	3.1	2.3	3.4	2.6	0.3	0.3
Average	3.3	2.5	3.3	2.5	0.1	0.1

* All concentrations are in ppm.

** 1-Hour background level is 3.00 ppm.

*** 8-Hour values are calculated by multiplying 1-hour values by a persistence factor of 0.75.

Table 4. Southbound I-25 and Sunport Blvd Carbon Monoxide Levels*

Receptor #	2035 P.M. Peak-Hour Volumes					
	No Build (NB)		Build (B)		Change	
	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr
1	3.3	2.5	3.3	2.5	0.0	0.0
2	3.2	2.4	3.3	2.5	0.1	0.1
3	3.2	2.4	3.3	2.5	0.1	0.1
4	3.3	2.5	3.4	2.6	0.1	0.1
5	3.2	2.4	3.1	2.3	-0.1	-0.1
6	3.2	2.4	3.1	2.3	-0.1	-0.1
7	3.2	2.4	3.2	2.4	0.0	0.0
8	3.2	2.4	3.3	2.5	0.1	0.1
9	3.2	2.4	3.3	2.5	0.1	0.1
10	3.1	2.3	3.1	2.3	0.0	0.0
11	3.2	2.4	3.3	2.5	0.1	0.1
12	3.2	2.4	3.3	2.5	0.1	0.1
13	3.1	2.3	3.1	2.3	0.0	0.0
14	3.1	2.3	3.1	2.3	0.0	0.0
15	3.2	2.4	3.2	2.4	0.0	0.0
16	3.2	2.4	3.3	2.5	0.1	0.1
17	3.1	2.3	3.1	2.3	0.0	0.0
18	3.1	2.3	3.1	2.3	0.0	0.0
19	3.2	2.4	3.3	2.5	0.1	0.1
20	3.2	2.4	3.2	2.4	0.0	0.0
Average	3.2	2.4	3.2	2.4	0.0	0.0

* All concentrations are in ppm.

** 1-Hour background level is 3.00 ppm.

*** 8-Hour values are calculated by multiplying 1-hour values by a persistence factor of 0.75.

Table 5. Broadway Boulevard and Sunport Boulevard Carbon Monoxide Levels*

Receptor #	2035 P.M. Peak Hour Volumes					
	No Build (NB)		Build (B)		Change	
	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr
1	3.4	2.6	3.5	2.6	0.1	0.0
2	3.3	2.5	3.3	2.5	0.0	0.0
3	3.4	2.6	3.5	2.6	0.1	0.0
4	3.4	2.6	3.5	2.6	0.1	0.0
5	3.4	2.6	3.5	2.6	0.1	0.0
6	3.3	2.5	3.3	2.5	0.0	0.0
7	3.2	2.4	3.3	2.5	0.1	0.1
8	3.2	2.4	3.3	2.5	0.1	0.1
9	3.3	2.5	3.4	2.6	0.1	0.1
10	3.3	2.5	3.3	2.5	0.0	0.0
11	3.2	2.4	3.2	2.4	0.0	0.0
12	3.1	2.3	3.2	2.4	0.1	0.1
13	3.3	2.5	3.5	2.6	0.2	0.1
14	3.3	2.5	3.3	2.5	0.0	0.0
15	3.1	2.3	3.2	2.4	0.1	0.1
16	3.1	2.3	3.3	2.5	0.2	0.2
17	3.3	2.5	3.3	2.5	0.0	0.0
18	3.3	2.5	3.3	2.5	0.0	0.0
19	3.1	2.3	3.2	2.4	0.1	0.1
20	3.1	2.3	3.1	2.3	0.0	0.0
Average	3.3	2.5	3.3	2.5	0.1	0.0

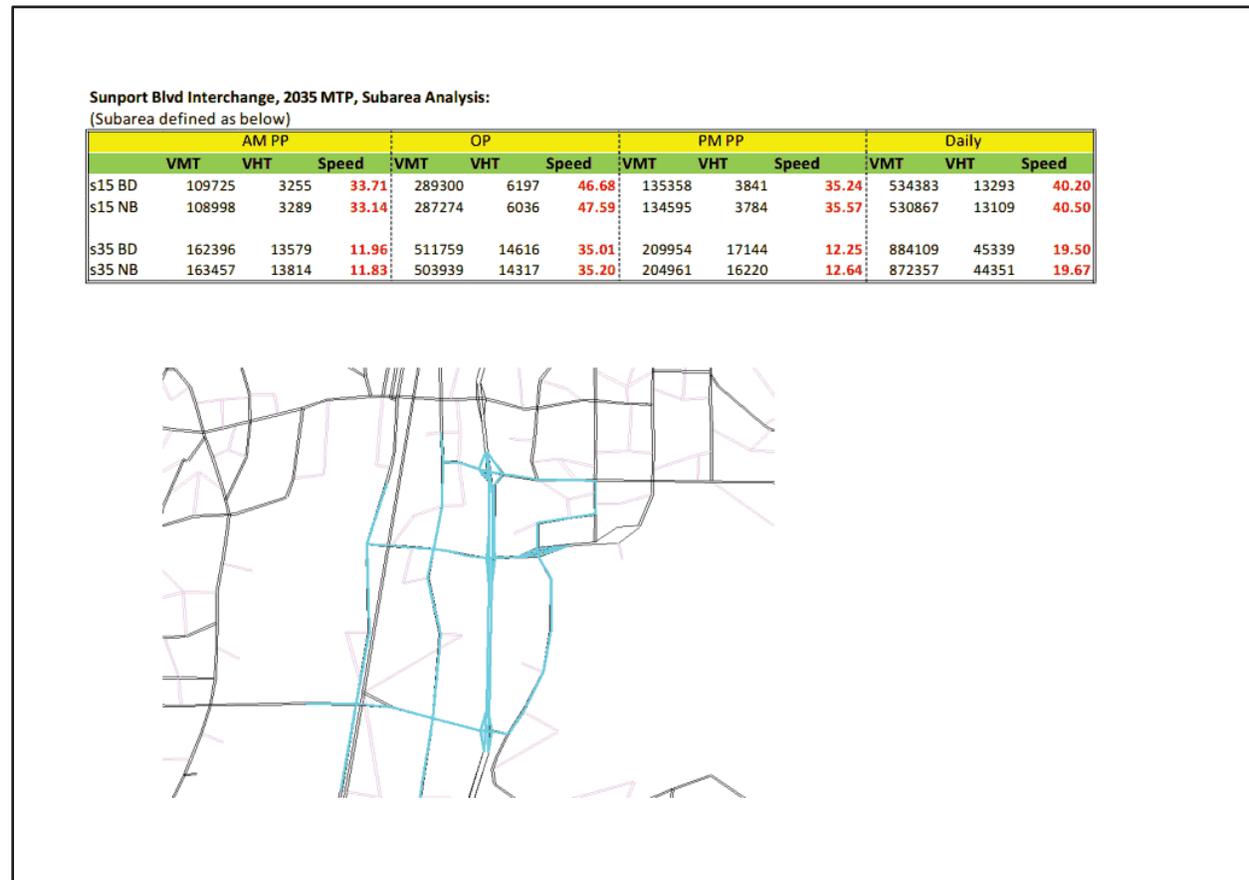
* All concentrations are in ppm.

** 1-Hour background level is 3.00 ppm.

*** 8-Hour values are calculated by multiplying 1-hour values by a persistence factor of: 0.75.

6. REGIONAL TRAVEL DATA

The Mid-Region Council of Governments’ (MRCOG’s) developed traffic forecasts for the Sunport Extension project for the years 2015 and 2035. The forecasts provide information about the effects of the Sunport project on traffic volumes on individual links in the street system and the operation of the network within a defined subarea. Figure 2 (Subarea Traffic Data, Source: Mid Region Council of Governments) indicates the effects of the project on the highlighted subarea of the street network. Values are given for total VMT, vehicle hours of travel (VHT), and average speed for the AM peak period, off peak period, PM peak period, and daily period. The subarea analysis includes the build and no build condition for 2015 and 2035. In the 2035 AM forecast, VMT and VHT decrease in the build scenario and average speed increases, indicating that the system is operating more efficiently during the AM peak. In the off peak, PM peak, and daily periods, however, VMT and VHT increase and average speed decreases with the project. The higher VMT (3,516 vehicles per day [vpd] in 2015 and 11,752 vpd in 2035) suggests slight increases in CO emissions in the subarea. The change in speed is negligible in terms of emissions.



(Source: Mid Region Council of Governments)

Figure 2. Subarea Traffic Statistics

The MRCOG forecasts also show that traffic patterns will change as a result of the project. Volumes will increase on Woodward Road (Woodward), west of Broadway (+6,515 vehicles); on Second Street (Second), south of Woodward (+4,895 vehicles); and on the new Sunport Extension (+14,480 vehicles). Conversely, traffic will decrease on Broadway between Woodward and Gibson Boulevard (Gibson) (-5,368 vehicles); on Gibson between Broadway and I-25 (-2,019 vehicles); and on Second north of Woodward (-689 vehicles). More traffic will utilize south Second and Broadway to get to I-25 by way of Woodward and the Sunport Extension. This traffic will be diverted away from the more congested and populated areas along Broadway and Second, between Woodward and Gibson, and from Gibson and the Gibson/I-25 interchange.

7. OTHER POLLUTANTS

CO is considered to be the primary transportation related pollutant; however, NO₂ (an O₃ precursor), particulates (PM-10 and PM-2.5), and certain air toxics are also emitted by vehicles. The entire metropolitan area has experienced high levels of O₃ during summer months, although currently it is an attainment area for O₃ and levels have been trending downward during the past year. High particulate level events have also occurred around the urban area, often related to factors such as high winds, regional forest fires, and local wood burning. Although transportation projects contribute emissions, the region has historically been in attainment for these pollutants and project-specific transportation control measures have not been established.

The SIP (Albuquerque-Bernalillo County Air Quality Control Board, 2010) contains elements that address O₃, PM-10, PM-2.5, and NO₂, including measures such as enforceable limitations on vehicle emissions through the inspection and maintenance program, mandatory air quality monitoring and data analysis, and stationary source permitting. The MRCOG's Long Range Metropolitan Transportation Plan (MTP) (2015) also includes a conformity analysis designed to mitigate congestion and air pollution. The Sunport Extension project is included in the current MTP.

Mobile source air toxics (MSATs) are compounds emitted from highway vehicles and nonroad equipment which are known or suspected to cause cancer and irritation to the respiratory tract, including the exacerbation of asthma. Controlling air toxic emissions became a national priority with the passage of the CAA, whereby Congress mandated that the EPA regulate 188 air toxics. The EPA has assessed this expansive list and identified seven compounds with significant contributions from mobile sources. These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter.

The FHWA has developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances (Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA, 2012). The three categories include:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or

- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The Sunport Extension project is considered to be a project with low potential MSAT effects, requiring a qualitative assessment of MSAT emissions. The types of projects included in this category are minor widening projects, new interchanges, replacing a signalized intersection on a surface street, new roadway segments connecting to an existing limited access highway, or projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic. A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives.

For each alternative in the Sunport Extension project, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The MRCOG traffic forecasts, as already described, show that VMT decreases in the 2035 AM peak build scenario, indicating that the system will operate more efficiently during the AM peak and fewer MSAT and other emissions will occur. In the off peak, PM peak, and daily periods, however, VMT increases slightly with the project. Overall, the higher VMT (about 0.6 percent in 2015 and 1.3 percent in 2035) suggests slight increases in MSAT emissions in the subarea.

According to the FHWA, MSAT emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050 (2012). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

Under the build and no-build scenarios, the MRCOG forecasts show that traffic patterns will change as a result of the project. More traffic will utilize south Second and Broadway to get to I-25 by way of Woodward and the Sunport Extension. This traffic will be diverted away from the more populated areas along Broadway and Second, between Woodward and Gibson, and from Gibson and the Gibson/I-25 interchange, thus emissions will likely decrease in these areas. However, even where increases do occur, they will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In compliance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22[b]), it must be disclosed that air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited.

8. CONCLUSIONS

The preceding analysis of CO supports the conclusion that transportation related emissions from the proposed project are not a significant factor affecting NAAQS exceedances. The hot spot analysis shows that CO levels will be well below the NAAQS and LMP standards, even directly adjacent to the intersections with the highest 2035 projected traffic volumes. Monitoring data show that CO levels are generally declining in the region due to improved emissions technology in the fleet of vehicles. Although total VMT will increase in the subarea, much of this travel will be shifted to the south of Woodward to take advantage of the improved access to I-25 from the Sunport Extension. The anticipated improvements to vehicle emissions show modeled air quality degradation to be negligible despite anticipated increases in traffic volumes.

The Albuquerque-Bernalillo County Air Quality Control Board's SIP (2010) and MRCOG's MTP (2015) contain measures designed to reduce and control air pollution and address O₃, PM-10, PM-2.5, and NO₂. Consequently, the region has historically been in attainment for these pollutants and project-specific transportation control measures have not been established. The proposed project is not anticipated to result in exceedance of the NAAQS for these criteria pollutants.

Although the MRCOG forecasts suggest slightly higher VMT in the subarea around the proposed project, the magnitude of the EPA-projected MSAT reductions are so great that MSAT emissions in the study area are likely to be lower in the future. EPA's national control programs are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050 (FHWA 2012).

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APPENDIX D NOTE

For complete copies of Air Quality Impact Analyses with accompanying appendices to those reports, go to <http://www.bernco.gov/public-works/current-past-projects.aspx>

APPENDIX E

TRAFFIC NOISE ANALYSIS

Traffic Noise Analysis

Sunport Boulevard Extension Project

Prepared for:

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March 2014



Durango, CO
Cortez, CO
Pagosa Springs, CO
Farmington, NM

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Figure 1: Project Area and Noise Receptors 2

ACRONYMS

Broadway	Broadway Boulevard
dBa	A-weighted decibels
EA	environmental assessment
FHWA	Federal Highway Administration
I-25	Interstate 25
Leq	equivalent noise level
mph	miles per hour
NAC	noise abatement criteria
NMDOT	New Mexico Department of Transportation
Receptors	residential sites
Sunport	Sunport Boulevard Extension
TNM	Traffic Noise Model
URS	URS Corporation
Woodward	Woodward Road

1. SUMMARY

This report documents the methodology and findings of a traffic noise analysis prepared for the Sunport Boulevard Extension (Sunport project). The Sunport project consists of a proposed new four-lane roadway that will extend from Interstate 25 (I-25) to Woodward Road (Woodward) at the intersection of Broadway Boulevard (Broadway), in Bernalillo County, New Mexico (see Figure 1). The project is sponsored by Bernalillo County (County) as the local government lead, with participation by the Federal Highway Administration (FHWA) and the New Mexico Department of Transportation (NMDOT). An environmental assessment (EA) has been prepared by URS Corporation (URS) to document the social, economic, and environmental effects of the proposed improvements. The noise analysis is a supporting report for the EA and is based on existing and future traffic data, mapping, and preliminary roadway design information developed for the project.

The analysis was prepared according to state and federal traffic noise policies and procedures, including the NMDOT's Infrastructure Design Directive IDD-2011-02: Procedures for Abatement of Highway Traffic Noise and Construction Noise (April 2011) and the FHWA's Highway Traffic Noise: Analysis and Abatement Guidance (June 2010). The analysis methodology included measurements of existing noise and predictive modeling of existing and future noise levels, with and without the proposed project improvements.

The results of the analysis show that a number of residential sites (receptors) near the Broadway and Sunport/Woodward intersection experience relatively high noise levels under current conditions and in the future design year (2035), both with or without the project. The high noise levels at these receptors result from the large volume of traffic on Broadway, which includes a high percentage of trucks. Traffic on the Sunport project contributes only a minor amount of noise to the residential area, which is over 550 feet from the proposed new alignment. No noise mitigation measures are recommended at this time because improvements are not proposed along Broadway except at the immediate intersection of Sunport/Woodward and it would be impossible to maintain safe visibility and access to properties along Broadway if noise barriers were to be constructed.

Sunport Boulevard Extension Project

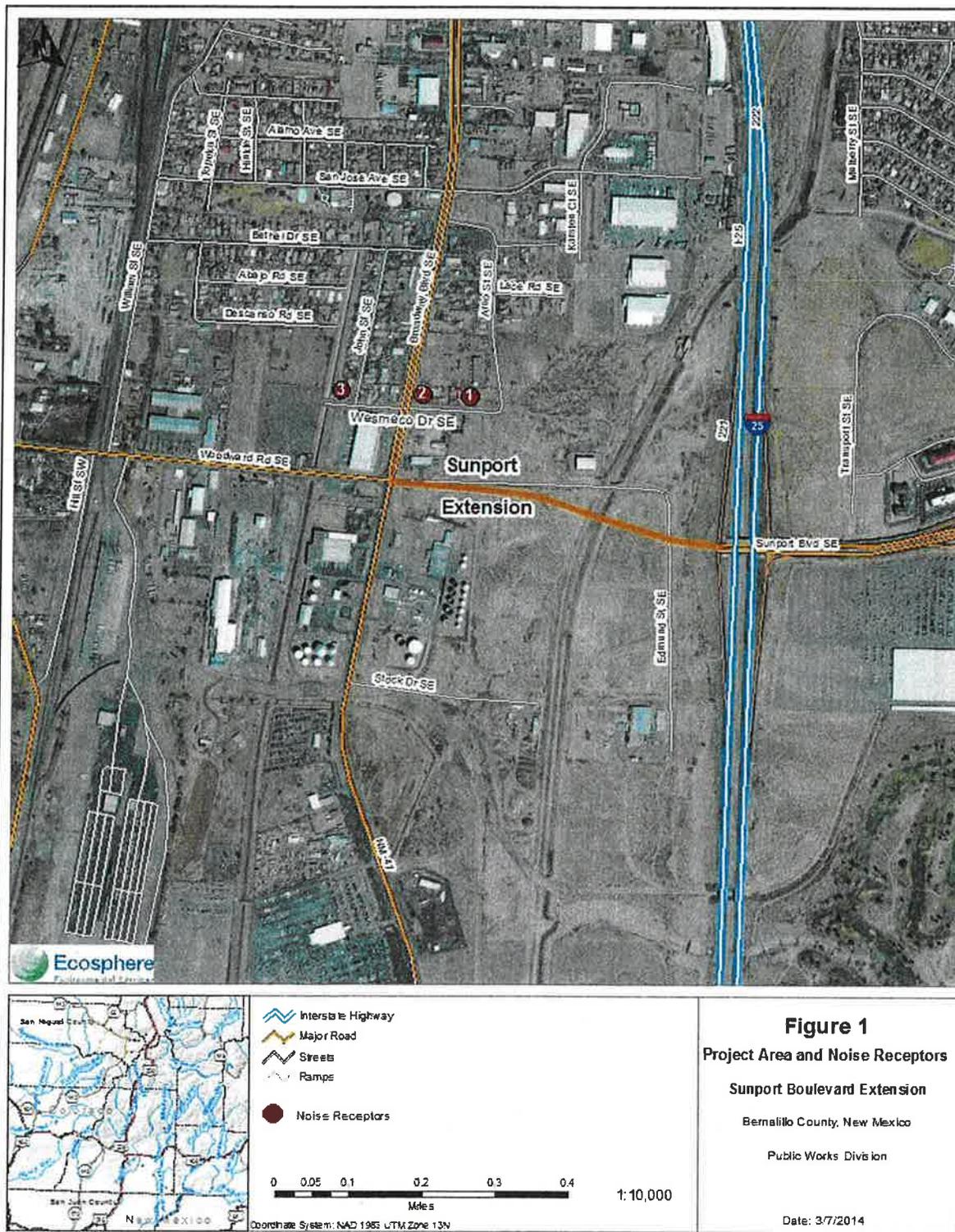


Figure 1: Project Area and Noise Receptors

2. FHWA/NMDOT NOISE POLICIES AND PROCEDURES

The relative loudness of a sound or noise is described in units of decibels (dB), a measure of sound pressure on a logarithmic scale. For highway noise studies, traffic noise is averaged over the one-hour peak noise period and is expressed as an equivalent noise level (Leq). An A-weighted filter is also used to correlate physical noise levels with the frequency sensitivity of human hearing and the subjective response to noise. Thus, traffic noise conditions are generally discussed in terms of hourly average A-weighted noise levels in decibels, or Leq dBA.

The FHWA and NMDOT have adopted specific policies and procedures for evaluating traffic noise impacts and the need for noise abatement. According to FHWA and NMDOT procedures, noise abatement must be considered when predicted traffic noise levels approach or exceed specified noise abatement criteria (NAC) (or noise level thresholds) defined for various land use categories or when future noise levels substantially exceed existing levels (by 10 dBA or more). NMDOT's noise policy defines "approach" as being within 1 decibel of the appropriate NAC. Table 1 summarizes the NAC defined by FHWA and NMDOT's noise policies.

**Table 1. Noise Abatement Criteria from 23 CFR, Part 772
(Average A-Weighted Decibels [Leq dBA])**

Activity Category	Activity Criteria	Activity Location	Activity Location
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in previous A-D or F activity categories.
F	NA	NA	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	NA	NA	Undeveloped lands that are not permitted.

Source: Highway Traffic Noise: Analysis and Abatement Guidance (FHWA, June 2010)

3. EXISTING CONDITIONS

The Sunport project is within the South Valley Census Designated Place and extends along the boundary between the San Jose Neighborhood and the Mountain View Neighborhood (see Figures 1). Land use along Woodward, Broadway, and the proposed Sunport project is primarily industrial. However, a residential neighborhood is located about 565 feet north of the alignment, along Wesmeco Drive. Nine homes are located east and west of Broadway Boulevard, on the north side of Wesmeco Drive (four homes west of Broadway and five east of Broadway). Many of these homes have front-yard walls facing the street, but there are also some exposed areas where residents may spend time outdoors (see attached photos in Appendix A). These residences are the only sensitive receptors (Category B) in the project area. All other land uses are industrial (Category F), which are not subject to the NAC or noise analysis (FHWA, 2010).

Existing noise conditions in the Sunport project area were evaluated by conducting field noise measurements and using computer models to predict noise levels with existing traffic count data. Noise measurements were conducted on February 25, 2013 at three sites representative of noise sensitive locations in the project area (see Figure 1 1). The measurements were performed with a Larson Davis Model 831, LxT Type I Integrating Sound Level Meter (serial number 3277) set to collect A-weighted Leq at a slow response time. The meter was calibrated February 4, 2014. Noise measurements were performed during the AM and PM peak traffic periods (7:00 to 8:15 AM and 4:30 to 6:00 PM). The noise meter microphone was located 5-feet aboveground. Temperatures were approximately 36 degrees Fahrenheit (°F) in the morning and 67 degrees °F in the afternoon. Winds were light and variable, having little effect on sound propagation. Typical ambient noise included existing traffic with a high percentage of trucks on Broadway, distant trains and airplanes, and animals such as birds and dogs. Each noise measurement consisted of recording a 20- to 30-minute average noise level at each monitoring site¹. Table 2 summarizes the existing noise levels measured in the project area.

¹ Statistical accuracy requires minimum measurements of approximately eight minutes. Most highway agencies typically measure 15-minute time periods to represent the Leq(h) (FHWA, 2010).

**Table 2. Existing Noise Measurements and Modeling Results
(Average A-Weighted Decibels [Leq dBA])**

Receptor Number	Description	Peak Period	Start Time	End Time	Measured Noise	Modeled Noise
1	East end of Wesmeco on north side of right-of-way	AM	7:01	7:23	57.4	55.6
		PM	5:04	5:29	55.5	56.2
2	North side of right-of-way, 75 feet east of Broadway	AM	7:53	8:14	65.0	67.1
		PM	5:31	5:58	62.2	67.9
3	West end of Wesmeco on north side of right-of-way	AM	7:29	7:50	53.9	53.8
		PM	4:30	4:58	56.7	54.5

In addition to noise measurements, existing noise levels were calculated with the FHWA’s Traffic Noise Model (TNM) (Version 2.5) using existing peak hour traffic data obtained from the Mid Region Council of Governments. The TNM model uses site-specific information including traffic volumes and speeds, vehicle classification data, roadway geometry, and site acoustical properties to predict peak-hour noise levels at selected receptor locations. In all cases except for the PM period at Receptor 2 the measured and modeled levels were within 3 dBA, which is the standard typically used for validating a noise model. In the case of the Receptor 2 PM measurement, it appeared that peak-hour traffic dropped off after about 5:30 PM on the day of the measurements. Appendix B contains the TNM model data.

4. FUTURE NOISE ANALYSIS

Noise impacts are identified when predicted noise levels approach or exceed 67 dBA at noise sensitive locations (Category B receptors in the case of the Sunport project), or when the implementation of a roadway project results in a 10 dBA increase over existing noise levels. A noise modeling analysis was conducted to evaluate the potential for noise impacts to occur as a result of roadway improvements associated with the Sunport project and as a result of future traffic growth. FHWA’s TNM (Version 2.5) was used to evaluate future noise conditions (year 2035) in the Sunport project area.

The modeling analysis included the I-25/Sunport Interchange, Broadway, and the Sunport/Woodward Extension (see Figure 1). The analysis assumed an average travel speed of 65 miles per hour (mph) for the I-25 mainline, 35 mph on the interchange ramps, 35 mph on Broadway, and 30 mph on Sunport/Woodward. On Broadway and Sunport/Woodward, it was assumed that there would be 11 percent heavy vehicles, including 7 percent medium trucks and 4 percent heavy trucks. The analysis evaluated existing and future noise conditions at the three-receptor locations, which represent the nine residences along Wesmeco Road. The future 2035 No-Build noise analysis utilized existing roadway geometry and peak hour traffic volumes (AM and PM) for the I-25/Sunport Interchange, Broadway, and Woodward. The 2035 Build analysis evaluated the roadway configurations and associated traffic data recommended in the URS reports. Table 3 summarizes the existing and future modeled noise levels for the Sunport project study area for the AM and PM 2035 No-Build and Build conditions.

**Table 3. Existing and Future Noise Measurements and Modeling Results
(Average A-Weighted Decibels [Leq dBA])**

Receptor Number	Description	Peak Period	Existing Modeled Noise Levels	2035 No-Build Modeled Noise Levels	2035 Build Modeled Noise Levels	Difference 2035 Build Minus Existing
1	East end of Wesmeco on north side of right-of-way	AM	55.6	53.5	58.6	3.0
		PM	56.2	57.7	59.7	3.5
2	North side of right-of-way, 75 feet east of Broadway	AM	67.1	63.8	69.9	2.8
		PM	67.9	69.6	71.1	3.2
3	West end of Wesmeco on north side of right-of-way	AM	53.8	52.3	57.0	3.2
		PM	54.5	55.8	58.0	3.5

5. EVALUATION OF IMPACTS

As shown in Table 3, noise at most receptors in the project area increase by 3 to 3.5 dBA between existing and 2035 levels. The data indicate that traffic is expected to approximately double by 2035 design year on Broadway and increase even more on Sunport/Woodward. A general principle of traffic noise is that noise levels will generally increase by approximately 3 dBA with a doubling of traffic. In general, human hearing can perceive a difference of approximately 2-3 dBA in outdoor noise levels. Therefore, future noise levels will likely be perceived as being louder than existing noise levels at most locations in the project area. The expected increases in noise at all locations are below the 10 dBA increase used by NMDOT to define a substantial increase; however, the levels near Broadway exceed the 67 dBA NAC for residential land uses in the existing year and future scenarios.

Because Broadway is much closer than Sunport/Woodward to the receptors on Wesmeco, the traffic on Broadway can be assumed to have a greater influence on noise at the receptors. The residences on Wesmeco range in distance from approximately 75 to 400 feet to Broadway and from 550 to 570 feet to Sunport/Woodward. To evaluate the relative noise contribution of Broadway versus Sunport/Woodward, the TNM model was applied with only 2035 traffic on Broadway and no traffic on Sunport/Woodward. The results, shown in Table 4, indicate very little change at the noise receptors (generally 1 dBA or less) when future traffic on Sunport/Woodward is removed completely. Conversely, when traffic is removed from Broadway and only 2035 build traffic is analyzed with TNM on Sunport/Woodward (as shown in Table 5) noise levels decrease significantly, from over 5 dBA to almost 18 dBA. This exercise shows that the majority of noise and impacts along Wesmeco are related to traffic on Broadway.

**Table 4. Comparison of Noise Levels With and Without Traffic on Sunport/Woodward
(Average A-Weighted Decibels [Leq dBA])**

Receptor Number	Description	Peak Period	2035 Build Modeled Noise Levels With Full Street Network	2035 Build Modeled Noise Levels with Broadway Traffic Only	Difference Full Network minus Broadway Only
1	East end of Wesmeco on north side of right-of-way	AM	58.6	57.9	-0.7
		PM	59.7	59.0	-0.7
2	North side of right-of-way, 75 feet east of Broadway	AM	69.9	69.8	-0.1
		PM	71.1	71.1	0.0
3	West end of Wesmeco on north side of right-of-way	AM	57.0	55.9	-1.1
		PM	58.0	57.1	-0.9

**Table 5. Comparison of Noise Levels With and Without Traffic on Broadway
(Average A-Weighted Decibels [Leq dBA])**

Receptor Number	Description	Peak Period	2035 Build Modeled Noise Levels With Full Street Network	2035 Build Modeled Noise Levels with Sunport/Woodward Traffic Only	Difference Full Network minus Sunport/Woodward Only
1	East end of Wesmeco on north side of right-of-way	AM	58.6	51.8	-6.8
		PM	59.7	52.7	-7.0
2	North side of right-of-way, 75 feet east of Broadway	AM	69.9	52.6	-17.3
		PM	71.1	53.4	-17.7
3	West end of Wesmeco on north side of right-of-way	AM	57.0	51.5	-5.5
		PM	58.0	52.7	-5.3

Several alternative alignments were considered as part of the initial URS design studies. These alternatives were located several hundred feet to the south of the preferred alignment. Because the proposed alignment has negligible noise impacts on the residential receptors, these alternatives were not analyzed in detail.

6. CONSIDERATION OF ABATEMENT MEASURES

State and federal noise policy stipulates that when traffic noise impacts occur, noise abatement must be considered and implemented if found to be feasible and reasonable. The term “feasibility” indicates that noise abatement measures will achieve at least 5 dBA of noise reduction at 50 percent of the impacted receptors and that it is possible to construct the abatement measures. The criteria for “reasonableness” include consideration of the viewpoints of affected property owners and residents, a determination that the abatement measures are cost effective (cost less than \$40,000 per benefited receptor), and an analysis showing that a noise reduction of 7 dBA will be achieved at 10 percent of the benefited receptors. Typically, noise abatement includes measures such as construction of noise barriers, modification of horizontal or vertical geometric design features, or traffic management techniques such as limitations on truck traffic.

The analysis of the Sunport project shows that noise impacts at residential receptors in the corridor are related to high traffic and truck volumes on Broadway and are not directly related to the proposed improvements. Abatement measures such as noise barriers along Broadway or in the Broadway and Sunport/Woodwad intersection would not be feasible because they would make it impossible to maintain safe visibility and access to properties. Because of the existing industrial land-use patterns along Broadway and in the general region, it is not realistic to change the horizontal or vertical alignments of existing roads or implement significant traffic management techniques, such as limiting trucks. For these reasons, no noise mitigation measures are recommended at this time.

7. CONSTRUCTION NOISE

It is difficult to predict levels of construction noise at a particular receptor or group of receptors. Heavy equipment, the major source of construction noise, moves in unpredictable or irregular patterns. Construction normally occurs during daylight hours when people tolerate occasional loud noises. The duration of construction noise for individual receptors is typically short; therefore, significant disruptions of normal activities are not anticipated. However, the project plans and specifications will include provisions requiring the contractor to make every reasonable effort to minimize construction noise through measures, such as work-hour controls and maintenance of muffler systems.

8. REFERENCES

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APPENDIX E NOTE

For complete copy of Traffic Noise Analysis with accompanying appendices to that report, go to <http://www.bernco.gov/public-works/current-past-projects.aspx>

APPENDIX F

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APPENDIX G

TIP & STIP EXCERPTS

Albuquerque Metropolitan Planning Area Mid-Region Metropolitan Planning Organization Transportation Improvement Program (TIP)

CN: A300160 Mid-Region MPO Rec Num: 437 NMDOT Dist.: 3 County: Bernalillo Municipality: Various Multiple Jurisd.
 Fed ID: A300160 Category: Capacity Proj Lead Agency: County of Bernalillo Length: 0 Miles

RT1 Proj Support Blvd Extension Est. Proj. Cost: \$21,000,000
 RT2 Fr: Woodward To: I-25 Exit 221 at Sunport Blvd Est. Letting: TIP Amendment Pending?

Rt 1 BMP: 0 Rt 2 BMP: 0 Rt 1 EMP: 0 Rt 2 BMP: 0

Project Desc.: Construct new 4 lane divided facility with bike lanes includes signage, drainage, and other necessary appurtenances. Demo ID NM006. Project total includes capital outlay & county funds in previous FYs.

Project Phases: Environ. Document Prel. Engr. Design Right-of-way Construction Other Work Zone: Routine

Remarks: AM-jan-15, AM-nov-14, R-13-14, R-13-05, R-13-04, AM-dec-12, R-12-09, R-12-07, AM-may-12, R-12-02, AM-oct-11, R-11-03, R-11-02, AM-oct-09, AM-may-09, R-09-04, R-09-03. Also ref. 09NM006 for TCSP.

FUND SOURCE	PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category				TIP Informational Years		
	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match		\$0		\$0	\$0	\$0	
Local Match		\$64,264		\$1,367,197	\$1,431,460	\$529,018	
STP-U				\$8,022,893 01	\$8,022,893	\$3,104,346 01	
STP-U		\$377,107 15			\$377,107		
Local Non-Match			\$4,465,032 01		\$4,465,032		
Totals		\$441,371	\$4,465,032	\$9,390,090	\$14,296,492	\$3,633,364	

Albuquerque Metropolitan Planning Area Mid-Region Metropolitan Planning Organization Transportation Improvement Program (TIP)

CN: **A300161** Mid-Region MPO Rec Num: **865.1** NMDOT Dist.: **3** County: **Bernalillo** Municipality: **City of Albuquerque**
 Fed ID: **A300161** Category: **Hwy & Brg Pres** Lead Agency: **County of Bernalillo** Length: **0.581 Miles**

RT1 FL5085 **Proj Woodward Road Improvements Project** **Est. Proj. Cost: \$5,157,141**
RT2 **Fr: Intersection of 2nd St & Woodward Road** **To: Intersection of Broadway Blvd & Woodward Rd** **Est. Letting:**
Rt 1 BMP: 0 **Rt 2 BMP: 0** **Rt 1 EMP: 0.581** **Rt 2 BMP: 0** **TIP Amendment Pending? ■**

Project Desc.: Completely reconstruct Woodward Road to address vehicle, drainage, bicycle, and pedestrian needs.

Project Phases: ■ Environ. Document ■ Prel. Engr. ■ Design ■ Right-of-way ■ Construction □ Other **Work Zone:** Routine
Remarks: R-15-06, R-15-05, R-14-09.

FUND SOURCE	PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category				TIP Informational Years	
	2014	2015	2016	2017	2018	2019
Local Bond Funds				\$2,675,500 01		
Local Bond Funds		\$321,000 15				
Local Bond Funds		\$53,500 16				
Totals		\$374,500		\$2,675,500		
				4 Yr. TOTALS		
				\$2,675,500		
				\$321,000		
				\$53,500		
				\$3,050,000		



New Mexico DEPARTMENT OF
TRANSPORTATION

New Mexico Department of Transportation Statewide Transportation Improvement Plan FFY-2014-2017 Amendment 8

APPROVED BY
NMDOT/FHWA/FTA
As of April 10, 2015

PREPARED IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
FEDERAL AVIATION ADMINISTRATION



**NEW MEXICO DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

CN: A300141	Plan: 20142019-WRK-8	MPO/RPO: MID-REGION MPO - ID: 150.00	NMDOT Dist.: 3	County: Bernalillo	Municipality: City Of Albuquerque	
Fed/State ID: A300141	Demo IDs:	Lead Agency: CITY OF ALBUQUERQUE	OverSight: Delegated/State Administrated			
RT:	Project Location: FIFTY MILE LOOP - VARIOUS LOCATIONS	Demo IDs: Facilities For Pedestrians & Bicycles	Beg/End Mpst: .000 - .000	Length: 0.000	Production Date:	
Project Scope: PLAN, DESIGN, AND CONSTRUCTION ON-STREET AND/OR TRAIL IMPROV. TO PROVIDE BICYCLE & PEDESTRIAN ACCESS TO POINTS OF INTEREST THROUGHOUT THE CITY. THE PROJECT WILL BE DEVELOPED & IMPLEMENTED IN PHASES.	Est. Letting:					
Proj. Phases: Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way Y Construction Y Other	FHWA Work Zone Type: Regionally Significant					
Remarks: R-14-01.						
PROGRAMMED FUNDS						
FUND SOURCE	IMP TYP	2014	2015	2016	2017	TOTALS
Local Bond Funds	28	\$500,000	\$0	\$0	\$0	\$500,000
TOTALS:		\$500,000	\$0	\$0	\$0	\$500,000

CN: A300160	Plan: 20142019-WRK-8	MPO/RPO: MID-REGION MPO - ID: 437.00	NMDOT Dist.: 3	County: Bernalillo	Municipality: Various Multiple Jurisd.	
Fed/State ID: A300160	Demo IDs:	Lead Agency: COUNTY OF BERNALILLO	OverSight: Delegated/State Administrated			
RT:	Project Location: SUNPORT BLVD EXTENSION - FROM WOODWARD TO I-25 EXIT 221 AT SUNPORT BLVD	Demo IDs: New Construction, Preliminary Engineering	Beg/End Mpst: .000 - .000	Length: 0.000	Production Date:	
Project Scope: CONSTRUCT NEW 4 LANE DIVIDED FACILITY WITH BIKE LANES INCLUDES SIGNAGE, DRAINAGE, AND OTHER NECESSARY APPURTENANCES. DEMO ID NM006. PROJECT TOTAL INCLUDES CAPITAL OUTLAY & COUNTY FUNDS IN PREVIOUS FYS.	Est. Letting:					
Proj. Phases: Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way Y Construction Y Other	FHWA Work Zone Type: Routine					
Remarks: AM-JAN-15, AM-NOV-14, R-13-14, R-13-05, R-13-04, AM-DEC-12, R-12-09, R-12-07, AM-MAY-12, R-12-02, AM-OCT-11, R-11-03, R-11-02, AM-OCT-09, AM-MAY-09, R-09-04, R-09-03. ALSO REF. 09NM006 FOR TCSP.						
PROGRAMMED FUNDS						
FUND SOURCE	IMP TYP	2014	2015	2016	2017	TOTALS
Local Match		\$0	\$64,264	\$0	\$1,367,197	\$0
Local Non-Match	01	\$0	\$0	\$4,465,032	\$0	\$0
STP Urban Areas W/ Pop Over 200k	01	\$0	\$0	\$0	\$8,022,893	\$0
STP Urban Areas W/ Pop Over 200k	15	\$0	\$377,107	\$0	\$0	\$0
TOTALS:		\$0	\$441,371	\$4,465,032	\$9,390,090	\$0

**NEW MEXICO DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

CN: A300161	Plan: 20142019-WRK-8	MPO/RPO: MID-REGION MPO - ID: 865.10	NMDOT Dist.: 3	County: Bernalillo	Municipality: City Of Albuquerque
Fed/State ID: A300161	Demo IDs:	Lead Agency:	OverSight: Delegated/State Administrated	Length: 0.580	
RT: FL 5085	Project Location: WOODWARD ROAD IMPROVEMENTS PROJECT - FROM INTERSECTION OF 2ND ST & WOODWARD ROAD TO INTERSECTION OF BROADWAY BLVD & WOODWARD RD	Beg/End Mipst: .000 - .580	Production Date:		
Project Scope: COMPLETELY RECONSTRUCT WOODWARD ROAD TO ADDRESS VEHICLE, DRAINAGE, BICYCLE, AND PEDESTRIAN NEEDS.	Category: New Construction, Preliminary Engineering, Right Of Way	PDE: LOCAL AGENCY	Est. Letting:		
Proj. Phases: Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way Y Construction _ Other	FHWA Work Zone Type: Routine				
Remarks: R-15-06 & R-15-05, R-14-09.					

PROGRAMMED FUNDS						
FUND SOURCE	IMP TYP	2014	2015	2016	2017	TOTALS
Local Bond Funds	01	\$0	\$0	\$0	\$2,675,500	\$0
Local Bond Funds	15	\$0	\$321,000	\$0	\$0	\$321,000
Local Bond Funds	16	\$0	\$53,500	\$0	\$0	\$53,500
TOTALS:		\$0	\$374,500	\$0	\$2,675,500	\$0

CN: A300170	Plan: 20142019-WRK-8	MPO/RPO: MID-REGION MPO - ID: 581.00	NMDOT Dist.: 3	County: Bernalillo	Municipality: City Of Albuquerque
Fed/State ID: A300170	Demo IDs:	Lead Agency: DISTRICT 3	OverSight: Delegated/State Administrated	Length: 0.270	
RT: FL 5097	Project Location: NORTH DIVERSION CHANNEL ROAD CONSTRUCTION EAST-WEST CONNECTOR (EL PUEBLO) - FROM JACS LANE TO LORRAINE COURT	Beg/End Mipst: 2.270 - 2.540	Production Date:		
Project Scope: CONSTR. MULTI-USE TRAIL TO TRAIL & BIKE ROUTE ON EL PUEBLO WHERE TRAIL TERMINATES FROM PDN PROJECT TO PROVIDE ACCESS TO N. DIV. CHANNEL; INCLUDES PAVEMENT & BRIDGE DECK REHAB, BRIDGE WIDENING, SIGNING & STRIPING IMPROV. TO ACCOM. FACIL AS A BIKE ROUTE	Category: New Construction	PDE: MARY LOVATO	Est. Letting:		
Proj. Phases: Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way Y Construction Y Other	FHWA Work Zone Type: Routine				
Remarks: AM-FEB-15, AM-JAN-15, AM-OCT-14, AM-MAR-14, R-14-01, AM-JAN-14 SPLIT TO A300171, R-13-16, AM-SEP-13, R-11-03, R-11-02, AM-SEP-10, AM-MAY-10, AM-OCT-09, AM-JUL-09, R-09-04, R-09-03.					

PROGRAMMED FUNDS						
FUND SOURCE	IMP TYP	2014	2015	2016	2017	TOTALS
State Match		\$0	\$0	\$0	\$436,800	\$0
STP Flex	01	\$0	\$0	\$0	\$2,563,200	\$0
TOTALS:		\$0	\$0	\$0	\$3,000,000	\$0

APPENDIX H

PUBLIC MEETING SUMMARIES



SUNPORT BOULEVARD EXTENSION

PUBLIC INVOLVEMENT MEETING SUMMARY

September 2013

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



Hinckley, Peter

From: Jacque Garcia <jgarcia@bcplacematters.com>
Sent: Sunday, September 29, 2013 11:23 PM
To: rleichwald@bernco.gov; Hinckley, Peter
Cc: cathylopez@bernco.gov; ibenton@cabq.gov; ddolan@cabq.gov; jortizp@msn.com; katie_richardson@heinrich.senate.gov; calvert_curley@tomudall.senate.gov
Subject: Comment Letter re: Sunport Boulevard Extension
Attachments: Comment letter regarding Sunport Extension_9-29-13.pdf

Dear Mr. Eichwald and Mr. Hinckley,

Attached, please find a letter of written public comment on the proposed Sunport Boulevard Extension, subsequent to the September 18, 2013 public meeting about that project. Please confirm receipt of this letter.

Thank you,
Jacque

--

Jacque M. Garcia, MPH

Bernalillo County Place Matters (BCPM) Team Coordinator

New Mexico Voices For Children

625 Silver Avenue SW, Suite 195

Albuquerque, NM 87102

O: 505.244.9505 x 102 | Cell: 505.321.8335

E-mail: jgarcia@nmvoices.org

E-mail: jgarcia@bcplacematters.com



September 29, 2013

To:

Rodrigo Eichwald
Project Engineer
Bernalillo County Public Work Division
2400 Broadway SE Building N
Albuquerque, NM 87102
Via email to: reichwald@bernco.gov

Peter Hinckley, P.E.

URS Corporation
6501 Americas Parkway, NE Suite 900
Albuquerque, NM 87110
Via email to: peter.hinckley@urs.com

RE: BCPMT comments on the September 18, 2013 Environmental Assessment meeting regarding the proposed Sunport Boulevard Extension Bernalillo County Project No. TS 09-06; NMDOT project No. CN A300160; Fed ID 09NM006

FROM: Jacque Garcia, MPH, Coordinator, Bernalillo County Place Matters Team

The Bernalillo County Place Matters Team (BCPMT) is one of nineteen Place Matters Teams located throughout the United States, working in partnership with the Health Policy Institute of the Joint Center for Political and Economic Studies since June of 2006. The BCPMT is committed to improving the health of our communities by addressing the root causes that lead to poor health and advocating for land-use policies that provide equal opportunities for safe, clean and healthy neighborhoods.

BCPMT members attending the September 18th meeting are concerned about certain issues:

- ① The NEPA process was not followed, e.g., **opportunity was not provided for community residents to collectively discuss suggestions and concerns in order that all in attendance could become aware of their issues apart from those presented by URS Corp. representatives and Bernalillo County Staff;**
- ① **A new Environmental Impact Study (EIS) was not considered to be conducted, involving the community in the planning process rather than just a do-over of the Environmental Assessment;**
- ① **Consideration of "Environmental Justice" communities, such as San Jose and others, already experiencing impacts from the polluting industries at the Superfund sites, that are within the proposed extension impact area-- with continuing high pollution from refineries, chemical plants, and gasoline tank farms in the same area, was not addressed;**

Community health and welfare requires rezoning to protect its residents prior to a proposed Sunport Extension being built, including a comprehensive plan of funding sources and phases, to be put in place

to assure that related improvements to support the proposed Sunport Extension will be completed. As illustrated on September 18th, Alternative A would increase traffic many fold onto Woodward St., which is dilapidated with no safety controls. All connecting and related roadways, including 2nd Street, projected to be impacted with increased traffic and congestion should be re-designed and improved for neighborhood pedestrian and vehicular safety, and avoid increased cumulative air emissions, prior to the proposed Sunport extension being completed. The slide presented regarding Woodward St. was only a concept, without regard to funding and completion or how future increased traffic, congestion and pollution would be managed in an environmental justice community.

BCPMT observed that the County & URS flier of "Frequently Asked Question" on page 3: *Will the health and welfare of the community be negatively impacted by the project?* – was not addressed. Economic benefit or impact in San Jose was not referenced. Overall, the community of San Jose that would bear the brunt of environment impact of Alt. A was disregarded and participant input was seemingly structured to limit collective discussion. The community needs rezoning to protect its residents' health, safety and general welfare from companies that fall under permissive uses of M-1 or M-2 land use. Until land policies, related transportation corridors and decisions improving the environmental conditions of human health and their communities are planned with residents' input, the Sunport Extension should not go forward.

On behalf of the BCPMT, I thank you for your time and consideration. Please do not hesitate to contact me if you have any questions, 505-244-9505 or jgarcia@bcplacematters.com.

Respectfully,



Jacque M. Garcia, MPH
Coordinator, Bernalillo County Place Matters Team

Email copies:

Bernalillo County Public Information, Catherine Lopez, cathylopez@bernco.gov

Albuquerque Councilor Isaac Benton, ibenton@cabq.gov

Policy Analyst - City Councilor Isaac Benton, ddolan@cabq.gov

NM Senator Jerry Ortiz y Pino, jortizp@msn.com

NM Representative Henry Kiki Saavedra, 2838 2nd Street SW Abq. NM. 87102 (letter mailed)

Katie Richardson at US Senator Heinrich's office, katie_richardson@heinrich.senate.gov

Cal Curley at US Senator Udall's office, calvert_curley@tomudall.senate.gov

US Representative Michelle Lujan Grisham

Hinckley, Peter

From: Rodrigo L. Eichwald <rleichwald@bemco.gov>
Sent: Wednesday, September 25, 2013 10:49 AM
To: Hinckley, Peter
Subject: Fwd: HCR-40 DOT#2012-0149

Here is the complaint.

Rodrigo Eichwald, P.E.
Cell: (505) 301-6933

Begin forwarded message:

From: "gheitmann@dot.gov" <gheitmann@dot.gov>
Date: September 25, 2013 at 10:20:27 AM MDT
To: "Blake.Roxlau@state.nm.us" <Blake.Roxlau@state.nm.us>
Cc: "Rodrigo L. Eichwald" <rleichwald@bemco.gov>
Subject: FW: HCR-40 DOT#2012-0149

Blake,

See the information below. We probably need to have a meeting or a conference call with the County.

Greg

Gregory L. Heitmann
Environmental Specialist

greg.heitmann@dot.gov
Phone: 505-660-7626
Fax: 505-820-2040

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

<image001.jpg>

From: Martinez, JohnDon (FHWA)
Sent: Monday, September 23, 2013 8:34 AM
To: Heitmann, Greg (FHWA); Neie, Lisa (FHWA)
Cc: Wilner, Marcus (FHWA)
Subject: FW: HCR-40 DOT#2012-0149

Would one of you check into this with Ms. Abeyta!

From: Hardiman-Tobin, Gloria (FHWA)
Sent: Monday, September 23, 2013 6:26 AM

To: 'Esther Abeyta'
Cc: Martinez, JohnDon (FHWA)
Subject: RE: HCR-40 DOT#2012-0149

Good morning Ms. Abeyta,

My office does handle matters in this state. Please contact the NM Division or NMDOT.

Gloria Hardiman-Tobin
Assistant Chief Counsel

-----Original Message-----

From: Esther Abeyta [sjna1@live.com]
Sent: Sunday, September 22, 2013 09:15 PM Eastern Standard Time
To: Hardiman-Tobin, Gloria (FHWA)
Subject: RE: HCR-40 DOT#2012-0149

September 22, 2013

RE:HCR-40
DOT#2012-0149
Sunport Boulevard Extension Project
Bernalillo County Project No. TS 09-06
NMDOT Control No. A300160
Federal ID 09NM006

Dear Ms. Gloria Hardiman-Tobin,

My husband Steven and I attended the Sunport Public Participation meeting. Whatever the County and the company it hired to do the Environmental Assessment (EA) may have told your agency, this meeting did not provide an opportunity for people to get answers and interact with the presenters. The entire process was a one-way street. You--the public--sit there and listen. When we--the Experts are done telling you why you are going to get this project whether you like it or not, whether it is good for your community or not--then you can go fill out a card at a private "comment" station with your questions and comments and give it to us. The NMDOT and Bernalillo County people presented their case and the people had to either listen or leave.

There were many people from the community who attended the meeting. They are very unhappy there was no opportunity to speak at a public meeting. Two ladies from the community put it this way: They came out to speak out at a public meeting not to have a private conversation at a comment "station".

The handout and announcement indicated a public meeting. It also implied that the project was not a "done deal" but something still under discussion. In their answers to comments, they include a section on the number of public meetings they have held in the community. They are counting non-public meetings and the meeting held in January after they were absolutely forced to make up for the sham public meetings before.

I am thinking now that maybe we need to get a lawyer because it looks to me like this is not a "do over" of the EA process from the beginning, but just using the same stuff already decided and holding meetings to make it look like the NMDOT and Bernalillo County were doing the right thing when they did nothing more than push their pre-made decision on us a second time.

Both Steven and I were disgusted and disappointed. What is supposed to be democratic process for our community--the community that will receive most of the impacts of this project and is a place people call an "environmental justice" community--is being taken advantage of so that the County can try to make money getting polluting industries back in the brown fields sites left by G.E. and others. More heavy industry and toxic pollution is not going to help us. There is no fix up of this community in the project plans, no jobs program and training programs, even though this community has a higher rate of unemployment than the rest of Albuquerque and Bernalillo County, to requirement to put in decent street lighting, fix curbs and medians and put in sidewalks. The project is nothing but an attempt by the County to open up another source of tax revenue--without even any advance plans for businesses or changes in the zoning. We already live near giant gasoline tanks, refineries, chemical companies--we do not need a road that will provide an incentive for more of the stench and poison.

The people of this community not only deserve better, but the information on your website about NEPA and environmental justice promises that the community would be involved in the decision making--not have it shoved down our throats--and now, for a second time. Your web site says that the NEPA law is supposed get the planners out in the community before they decide to build projects like the Sunport Extension road.

Can't your agency do anything to fix this? Do we have to wait until the NMDOT and County have done it wrong twice? Why can't you tell them to start the whole process again and involve the people in the communities who will have to put up with the increased traffic and accidents, noise and air pollution in deciding the best way to do this if a road is really needed at all.

Sincerely,

Esther Abeyta

P.S.

Please view the local news story on the Sunport Extension meeting.

<http://www.koat.com/page/search/htv-alb/news/new-mexico/albuquerque/officials-look-to-extend-sunport-blvd/-/9153728/22019956/-/10urvbn/-/index.html>

This propaganda push is how the County is dealing with the environmental justice issues that have been raised. Instead of tackling them, they are pushing the identical project without any input from the community -- and getting a slick publicity campaign going to support that.

Hinckley, Peter

From: Esther Abeyta <sjna1@live.com>
Sent: Friday, September 27, 2013 9:30 PM
To: rleichwald@bernco.gov; Hinckley, Peter
Subject: Comment Letter RE: Sunport Extension
Attachments: Sunport Comment Letter Steven Abeyta Sept 27 2013.pdf

Dear Mr. Eichwald and Mr. Hinckley,
Please find attached a letter of written comment on the proposed Sunport Boulevard Extension, subsequent to the September 18, 2013 public meeting. Please confirm your receipt of this email.
Respectfully,
Steven Abeyta

September 27, 2013
RE: Comments on the proposed Sunport Boulevard Extension
Bernalillo County Project No. TS 09-06
NMDOT project No. CN A300160, FED ID 09NM006

Dear Rodrigo Eichwald and Peter Hinckley,

I am deeply concerned about the Sunport Extension and the terrible lingering effects it will have on my neighborhood of San Jose. The extension will bring many automobiles and trucks to an area that is already suffering from the cumulative impacts of pollution from industries that emit pollutants without any concern about compliance to any environmental laws. The Sunport Extension will be the impetus to attract more industry that is looking for M-2 zoning to emit pollutants to the maximum allowed by law. The residents that live in San Jose will have to endure all the negative health impacts. We have become accustomed to being marginalized, and as a neighborhood we ask for the grace from God to deal with the pattern of discrimination we constantly face in the location of heavy industry in our neighborhood.

We invited members of the community to express their concerns at the so called "public meeting" held on September 18, 2013 at East San Jose Elementary School. To our dismay we were not allowed an opportunity to voice our concerns. We were told at the beginning of the meeting to listen to representatives of Bernalillo County and URS, then after the presentation to give our concerns to people at different workstations. This type of meeting is designed to be a propaganda session to promote the Sunport Extension and then offer damage control to those that disagree with the propositions of the propaganda. This is a common practice in controlled societies that do not want any disagreement with their edicts.

We know the residents of San Jose Neighborhood are tax payers and feel since public money is being used to build the Sunport Extension, we should have the right to participate in the process by voicing our concerns. Silencing the neighborhood residents of San Jose is not part of the NEPA process; I feel the County hired a consultant that knows how to distort the laws of our great country to get what the county wants; without any regards for those being severely affected by the road project.

We have voiced our opinions to deaf ears of the County Representatives. We stated the project should not be built. As it stands right now the project will only worsen the conditions in the San Jose neighborhood. The presentation you have demonstrate the project is flawed and has not been properly thought out. At this time the NO Build Option is the most prudent course of action.
Thank you very much.

Steven Abeyta
2419 William ST SE
Albuquerque, NM 87102
(505) 440-2086

Hinckley, Peter

From: Catherine Lopez <cathylopez@bernco.gov>
Sent: Wednesday, September 18, 2013 8:27 AM
To: Rodrigo L. Eichwald; Hinckley, Peter
Subject: FW: Sunport Boulevard Extension | Public Comment

Below is a comment received regarding the Sunport project.

Thanks,

Catherine Lopez
Bernalillo County
Public Information Department
Office: 224-1641
Cell: 259-0312

From: Robert H. Dickson, Jr. [mailto:rob@abqhigh.com]
Sent: Tuesday, September 17, 2013 5:59 PM
To: Catherine Lopez
Subject: Sunport Boulevard Extension

Cathy,

I am out of town this week and cannot attend this meeting. Please forward my comments to the Public Works Division and the URS Corporation, and thank you for doing so.

I strongly support the extension as an economic development tool enabling "agrarian urbanism" in the South Valley. Think of that term as a horizontally and vertically integrated economic engine, all related to every aspect of food, connected with walkable, mixed-use, traditional but modern New Mexico "village" neighborhoods.

I am working on plans for one in the area as we speak.

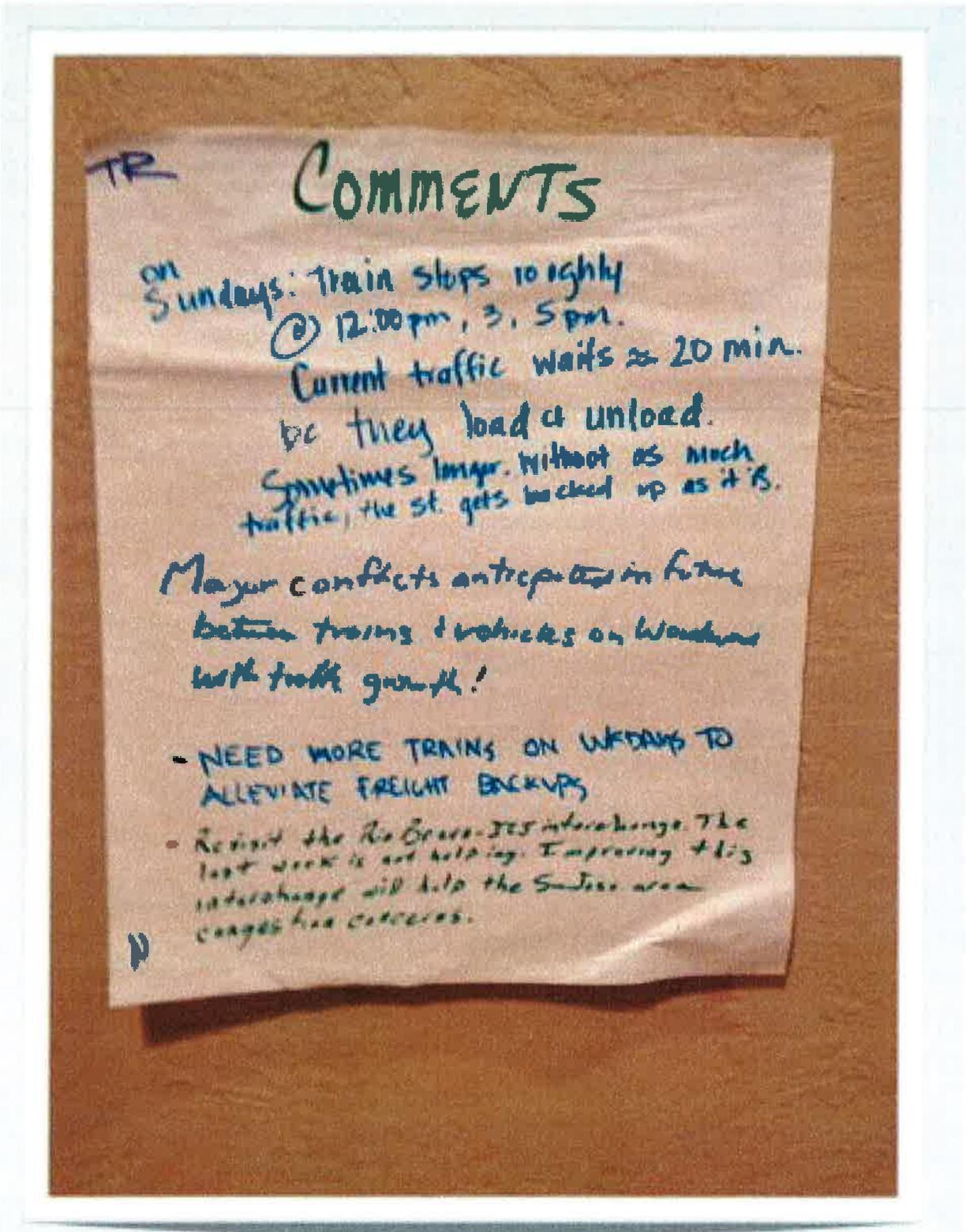
This connection from 2nd Street over to the Sunport via Woodward is crucial to the success of any such project, and the success of the South Valley in "moving up the ladder" economically. Airport connections in the 21st century are vital! This concerns all aspects of our local economy, including but not limited to the agrarian economy.

Our public streets belong to the public, not just to any one neighborhood. This extension can be designed in a way that keeps traffic moving at proper speeds to protect the safety and noise levels of the neighborhood to the north; it should not be a fast roadway. A design speed of 25-30 mph is appropriate. The ITE Standards for Walkable Urban Thoroughfares could be applied. They have been approved by the Federal Highway Administration.

Sincerely,

Rob Dickson
Paradigm & Company
New Urbanism/Traditional Neighborhood Development
401 Central NE, Suite D
Albuquerque, NM 87102
505-247-3935 (office)
505-515-5066 (cell)
505-247-0437 (fax)

6. COMMENT CHARTS



TR

COMMENTS

on Sundays: Train stops roughly
@ 12:00 pm, 3, 5 pm.

Current traffic waits ~ 20 min.

bc they load & unload.

Sometimes longer. Without as much
traffic, the st. gets backed up as it is.

Major conflicts anticipated in future
between trains & vehicles on Wards
with traffic growth!

- NEED MORE TRAINS ON WEEKDAYS TO
ALLEVIATE FREIGHT BACKUPS

- Revisit the Rio Grande-ITS interchange. The
last work is not helping. Improving this
interchange will help the Sunport area
congested area.

2

TRAFFIC 2

- TRUCK traffic issue at Gibson / B'way / I-25 - Safety problem w/ heavy trucks over-tuning - GAS trucks, Co transport WB to SB + River NB to EB w/ Gibson lives at NW corner Gibson / B'way

This project (Sunport) much needed!
- If Alt A is chosen you still need to speak to train this will prob ~~make~~ you cost more \$ to change w/ of scheduling for load/unload cargo.
Best route Alt D ☺
Even if it does cost more money.

Didn't get opportunity to "propose" ideas with Q & A in front of entire audience

- Great presentation, clear, clean, precise. The numbers for alt A seem very good for the entire community

ENV

COMMENTS

- monitor locations - do they provide representative data for study area analysis
- what about air quality impacts on children & increased traffic?

COMMENTS

1A

- A FRONTAGE ROAD FROM ALT A TO RIO BRAVO WOULD BE HELPFUL
- ALT A DOES HAVE RR TRACKS!
ONES THAT ARE BEING IN USE
- ALT D. BENEFITS COMM. MORE THAN ALT A.
↓
 - FURTHER AWAY FROM RESIDENTS (COMMUNITY)
 - BUSINESS' ON PRINCE & RIO BRAVO HAS A MORE DIRECT CONNECTION THAN ALT A. (CITY+COUNTY)
- ALT A: TAKE TRAFFIC DIRECTLY ONTO RR AT WASTE DISPOSAL COMPANY!
NOT PROMOTING THIS COMMUNITY POSITIVELY!
- ONLY GAVE PROS FOR COUNTY/CITY FOR ALT A. WOULD HAVE LIKED MORE PROS/ITS ASIDE FROM \$ FOR ALT D +++
- WHY WOULD D++ NOT ~~BETTER~~ BENEFIT COMMUNITY
- COST FOR ALTERNATIVE D - IT WAS EXPLAINED VERY WELL AS WELL AS LOGISTICS!
- ALTERNATIVE A SEEMS MOST APPROPRIATE!

COMMENTS

THE ONLY ONE THAT SERVES THE AREA!

Is the reduction in traffic on Rio Bravo the reason the rebuild of Rio Bravo/I-25 has gone away?

a most welcomed improvement to our neighborhood!

Faint, illegible handwritten text at the bottom of the page.

COMMENTS

IMPROVEMENTS IN ROADWAYS
WILL BRING NEW INVESTMENT TO THE
AREA

NEW ACCESS TO I-25 WILL BRING
NEW CLEAN BUSINESS TO AREA

Job creation with clean industry developed in a comprehensive way,
as this project is slated to do, can only enhance the quality of life for
all residents.

7. STAR GROUP, LLC MEETING SUMMARY

The following is a summary of the meeting prepared by Star Group, LLC, the facilitators for the meeting. This summary includes the questions received via the Comment Charts.



STAR Group, LLC

620 Roma Ave.
Albuquerque, NM 87102
505-250 2238
tmartorelli@stargroupconsulting.com
www.stargroupconsulting.com

Sunport Boulevard Extension Project
Public Meeting
6:00 – 8:00 PM; September 18, 2013
Cafeteria, East San Jose Elementary School

Meeting Summary

Meeting Purpose: Provide an opportunity for community members to learn about the current status of the project including alternatives considered, its preferred route, the elements of the roadway cross section, and potential environmental impacts. Provide a comfortable meeting where a broad representation of the community has the opportunity to ask and receive answers to their questions and concerns from those who are knowledgeable about the proposed project and its potential impacts.

Participants: Approximately seventy-five (75) participants, plus staff. Sixty-seven (67) participants signed in. (A spreadsheet including contact information provided by those who signed-in is attached as well as a scan of the original sign-in sheets.)

Simultaneous Spanish language translation was provided. Two participants took advantage of the invitation for translation, which was verbally communicated to the group in Spanish before the presentation began.

Printed copies of the presentation, a Frequently Asked Questions document, and a written comment sheet, which includes the postal mail and Email address/website through which additional formal written input will be received, were distributed from the sign-in table. The meeting format was that of an open house and formal presentation, with question/answer and comment periods both before and after the presentation.

Large easel pads were set up around the meeting room at each of five stations. Participants were asked to share their comments with the discussion leaders at each station and to write their comments on those pads. Staff confirmed that written comments would be reviewed by the Project Team and taken into account in the plan that will be ultimately submitted for State and Federal approval. They were encouraged to ensure that their concerns be captured on the easel pads so that they could be included in the meeting record. Public testimony before the entire group was not solicited.

6:00 Open House

Five Topic Stations, which included large charts, maps, and photographs, were set up around the room. Each conveyed information regarding the following topics as they relate to the proposed Sunport Blvd. Extension project:

- Traffic
- Environment
- Alignment Alternatives
- Preferred Alternative
- Future Vision.

6:30 Presentation

Welcome and Introductions

STAR Group, LLC

Dolores Herrera, Asst to Bernalillo County Commissioner Art De La Cruz and Diane Dolan, Assistant to Albuquerque City Councilor Isaac Benton, delivered comments of welcome to the group.

Meeting Ground Rules

- Respect the Speaker and Listener
- Listen to learn
- It's OK to disagree
- Be tough on the issue / easy on the person
- Cell phones silent
- Participate fully

Presentation of History and Current Status of the Sunport Boulevard Extension Project

- Rodrigo Eichwald, PE
–Project Engineer (Bernalillo County)
- Peter Hinckley, PE
–Consultant Project Manager (URS Corp)

How it All Fits Together in the Future

- Enrico Gradi**
–County Planner (Bernalillo County)

The presentation to the participants consisted of three major sections: the Process, which was covered by Rodrigo Eichwald, the Project Engineer for Bernalillo County; Traffic Growth and Route Alternatives and Proposed Project Elements, reviewed by Peter Hinckley, the Consultant Project Manager from URS Corporation; and the Vision of How It All Fits Together for the area most likely to be impacted by this project, described by Enrico Gradi, Bernalillo County Planner.

7:00 Small Group Discussions / Q&A

Easel pads and markers were provided for recording comments at each of five stations. The topics, the discussion leaders, and resulting written comments are listed below.

Traffic

Jim Barrera, Senior Traffic Engineer, URS

Comments:

- On Sundays, trains stop roughly at 12 PM, 3 PM and 5 PM. Current traffic [on Woodward / 2nd Street] waits approximately 20 minutes or longer each time because they load and unload. Even without as much traffic, the street gets backed up as it is.
- Major conflicts anticipated in the future between trains and vehicles on Woodward with traffic growth!
- Need more trains on weekdays to alleviate freight backup.
- Revisit the Rio Bravo-I-25 interchange. The last work is not helping. Improving the interchange will help the San Jose congestion concerns.
- Truck traffic issue at Gibson/Broadway/I-25 – safety problem with heavy trucks overturning -- such as gas trucks, car transports -- westbound to southbound at Broadway (contributor lives at northwest corner of Gibson/Broadway)
- This project (Sunport) is much needed.
- If Alternative A is chosen, you still need to speak to [address] train track [crossing]; will probably cost you more money to change years of scheduling for loading/unloading cargo. Best route is Alternate D, even if it does cost more money.
- Didn't get opportunity to "propagate" ideas with Q & A in front of entire audience.
- Great presentation; clear, clean, precise. The numbers for Alternative A seem very good for the entire community.

Environmental Issues

Jennifer Pyne, Senior Environmental Planner, URS

Comments:

- [Air Quality] Monitor locations; do they provide representative data for study area analysis?
- What about air quality impacts on children as a result of increased traffic?

Alignment Alternatives

Roxanne Blatz, Senior Structural Engineer, URS

Comments:

- A frontage road from Alternative A to Rio Bravo would be helpful.
- Alternate A – Does have RR tracks!
- Alternative D Benefits community more than Alternative A.
 - Further away from residents (community)
 - Businesses on Prince and Rio Bravo have a more direct connection than Alternative A. (city and county)

September 30, 2013

3

STAR Group, LLC

- Cons of Alternative A: Take(s) traffic directly onto RR and waste-disposal company! Not promoting this community positively!
- Only gave pro's for county/city for Alternative A; would have liked more pro's/information aside from \$ [money] for Alternates D and H.
- Why would D & H not benefit community?
- Cost for Alternatives D & H were explained very well as well as logistics.
- Alternative A seems most appropriate.

Preferred Alternative Peter Hinckley, Consultant Project Manager, URS
Rodrigo Eichwald, Project Engineer, Bernalillo County

Comments:

- The only one that services the area!
- Is the reduction in traffic on Rio Bravo the reason the rebuild of Rio Bravo/I-25 has gone away?
- A most welcome improvement to our neighborhood!
- Access to the Valle del Oro would be much easier, bringing more people to the South Valley, which would be most advantageous to local business. This also means easier access North to Downtown along Second Street.

Future Vision Enrico Gradi, Bernalillo County Planner

Comments:

- Improvements in roadways will bring new investment to the area.
- New access to I-25 will bring new clean business to area
- Job creation with clean industry developed in a comprehensive way, as this project is slated to do, can only enhance the quality of life for all residents.

8:00 Adjourn

Sunport Boulevard Extension Project

Public Meeting September 18, 2013

Photographs of the Several Exhibit Boards and Many Participants



SUNPORT BOULEVARD EXTENSION
PUBLIC INVOLVEMENT MEETING SUMMARY



The left poster, titled "Project Development Process (NMDOT)", shows a flowchart with six main stages: 1. Project Identification, 2. Project Definition, 3. Project Approval, 4. Project Design, 5. Project Construction, and 6. Project Operation. A red arrow points to the "Project Approval" stage. Below this, a box labeled "Environmental Process (NEPA)" is connected to the "Project Approval" stage. The "Environmental Process (NEPA)" section shows a flowchart with four main stages: 1. Project Identification, 2. Project Definition, 3. Project Approval, and 4. Project Construction. A red arrow points to the "Project Approval" stage. The right poster, titled "Land Use Concept", is a map showing various colored zones (yellow, green, purple, blue) and a 1/2 mile radius circle. A legend at the bottom identifies the zones: "Residential", "Commercial", "Industrial", "Public Use", "Green Space", "Water", and "Other".

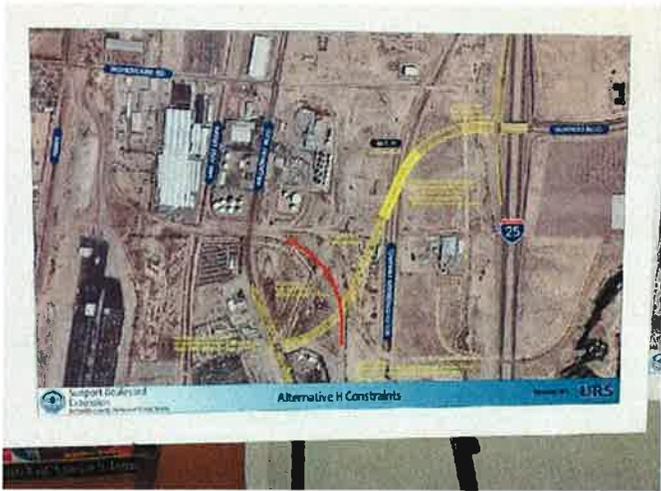
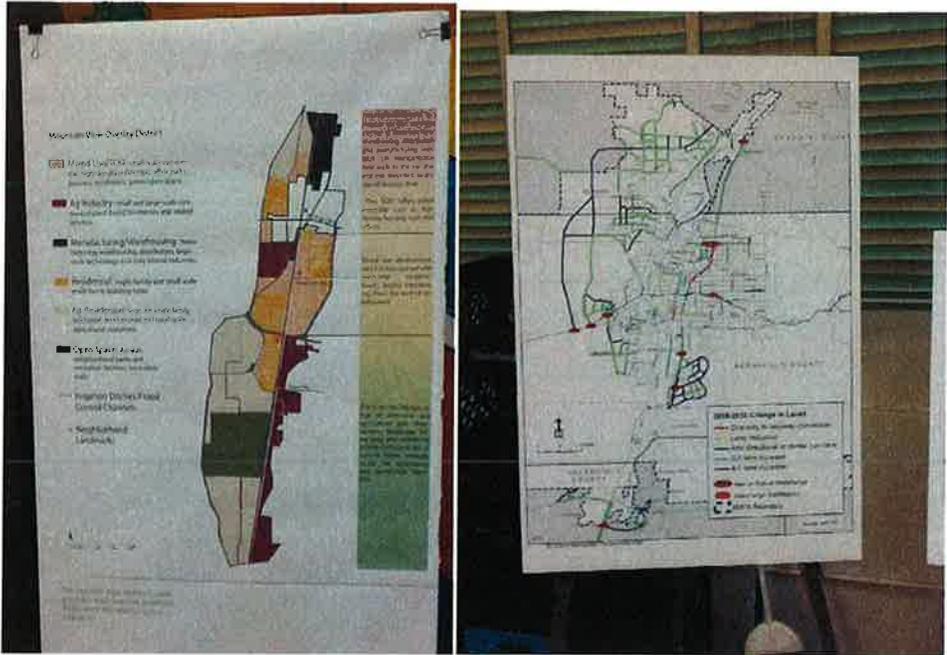


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1. SUMMARY OF DETAILS

1.1. INTRODUCTION

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

1.2. SUMMARY OF MEETING

Date & Time: September 18, 2013 6:00 P.M. to 8:00 P.M.

Location: East San Jose Elementary School Cafeteria, 415 Thaxton Avenue, S.E., Albuquerque, NM 87102

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
Roger Paul	Tech. Services Director	BCPWD	505-848-1515	rogerp@bernco.gov
Rodrigo Eichwald	Project Engineer	BCPWD	505-848-1574	rleichwald@bernco.gov
Richard Meadows	Planner	BCPWD	505-848-1508	rmeadows@bernco.gov
Enrico Gradi	Planner	BCPWD	505-314-0385	egradi@bernco.gov
Cathy Lopez	Public Information Specialist	BCPWD	505-224-1641	cathylopez@bernco.gov
Peter Hinckley	Project Manager	URS	505-855-7409	peter.hinckley@urs.com
Roxanne Bebee Blatz	Lead Structural Engineer	URS	505-855-7438	roxanne.blatz@urs.com
Jim Barrera	Lead Traffic Engineer	URS	505-855-7492	jim.barrera@urs.com
Jennifer Pyne	Senior Planner	URS	602-648-2335	jennifer.pyne@urs.com
Toni Martorelli	Facilitator	Star Group, LLC	505-250-2238	tmartorelli@stargroupconsulting.com

Subject: Sunport Boulevard Extension Public Involvement Meeting

Purpose: To provide all interested parties with project related information for the proposed extension of Sunport Boulevard from I-25 to Broadway, and conceptual improvements to Woodward Road between Broadway and 2nd Street. Responses to previous public comments were provided along with the status of the revised Environmental Assessment document. Residents, landowners, business owners and all interested parties were encouraged to attend and provide comments, concerns, and suggestions regarding the project. Meeting topics included the project history and current status, project overview, development process, traffic analysis, proposed alignments and typical roadway cross sections, preferred alternative, air quality review, National Environmental Policy Act requirements, the previous public involvement, and the future vision for the area.

SUNPORT BOULEVARD EXTENSION**PUBLIC INVOLVEMENT MEETING SUMMARY**

Advertising: The meeting was advertised in various newspapers. Ads were placed in the Albuquerque Journal, South Valley Ink, and the Bernco Neighborhood Newsletter. The ad was placed in Spanish in El Semanario News and the South Valley Ink. The County website also placed a news rotator on the front page from September 9th through September 18th, 2013 announcing the meeting. 1900 postcards, in both Spanish and English, were mailed out to residents in the project area via a postal zone mass mailing. Flyers, in both Spanish and English, were handed out to the students/families of East San Jose Elementary School and Mountainview Elementary School.

Meeting: On September 18th, 2013 the meeting 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. The stations were manned by personnel from Bernalillo County and URS. At 6:30 p.m. the meeting presentation commenced with Rodrigo Eichwald, the BCPWD Project Engineer, asking Ms. Dolores Herrera, Assistant to County Commissioner Art De La Cruz and Ms. Diane Dolan, Assistant to Albuquerque City Councilor Isaac Benton to greet the public. Ms. Toni Martorelli, of STAR Group, LLC, the facilitators for the meeting, went over the ground rules for the meeting and the presentation. A presentation was given (see Section 3) by Rodrigo Eichwald of BCPWD and Peter Hinckley of URS on the technical aspects of the project and Enrico Gradi of Bernalillo County Zoning and Planning on the future vision for the area. At the conclusion of the presentation the stations illustrating the project were manned by personnel from Bernalillo County and URS. Easels with comment pads were provided at each station so that questions and comments could be noted. Questions and comments are included in Section 6 and Section 7 of this document.

Attendance: 65 people signed the attendance roster. Of this number there were 10 people who signed representing governmental agencies and elected officials.

2. NEWSPAPER ADVERTISEMENT



Bernalillo County in cooperation with the New Mexico Department of Transportation and the Federal Highway Administration announces a

PUBLIC MEETING for the Sunport Boulevard Extension Project
 Bernalillo County Project No. TS 09-06
 NMDOT Control No. A300160

Wednesday September 18, 2013
6:00 p.m. – 8:00 p.m.

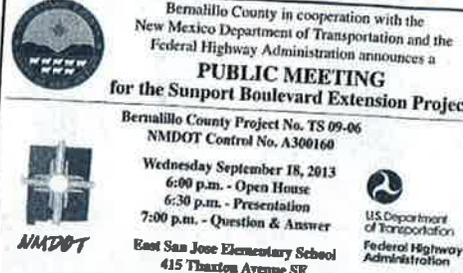
East San Jose Elementary School Cafeteria
415 Thaxton Avenue SE
Albuquerque, NM 87102

PURPOSE OF THE MEETING:
 To discuss the proposed extension of Sunport Boulevard from I-25 to Broadway, and conceptual improvements to Woodward Road between Broadway and 2nd Street. Responses to previous public comments will be provided along with the status of the revised Environmental Assessment document. Residents, landowners, business owners and all interested parties are encouraged to attend and provide comments, concerns, and suggestions regarding the project.



MEETING OVERVIEW & AGENDA:
 County Representatives and Project Team members will be sharing information including proposed alternatives (as shown on the map at right), evaluation of alternatives, and traffic and air quality impacts. Project Team members will accept comments/questions at the meeting or, if unable to attend, comments can be mailed, or emailed to: Peter Hinckley, URS Corporation, 6501 Americas Parkway, # 600, Albuquerque, NM 87110, (505) 855-7409, peter.hinckley@urs.com or to Rodrigo Eichwald, Bernalillo County, 2400 S. Broadway, Albuquerque, NM 87102, (505) 848-1574, reichwald@bermco.gov.

If you have any questions regarding this meeting, please contact Peter Hinckley or Catherine Lopez, Bernalillo County, at (505) 224-1641. Special needs or accommodations for individuals with disabilities will be provided upon request at least 48 hours in advance of the meeting by calling Catherine Lopez.



Bernalillo County in cooperation with the New Mexico Department of Transportation and the Federal Highway Administration announces a

PUBLIC MEETING for the Sunport Boulevard Extension Project
 Bernalillo County Project No. TS 09-06
 NMDOT Control No. A300160

Wednesday September 18, 2013
6:00 p.m. - Open House
6:30 p.m. - Presentation
7:00 p.m. - Question & Answer

East San Jose Elementary School
415 Thaxton Avenue SE
Albuquerque, NM 87102

PURPOSE OF THE MEETING:
 To discuss the proposed extension of Sunport Boulevard from I-25 to Broadway, and conceptual improvements to Woodward Road between Broadway and 2nd Street. Responses to previous public comments will be provided along with the status of the revised Environmental Assessment document. Residents, landowners, business owners and all interested parties are encouraged to attend and provide comments, concerns, and suggestions regarding the project.

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If you have any questions regarding this meeting, please contact Peter Hinckley or Catherine Lopez, Bernalillo County, at (505) 224-1641. Special needs or accommodations for individuals with disabilities will be provided upon request at least 48 hours in advance of the meeting by calling Catherine Lopez.



3. MEETING HANDOUTS



Sunport Boulevard Extension



Frequently Asked Questions

September 2013

Question: *What location alternatives were considered for Sunport Boulevard?*

Response: Four alternatives were considered during the planning for this project; these alternatives are documented in the *Alignment Study* report dated November 2010. The three “build” alternatives were labeled as ‘Alt. A’ (connecting to Woodward Road as currently preferred), ‘Alt. D’ (intersecting with Broadway south of the former Chevron property) and ‘Alt. H’ (intersecting with Broadway just north of the NMDOT State Maintenance Yard). A “no-build” alternative was also considered. Alternatives D and H were originally proposed during earlier studies done for Sunport Boulevard in 1991.

Question: *Why was Alt. A selected as the “preferred alternative”?*

Response: The following evaluation criteria were used to compare the alternatives: Traffic Operations, Transportation Network Connections, Roadway Alignment, Complexity / Feasibility, Environmental Impact, Number of Parcels of land or buildings required for Right of Way, and Cost. Alt. D adds another intersection on Broadway, only 1500 feet south of Woodward, potentially degrading traffic flow on Broadway; it intersects Broadway next to a spur railroad (RR) track, creating potential conflicts with RR operation and a safety problem at the intersection; it does not connect to Woodward; it cannot cross both the AMAFCA Service Road and RR spur track with acceptable vertical clearance; and Alt. D crosses the South Diversion Channel at an undesirable sharp angle. For these reasons Alt. D was eliminated. Alt. H adds another intersection on Broadway, 2900 feet south of Woodward; it crosses two separate spur RR tracks, creating potential conflicts with RR operations and safety concerns, and requires changing of the grade of one track crossing and closure of the other track crossing; it provides no connection to Woodward or 2nd Street; it crosses the South Diversion Channel at an undesirable sharp angle; it requires the relocation of one business; and Alt. H is 50% longer than Alt. A. For these reasons Alt. H was also eliminated. Alt. A was selected because it did not contain these same concerns as Alt. D and H, and was much more favorable in all of the evaluation criteria.

Question: *How are you addressing the traffic increases expected on Woodward Road?*

Response: The limits of this Project’s study area have been expanded based on public input, and Woodward Road has been included in our engineering analysis. Predicted traffic increases on Woodward will require improvements to that roadway and also at the intersection of Woodward and 2nd Street, where a traffic signal will ultimately be needed. We have developed a conceptual plan for widening of Woodward Road to include a 3-lane section (one lane in each direction plus a continuous left turn lane), bike lanes and sidewalks. (Exhibits of the conceptual drawings for Woodward Road are available for review.) Current transportation funding programs do not include Woodward Road; Bernalillo County will work with the City of Albuquerque and the Mid-Region Council of Governments

(MRCOG) to include Woodward in long range transportation plans to begin the future funding allocation process. There are currently no funds to construct improvements to Woodward Road.

Question: *Are the extension of Sunport Boulevard and improvements to Woodward Road going to be part of a new river crossing?*

Response: There are no plans for a future river crossing at this or any other location in the Albuquerque metropolitan area. MRCOG has responsibility for Transportation Planning in the metropolitan area. MRCOG's Long Range Transportation Plan does not include any new river crossings. MRCOG's planned alternatives to address future traffic congestion include expansion of Bus Rapid Transit using existing roadways.

Question: *What opportunities were there for public involvement and public input during the development of this Project?*

Response: The County followed the *Location Study Procedures* as prescribed by the New Mexico Department of Transportation (NMDOT) and the National Environmental Policy Act (NEPA) regarding project development and public involvement. A general public meeting was held on June 3, 2010. A public hearing was held on October 18, 2011 during the 30 day public comment period related to the Environmental Assessment. A meeting with the San Jose Neighborhood Association was held on January 26, 2012, and a public meeting was held on February 9, 2012. Another meeting with the San Jose Neighborhood Association was held on August 8, 2013. The public meeting being held on September 18, 2013 will be followed by a public hearing to be held in December 2013 or January 2014 to address the revised and updated Environmental Assessment. Significant input has been and will continue to be received from the Community.

Question: *Will the health and welfare of the community be negatively impacted by the Project?*

Public Health: Successful clean-up of groundwater contamination due to the Superfund Site continues by others; the level and pace of the clean-up will not be affected by the Project. The County has committed funds for the relocation of existing remediation system facilities that are in conflict with Project elements, so that remediation activities can continue. Air quality resulting from vehicle operations has been modeled and effects have been found to be well below national air quality standards established by the EPA. Any vehicle pollutants on the roadway that intermix with storm water runoff will be intercepted in water quality detention ponds. These ponds are planned to receive storm water runoff to preserve the quality and capacity of downstream waterways.

Safety: Sunport Boulevard and all reconstructed roads in the Project will be designed to safely accommodate all modes of traffic, vehicle, pedestrian and bicycle. Traffic signals at intersections will have pedestrian push buttons for pedestrians and bicyclists to actuate the signals. Street flooding will be addressed to the extent possible by raising the grade of the reconstructed intersection of Broadway / Woodward / Sunport by 0.7 feet. (The City of Albuquerque has also conducted a drainage study of the South Broadway area and developed recommendations to control stormwater runoff along the South Broadway corridor.)

Economic Well Being: With the expansion of the existing interchange, vacant land along Sunport Boulevard and the I-25 corridor is expected to be developed by businesses with interest in highway proximity, such as hotels, convenience stores, gas stations, restaurants etc. Associated land values are expected to increase and these businesses will create jobs. Land values of residential property not adjacent to Sunport Boulevard or I-25 are not expected to be affected. Income of residents is not expected to be affected. In general, the improvement to transportation facilities will create good access to lands and properties; good access will equate to better quality land use. Current marginal access equates to marginal (perhaps undesirable) land uses.

Environmental Welfare: Highway noise generated by traffic on Sunport Boulevard will not have significant impact to residents (nearest residents are in the Westmeco neighborhood), because they are located approximately 550 to 600 feet north of the proposed roadway. Federal Noise Abatement Criteria utilize a typical screening distance of 500 feet for noise impacts, beyond that distance, roadway generated noise is unlikely to occur at high enough levels to warrant noise modeling or mitigation.

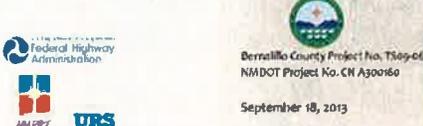
Question: *How is heavy truck traffic expected to use the new road, and can Sunport Boulevard be restricted from carrying heavy trucks?*

Response: Existing and future truck traffic is estimated to be approximately 11% of the overall traffic mix, including both single unit and semi-trailer trucks. Broadway and I-25 will be connected by the new Sunport Boulevard, 0.5 mile long, with the maximum grade of 7%, fairly steep but similar to the grades used on Sunport Boulevard east of I-25 to the airport (approximately 6% +/-). Two lanes will be provided in each direction, allowing truck climbing in one eastbound lane while faster passenger car traffic utilizes the other eastbound lane. Based on engineering analysis, an added truck climbing lane was found to not be warranted. Westbound truck traffic will have to remain in fairly low gear and low speeds coming from the I-25 interchange, since there is insufficient length to develop the higher speeds used on open roads. With the restrictions imposed by the existing terrain and roadway locations (the grade and length), the new road may or may not be attractive to heavy truck operators; the road is not intended solely as a means of diverting heavy truck traffic from other area roads but rather as an alternative and additional means of travel between I-25 and Broadway. With the use of Federal funding for the project construction, heavy truck traffic cannot be restricted.

Question: *Will local bus operations continue after the project is constructed and opened?*

Response: ABQ Ride's bus route 16/18 serves the San Jose community and the local area, along with other sections of the City, using William Street, Woodward Road and Broadway within the Project Study Area. Buses operate on these streets, south of Trumbull / Broadway, in a counter-clockwise direction. Bus operation is expected to continue subject to typical route planning by ABQ Ride to serve the maximum ridership most efficiently. The opportunity for buses to turn left from southbound William onto eastbound Woodward will be related to gaps in the traffic flow on Woodward, and will be expedited in the future with the installation of a traffic signal at 2nd and Woodward, with the signal creating gaps in the traffic flow and opportunities for left turning traffic. The existing traffic signal at Woodward and Broadway will remain in service and will continue to allow left turning for eastbound to northbound traffic, including buses.

Public Meeting
Sunport Boulevard
Extension
Bernalillo County, NM



Federal Highway Administration
Bernalillo County Project No. T309-06
NMDOT Project No. CN A30060
September 18, 2013

Ground Rules

- Participate fully
- Respect the Speaker and Listener
- Listen to learn
- It's OK to disagree
- Be tough on the Issue / easy on the person
- Cell phones silent



Meeting Agenda

- 6:00 Open House
- 6:30 Welcome and Introductions
 - Meeting Ground Rules / Review Agenda
 - Presentation of History and Current Status of the Sunport Boulevard Extension Project
 - How it all fits together in the future
- 7:15 Group Discussions / Q&A
- 8:00 Adjourn



Presenters

- Rodrigo Eichwald, PE
– Project Engineer (Bernalillo County)
- Peter Hinckley, PE
– Consultant Project Manager (URS Corp)
- Enrico Gradi
– County Planner (Bernalillo County)

Facilitators

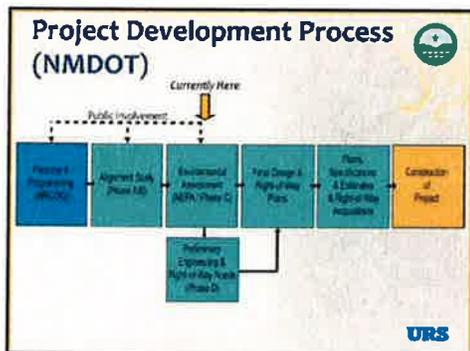
- Toni Martorelli (Star Group LLC)
- Bill Moye (Star Group LLC)

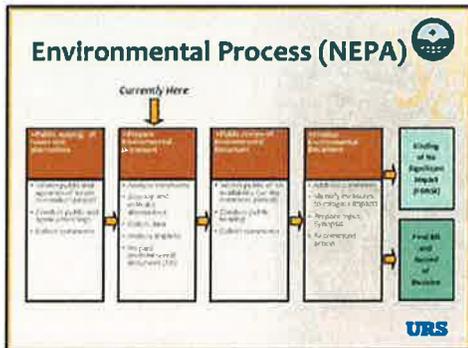


Presentation Agenda

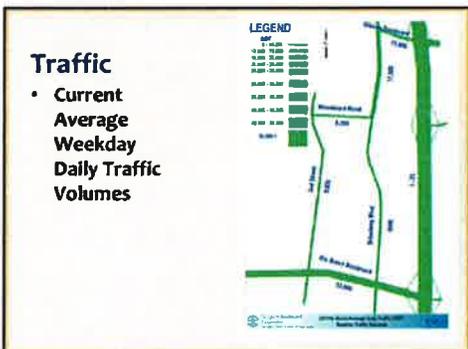
- Project Development Process and Public Involvement
- Traffic Counts and Forecasts
- Alternatives Development & Evaluation
- Preferred Alternative
- Woodward Road Concepts
- Air Quality Review
- Future Vision for the Area
- What's Next

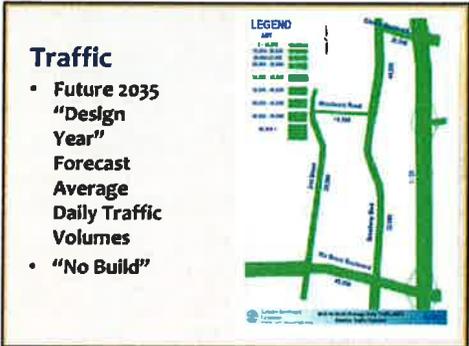






- ### Public Involvement
- June 2010—Public Meeting
 - October 2011—Public Hearing
 - January 2012—Neighborhood Assn. Meeting
 - February 2012—Public Meeting
 - Various dates—Small Group Meetings
 - August 2013—Neighborhood Assn. Meeting
 - September 2013—Public Meeting (tonight)
 - Future Date (tbd)—Public Hearing
- UR









Alternatives

Alternatives Considered:

- No Build
 - No improvements or changes to current roads
 - Future traffic growth must be accommodated on existing roadways, particularly Broadway, Gibson and Rio Bravo
 - No added bike lanes or sidewalks
 - No improvements to street flooding problems

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Alternatives

Alternative Alignments Considered (Historical):

- Alternative D
 - Connects to Broadway south at Stock Drive / creates new intersection and potential traffic conflicts on Broadway
 - Spans the South Diversion Channel at sharp 57° angle, requires very long 450' bridge
 - Crosses RR spur track, at grade crossing
 - At 7% grade, unacceptable vertical clearance over AMAFCA Service Road (9.3')
 - Undesirable location for local access
 - No connectivity to west



Alternatives

Alternative Alignments Considered (Historical):

- Alternative H
 - Connects to Broadway near NMDOT maintenance yard / creates new intersection on Broadway
 - Spans the South Diversion Channel at very sharp 19° angle requiring very long 795' bridge
 - Crosses two RR spur tracks. One spur track would require reconstruction to new grade, other spur track would require closure since cannot achieve acceptable grade for crossing
 - Relocation of one business required
 - No connectivity to west



Alternatives

Alternative Alignments Considered:

- **Alternative A**
 - 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'
 - Provides connectivity to the west



Alternative Alignments

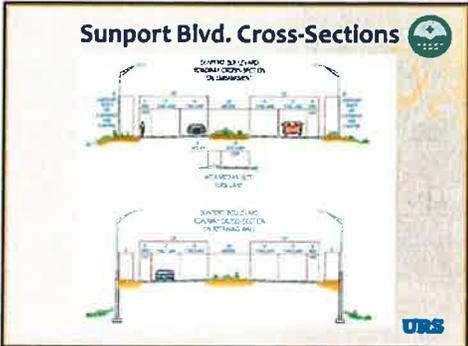


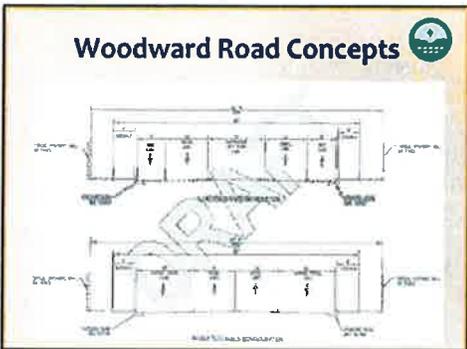
Preferred Alternative

Alternative A selected as Preferred Alternative based on engineering feasibility, reduced complexity and public comment.

- 4-lane median divided urban arterial on 7% grade
- Bridges over the existing AMAFCA South Diversion Channel and over Edmunds Street
- 5' Bike Lanes
- 6' 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 (common to all alternatives)







Air Quality (AQ) Review

- AQ Modeling Revisited (see Environmental Station)
- 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
- Project Area's AQ is most affected by Industrial Sites / Land Use
- Mitigation best addressed by local governments via zoning and design controls

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Future Vision for the Area 

- Planning for the Future
- Economic Development
- Jobs
- Quality of Life
- Renewed Image



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Future Vision for the Area 

- Land Use Plans
- Transit-Oriented Development
- Design Overlay Zone Document
- Guidelines for Design



URS

Future Vision for the Area 

US Foods



Valle del Oro



URS

Future Vision for the Area 



Rio Grande Credit Union



Admiral Beverage

URS

Next Steps 

- Preparation of Revised EA Document
- Review, approval and signing by County, NMDOT & FHWA
- Notice of Availability / 30 Day Public Comment Period & Public Hearing
- Preparation of Agency & Public Input Synopsis
- Finding of No Significant Impact (FONSI) to include commitments and mitigation as needed
- Final design and right-of-way acquisition
- Construction

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Questions and Comments 

- Verbal comments in one-on-one setting at workshop stations
- 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@urs.com or to reichwald@berncogov
- Please provide comments by September 30, 2013
- For more information, visit www.berncogov/sunport

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Fold Here

Fold Here

Affix Stamp
Here
Post Office will
not deliver
without postage

From: (Please Print Below):

Re: Sunport Boulevard EA Public Meeting

To: Peter Hinckley
URS Corp.
6501 Americas Pkwy NE,
Suite 900
Albuquerque, NM
87110

4. SIGN-IN SHEETS



Sunport Boulevard Extension
Bernalillo County Project Number TS09-06
URS Project No. 24343112

MEETING SIGN-IN

Public Meeting

September 18, 2013, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Jill Mosher	Local Govt Oversight Eng	AMMOUT	798-66621	Jill.Mosher@stat.nm.us
EJ Sullivan	Deputy Director	377 MSG Kirtland AFB	846-7712	ed.sullivan@kirtland.af.mil
John Lancaster	Asst. Secant	SRNA		
DIANE STOLTS	DESIGN SECTION MANAGER - COA	COA	768-3838	DSSTOLTS@OABO.GOV
Victor Larranaga	Accountant		220.1010	ACCOUNTANT@AOL.COM
Bob Stenzel	Terminal Mgr	Vereenergy	246-4402	Robert.Stenzel@Vereenergy.com
Frank Dwan	CFO	We The People Kirtland AFB	401-3874	fdwan@inconnect-bud.com
PRISCILLA OHTA	PROGRAM MGR.	377MSG/GENE	853-0579	priscilla.ohta@kirtland.af.mil
Beverly Clancy				
Paul M. Gray			242 0229	
Mary Ann Reynolds	Resident		873 4085	
Rob Reynolds			328-1710	



6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-5311
(505) 855-7500 / (505) 855-7556 fax



Sunport Boulevard Extension
 Bernalillo County Project Number T809-06
 URS Project No. 24343112

MEETING SIGN-IN

► Public Meeting

September 18, 2013, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Esther Abeyta		BPMT	4401669	Sjma1@live.com
Steven Abeyta		San Jose	5054402086	Stevenabeyta@gmail.com
Kristine Swartz		BPMT	766-1471	KOSWAZZ@Yahoo.com
Marylou Davis		San Jose	203-33573	
Deatrice Huchella		resident	808-9112	
Naethan Warrick		MRCOG	724-3620	nmaset@MRCOG.nm.gov
SEAN SULLIVAN		REC	247-1173	BOYAL Empire Catering@gmail
Blake Coxlar		N/M DOT	827-5224	blake.roxlar@State.NM.G
Jean Marie Jones		SBNA	242-0163	JOA_HAA@msn.com
E. Nestina Solis			243-0167	
Griselda Diaz			244-9416	
Jo Sue Schwertman		resident	250-4735	uneek856@aol.com



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Sunport Boulevard Extension
 Bernalillo County Project Number TS09-06
 URS Project No. 24343112

MEETING SIGN-IN

Public Meeting

September 18, 2013, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Elaine Karpovskis	Prop. Owner	N/A	" "	
Andrew Karpovskis	Prop. Owner	N/A	385-1260	abigkarp@msn.com
Robert Archuleta	Prop. Owner	No. Tw People	345-8651	rarchuleta@net-ind.com
MILTON GRAUS	BUSINESS	ON-SITE FUEL	328-0610	ONSITEFUELUS@GMAIL.COM
JIM WIBLE	BUSINESS	MAESTRAS WARD R.E.	998-1578	JMW@GOTSPACEUSA.COM
Diane Dolan	Policy Analyst	Ang. City Council - 15th Ward	768-3186	ddolan@cabq.gov
Chiaira Price		San Jose	315-8224	
Cathy Trujillo		URS	505 241 413	catht@trujillo@bqmail.com
Wayne Lawyer	Property Owner		505 363-9691	
Paul Malina	Engt.	URS	505-855-7500	Paul.Malina@urs.com
DOROSTHANE COMDELA CRUZ				
Paula Chavez				



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 Albuquerque, NM 87110-5311
 (505) 855-7500 / (505) 855-7555 fax



Sunport Boulevard Extension
 Bernillo County Project Number TS09-06
 URS Project No. 24343112

MEETING SIGN-IN

September 18, 2013, East San Jose Elementary School

Public Meeting

Name	Title	Organization	Phone	Email
ROGER PAUL	TECH SERV DIR	BCPWD	848-1515	ROGER C BERNICO.GOV
ANTONIO JARAMILLO	DS Traffic Eng.	NM DOT	798-6632	antonio.jaramillo@STATE.NM.GOV
J BARRY STUPE	ATTORNEY	USAF	846-4596	JAMES.SHWERUS.AF.MIL
Jeff Fredline		FB	227-0927	fred.nej@pbworld.com
Alma Olivas	Interpreter	-	315-2546	Alma.Olivas2011@yahoo.com
Juan Reguosa		SWAP	907-3788	juane.swap.net
Jim Heilmann		Purvis Brinkhoff	881-5357	Heilmann@pbworld.com
Rod Mahoney	President	South Valley Coalition, NVA	681-3600	rmahoney01@comcast.net
Frene Kersting			877-1635	
FFK	WEA	CFK	225-815	HFCMD1@gmail.com
Ric Watson		MVNA	235-9988	rwatsonxyz@comcast.net



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Sunport Boulevard Extension
Bernalillo County Project Number TS09-06
URS Project No. 24343112

MEETING SIGN-IN

Public Meeting

September 18, 2013, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Steve Tognoni	Principal ESS	East San Jose	764-2005	tognoni@aps.edu
HARRY VOLDEN	TECH.	NM ENT.	877-2311	
Deanna Baca	SYVA Resident	Stose Neighborhood SV Coalition	261 3155	baca.deanna@gmail.com
Marcia Fernández	SV resident		877-9727	mbfernandez1@gmail.com
Rip Anderson	"	"	"	"
Abriel Carrillo	"	MC local bus	242 5700	acarrillo@molzen.com
Frika Rios-Casillas	San Jose Resident		505-948-1087	erios8@gmail.com
Ceydral Rios-Casillas	"	"		

URS
6501 Americas Parkway NE, Suite 500
Albuquerque, NM 87110-5311
(505) 855-7500 / (505) 855-7555 fax



Sunport Boulevard Extension
Bernalillo County Project Number TS09-06
URS Project No. 24343112

MEETING SIGN-IN

September 18, 2013, East San Jose Elementary School

► **Public Meeting**

Name	Title	Organization	Phone	Email
Bill Moye		STAR 65P	260-0876	WM.MOYE@GMAIL.COM
Jude Stephens		BCPM	877-7716	jakes@rgde.org
John M. Solis		Resident	220.0029	
Brandice Long		T4Lin	417-5445	Brandice.Long@T4lin.com
Mike Conroy		Barber	450 5714	

0



6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-5311
(505) 855-7500 / (505) 855-7555 fax

5. AGENCY AND PUBLIC COMMENTS RECEIVED IN WRITING



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 377TH AIR BASE WING (AFMC)

OCT 28 2013

Colonel Tom D. Miller
377 ABW/CC
2000 Wyoming Blvd SE
Kirtland AFB, NM 87117-5000

Mr. Rodrigo Eichwald
Project Engineer
Bernalillo County Zoning, Building & Planning
111 Union Square SE - Suite 100
Albuquerque, NM 87102

SUBJECT: Sunport Boulevard Expansion Project, Bernalillo County Project No. TS 09-06

Dear Mr. Eichwald

Kirtland Air Force Base (AFB) has reviewed the current proposal to extend Sunport Boulevard West of I-25. Your team has been very helpful providing drawings and renderings in addition to the Frequently Asked Questions and Slides provided at the public meeting on 19 September 2013. It is evident that there were many reasons why you selected Alternate A as the preferred alternate over the other alternates. However, we request the following related to the proposal.

1. Future Development – With the expansion of the existing interstate interchange and direct access to the Sunport International Airport, it is likely the area will be developed. Kirtland AFB is concerned with the possibility of hotels, gas stations, and high density development being planned or built off the west end of Runway 8-26. Airport runway clear zones, whether designated for military or civilian aircraft operations, are critical safety zones that should be considered for future planning of this area. We recommend working together to start implementing the recommendation in the Joint Land Use Study (JLUS) to consider the airport runway approach/departure corridor when evaluating development within two miles from the end of the runway. Kirtland AFB requests future involvement if/when zoning changes are proposed for the areas that extend beyond the runways.
2. Railroad Easement – With the intersection being reconstructed at a higher grade and detention ponds being added, the storm water runoff from this project will change the existing conditions in the immediate area. Kirtland AFB is concerned with the impact this has downstream near our railroad easement, which has already been impacted by runoff from previous developments. Understanding that the City of Albuquerque has already conducted a drainage study of the South Broadway area and developed recommendations to control storm water runoff, Kirtland AFB requests a hydraulic analysis/report of how this project impacts the storm water runoff downstream, how this project impacts the outcome of the previous hydrology study, and how the storm water runoff from this project is projected to impact our rail road easement. We recommend continuing to work together

during the next phase of this project, so that we may provide feedback on the potential impacts to Kirtland AFB.

Kirtland AFB is committed to working with the County on developing a master plan that minimizes adverse impacts to Kirtland AFB, while allowing the County to move forward with the proposed development.

If you have any questions or concerns about any of the issues identified above, do not hesitate to contact Mr. Brent Wilson, Base Civil Engineer at (505) 846-7911 , brent.wilson@kirtland.af.mil . We look forward to working with you as we move forward in this process.

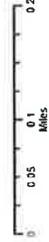
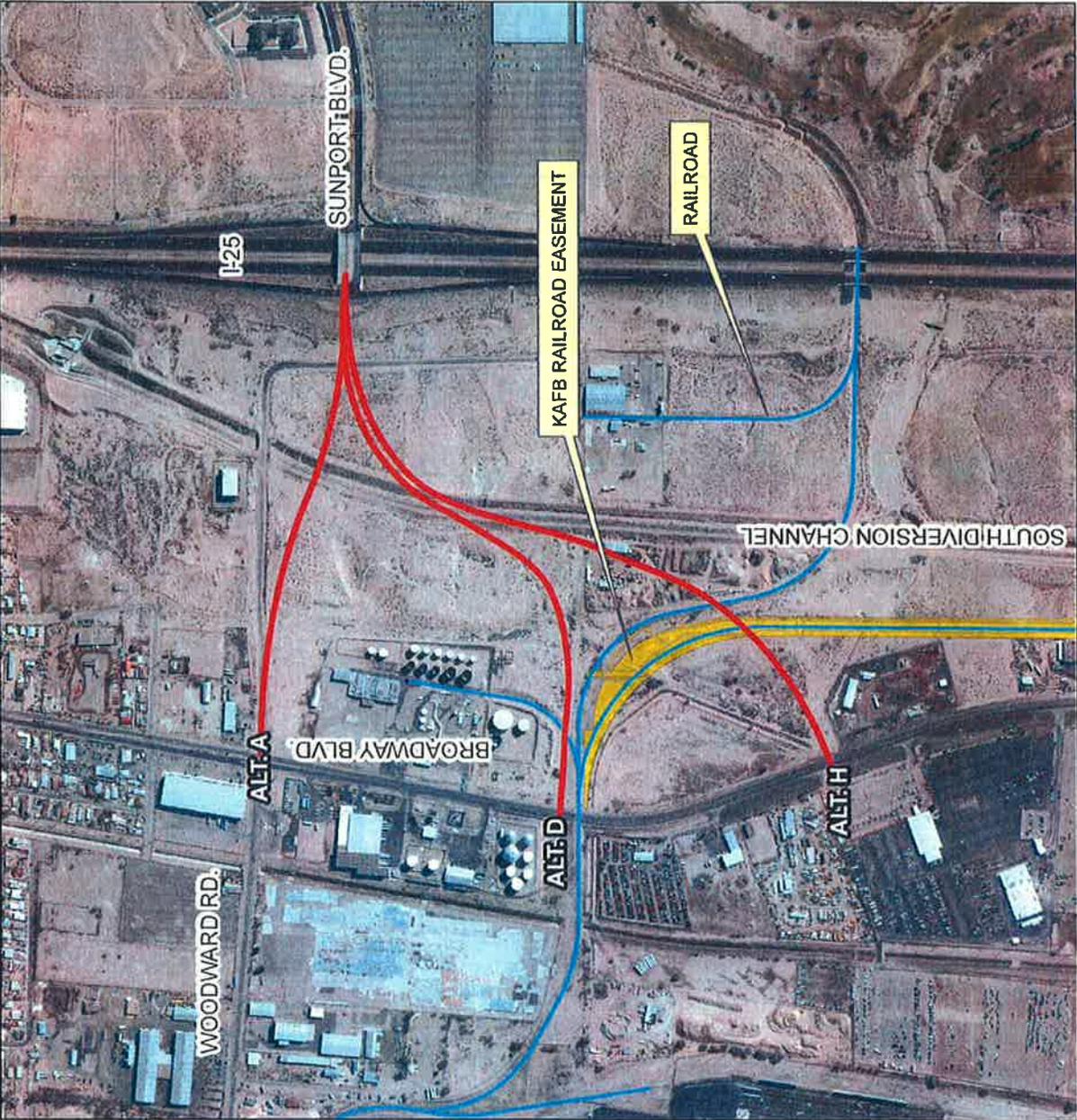
Respectfully



TOM D. MILLER, Colonel, USAF
Commander

Cc: Mr. Peter Hinckley, URS
Ms. Sandra Gaiser, MRCOG

Bernalillo County
Sunport Boulevard
Extension Project



Date: September 2013



SUNPORT BOULEVARD EXTENSION
PUBLIC INVOLVEMENT MEETING SUMMARY

Hinckley, Peter

From: Juan - SWOP <juan@swop.net>
Sent: Friday, September 27, 2013 5:23 PM
To: Hinckley, Peter
Subject: Comment from SWOP on Sunport Extension
Attachments: SWOP sunport extension comment final.docx

Hello Peter,

Attached you will find a comment that the SouthWest Organizing Project is submitting in regards to the Sunport Extension plan and the meeting that was held on September 18th.

Thanks,

Juan
SWOP

Hinckley, Peter

From: Juan - SWOP <juan@swop.net>
Sent: Monday, October 07, 2013 5:05 PM
To: Hinckley, Peter
Cc: Rodrigo Eichwald Rodrigo L Eichwald (reichwald@bermco.gov)
Subject: RE: Checking to confirm comment received

I appreciate you letting me know Peter.

I apologize for not providing our mailing address initially. Here it is for future use:

SouthWest Organizing Project
211 10th St. SW
Albuquerque, NM 87102

Thanks Again,

Juan
SWOP

From: Hinckley, Peter [mailto:peter.hinckley@urs.com]
Sent: Monday, October 07, 2013 4:58 PM
To: Juan - SWOP
Cc: Rodrigo Eichwald Rodrigo L Eichwald (reichwald@bermco.gov)
Subject: RE: Checking to confirm comment received

Juan

Yes I did receive your comments. Thank you for submitting the comments, they will become part of the project record. I am also attaching them in order to forward them to Rodrigo Eichwald with Bernalillo County. For future reference, could you please provide a mailing address for SWOP?
Thanks.

Peter Hinckley, PE
Principal Transportation Engineer
URS Corporation
(505) 855-7409 direct
(505) 948-4090 cell

From: Juan - SWOP [mailto:juan@swop.net]
Sent: Monday, October 07, 2013 4:08 PM
To: Hinckley, Peter
Subject: Checking to confirm comment received

Hello Peter,

My name is Juan Reynosa and I work with the SouthWest Organizing Project. I submitted a comment to you on Friday, September 27th. Please confirm for me that you received this comment from us.

Juan
SWOP

Re: The environmental assessment meeting that was done by Bernalillo County Works and the URS Corporation for the proposed Sunport Extension. This letter is being submitted by the SouthWest Organizing Project (SWOP).

I attended the meeting that was held on September 18, 2013 about the proposed Sunport Extension, and have several concerns about both the process and content of the meeting.

Process

While the meeting was advertised as a public meeting, it's highly concerning that there was no opportunity given for members of the public to share their thoughts or ask questions about the proposed Sunport Extension.

Instead, community voices were stifled--we were only given the option to submit comments in writing and ask questions in an isolated environment at stations provided in the meeting room. Many community members who went to this meeting to express their perspective were upset that they were shut down, unable to ask pertinent questions and have their comments heard by the group. We don't know how community members can submit their comments fully without having the opportunity to engage and learn from one another. We believe this was an intentional design to not allow any vocalized opposition or questioning of the plan in a group setting, which was disrespectful to community members who took the time out of their evening to be at this meeting.

Yet the county and URS Corporation took extensive time to present their point of view on the proposed extension. This included one slide (see slide 13 titled Alternatives: No Build) that showed all the things the community would not get (i.e. no storm drain or road improvements) if the extension wasn't built. They also pushed the point of view that the proposal was essentially a done deal, as they conveniently did not note in their next steps section anything about the opportunity for an environmental impact statement, but only that construction would start soon after the environmental assessment was approved.

This road project would have a significant impact on the community of San Jose. Residents deserve to have a substantive opportunity to provide input and ask questions.

This is the second time that an environmental assessment has been done for the Sunport Extension proposal, because the first attempt at an environmental assessment did not include the public, nor did it include adequate public input. Thus far, we have not seen a public process that corrects the failures of the first process.

Air Quality and Health Impacts

Regarding the content of the county's presentation at the meeting, we have several concerns.

It is inadequate for the assessment to say that carbon monoxide (CO) would remain under clean air benchmarks. As noted in the presentation, traffic on Woodward will increase by four times the current amount with the building of the extension. The modeling of the carbon monoxide increase, per the

County's projected traffic increase, is also inaccurate since it is based on CO data from a monitoring station that is at least 3 miles away from the site (Woodward Blvd.).

Additionally, the environmental assessment presented by the County only discusses the current industry for the air quality issues the community has faced for years. The assessment doesn't take into account future growth of polluting industry in the area as a result of the extension, which would provide more access to an area that is already inundated with a very large industry presence. The zoning of this area and the increased access from the Sunport Extension would spur growth of polluting industry in the area.

There have been health impact assessments of industry impacts on the San Jose and MountainView communities that show they are dealing with poor air quality and have higher instances of health problems than most other communities in Albuquerque. Adding more access for traffic and polluting industry will only increase this problem. We need more information about the impacts on the health and safety of surrounding communities.

Need for an Environmental Impact Statement

Due to these significant concerns about both the process of the EA and the data presented so far, we strongly urge the creation of a more substantive Environmental Impact Statement about the Sunport project.

Respectfully,

Juan Reynosa

SouthWest Organizing Project



September 27, 2013

Rodrigo Eichwald, P.E.
Project Engineer
Public Works Division
Bernalillo County
2400 Broadway, SE – Building N
Albuquerque, NM 87102
reichwald@bernco.gov

Peter Hinckley, P.E.
Project Manager
URS Corporation
6501 Americas Parkway, NE Suite 900
Albuquerque, NM 87110
peter.hinckley@urs.com

Re: Comment on the proposed Sunport Boulevard Extension Project (NMDOT Control No. A300160, Bernalillo County Project Number TS-09-06)

Dear Mr. Eichwald and Mr. Hinckley:

Thank you for the opportunity to submit comment on the proposed Sunport Boulevard Extension (referred to here as “the proposed Extension”), subsequent to the September 18, 2013 public meeting about the proposed Extension.

In our work during the past seven years as a non-profit organization, Human Impact Partners has sought to improve the quality of decision-making nationwide through the consideration of health impacts of transportation and land use projects. It is through this lens that we make the following comments and requests for additional information today, in the interest of enhancing public understanding and contributing to decision-making around the proposed Extension.

- 1. Make data regarding existing traffic congestion on the arterials Rio Bravo Boulevard (NM 500), Gibson Boulevard and the associated interchanges of these arterials with I-25 publicly available.**

A presentation from the September 18, 2013 meeting that is posted on the project website¹ includes current traffic volumes and projected volumes in 2035 under the “no build” and “build” scenarios. However, it does not include data on existing traffic congestion, nor does the September 2011 Environmental Assessment include such data (hereafter “the Environmental Assessment”).

Given the described purpose and need for the project, it would help facilitate public understanding of the project if data illustrating current traffic congestion were made available for the arterial streets of Rio Bravo Boulevard (NM 500), Gibson Boulevard and the associated interchanges of these arterials with I-25.

2. Provide an explanation of the inputs and assumptions used in predicting traffic increases and changes in heavy truck traffic.

The aforementioned presentation at the September 18, 2013 meeting included predictions of increased traffic both in a “no build” and “build” scenario. To enhance transparency around the modeling process, we appreciate your providing an explanation of all inputs and assumptions that were included in modeling the “build” and “no build” scenarios.

Separately, a September 2013 “Frequently Asked Questions” document about the proposed Extension estimates that both existing and future truck traffic will be 11% of the overall traffic mix. Please also provide an explanation of all inputs and assumptions that were included in this prediction.

The same “Frequently Asked Questions” document states that the new road “may or may not” be attractive to heavy truck operators. Given that, please identify the roads that drivers of heavy trucks are predicted to use, if opting not to use the proposed Extension, as well as predictions that have been made for changes in the proportions of heavy truck traffic on these roads.

3. Provide air quality modeling information for the six principal pollutants identified by the Environmental Protection Agency.

Air quality modeling results in the presentation at the September 18, 2013 meeting focuses on carbon monoxide, as do the September 2013 Air Quality Review and Environmental Assessment. Please provide the modeling results for all six principal, or “criteria”, pollutants identified by the Environmental Protection Agency.² In addition to carbon monoxide, they include: lead, nitrogen dioxide, ozone, particulate matter 2.5, particulate matter 10, and sulfur dioxide. As has been done for carbon monoxide, please provide both current and predicted levels.

¹ The materials on the project website referenced here are available at:
http://www.bernco.gov/upload/images/public_works/Projects/Sunport_Public_Meeting_Presentation_Sept2013.pdf

² U.S. Environmental Protection Agency. “National Ambient Air Quality Standards.” Updated December 14, 2012. Available at: <http://www.epa.gov/air/criteria.html>

4. Make available online the "Frequently Asked Questions" document and any other materials for attendees of the September 18, 2013 meeting.

We appreciate that the presentation from this most recent public meeting was posted online, and request that you do the same with the "Frequently Asked Questions" document provided at that meeting, as well as any other materials provided to attendees. The information in here is valuable in increasing public understanding of the proposed Extension.

Thank you in advance for consideration of our comment. We look forward to receiving the information requested here. Please send it to: lili@humanimpact.org or sara@humanimpact.org. Should you have any questions, please do not hesitate to contact us at 510-452-9442.

Respectfully,



Lili Farhang, MPH
Co-Director
Human Impact Partners



Sara Satinsky, MCRP, MPH
Research Associate
Human Impact Partners



October 15, 2013

Enrico Gradi
Planning Manager
Bernalillo County
111 Union Square St
Suite 100
Albuquerque, NM 87102

Dear Enrico:

We are writing this letter in support of the Sunport extension project. We believe that this project is critical to positive economic development in the area.

The completion of the Sunport extension project will be many benefits to the immediate area of the project, a few of those are mentioned below.

The vacant industrial land in the area will become more attractive to employers who need to find locations for new manufacturing or service locations. This area of the metro area is zoned for many employment uses and will continue to develop into an employment hub in coming years. The access provided by the Sunport extension will help bring these employers into the area. We have already seen examples of this behavior located adjacent to Rio Bravo Blvd. U.S. Foods, Admiral Beverage Corp. and Wagner Equipment have all recently seen the advantages of the access to the interstate and the abundant land properly zoned to begin locating their employment base in the area. This trend would be expected to continue with the construction of the Sunport extension.

Service providers are also going to improve the region by bringing in services like restaurants and hotels that desire locations along the interstate, especially with the proximate access to the airport. These types of users will bring employment and improvements to the area in the form of developing the currently vacant land to more productive uses.

The neighborhoods to the north and to the south will benefit from the increased service and retail availability that will result from the construction of the Sunport extension. The employment from the economic base employers and the service providers will provide jobs for persons in those neighborhoods and increase the demand for housing for people that want to live near their workplace. As a result, more and newer housing choices could be developed since nearby land also possesses zoning and the design overlay that allow for many types of residential housing to be developed.

Access to the interstate has provided economic benefits in Albuquerque wherever that access has been granted. The Sunport extension will continue to provide those benefits

6801 Jefferson St NE Suite 200
Albuquerque, New Mexico USA 87109
505 878 0001

gotspaceusa.com

with employment, services and housing as a result of this project. This type of economic development is seen in existence on the east side of the interstate now as a result of establishing the Sunport exit.

Sincerely,



Jim Wible, CCIM
Senior Advisor



Rich Diller, CCIM, SIOR
Director



Keith Meyer, CCIM, SIOR
Director

6801 Jefferson St NE Suite 200
Albuquerque, New Mexico USA 87109
505 878 0001

gotspaceusa.com

WE THE PEOPLE, LLC

***7451 PAN AMERICAN FREEWAY NE
ALBUQUERQUE, NEW MEXICO 87109***

October 17, 2013

***Enrico Gradi
Planning Manager
Bernalillo County
111 Union Square St
Suite 100
Albuquerque, NM 87102***

Dear Enrico:

We are writing this letter in support of the Sunport extension project. We believe that this project is critical to positive economic development in the area.

The completion of the Sunport extension project will provide many benefits to the immediate area of the project.

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. This area of the metro area is zoned for many employment uses and will continue to develop into an employment hub in coming years. The access provided by the Sunport extension will help bring these employers into the area.

The employment from the economic base employers and service providers will provide jobs for persons in those neighborhoods and increase the demand for housing for people that want to live near their workplace.

Access to the interstate has provided economic benefits in Albuquerque wherever that access has been granted. The Sunport extension will continue to provide those benefits with employment, services and housing as a result of this project. This type of economic development is seen in existence on the east side of the interstate now as a result of establishing the Sunport exit. This project should also reduce the traffic on Gibson Blvd.

The Sunport project will provide a positive catalyst for redevelopment of the area and benefit overall property values. We The People, LLC is the owner of several acres of vacant land in the area, and strongly support the Sunport extension project.

Sincerely,


***Ted R. Martínez, Managing Member
We The People, LLC***


***Frank A. Duran, Member
We The People, LLC***


***Robert Archuleta, Member
We The People, LLC***

SUNSET SOLUTIONS, LLC

**7451 PAN AMERICAN FREEWAY NE
ALBUQUERQUE, NEW MEXICO 87109**

October 17, 2013

**Enrico Gradi
Planning Manager
Bernalillo County
111 Union Square St
Suite 100
Albuquerque, NM 87102**

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The completion of the Sunport extension project will provide many benefits to the immediate area of the project.

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The employment from the economic base employers and service providers will provide jobs for persons in those neighborhoods and increase the demand for housing for people that want to live near their workplace.

Access to the interstate has provided economic benefits in Albuquerque wherever that access has been granted. The Sunport extension will continue to provide those benefits with employment, services and housing as a result of this project. This type of economic development is seen in existence on the east side of the interstate now as a result of establishing the Sunport exit. This project should also reduce the traffic on Gibson Blvd.

The Sunport project will provide a positive catalyst for redevelopment of the area and benefit overall property values. Sunset Solutions, LLC is the owner of several acres of vacant land in the area, and strongly support the Sunport extension project.

Sincerely,


**Ted B. Martinez, Managing Member
Sunset Solutions, LLC**

Hinckley, Peter

From: d baca <bacadeanna@gmail.com>
Sent: Sunday, September 29, 2013 9:32 PM
To: Hinckley, Peter
Cc: rleichwald@bernco.gov
Subject: Public Meeting Sunport Comments
Attachments: sunport comments- Deanna Baca.pdf

Good Evening,

Attached is my comments for the Sunport Public Hearing.

Project No. TS 09-06

NMDOT Project number A300160, Fed ID 09NM006
bacadeanna@gmail.com

On behalf of myself I wanted to let the record show that I am against the Sunport Blvd. project. I was and have been for the last 2 ½ years. I am part of the Neighborhood Association, I am the secretary. I want to make clear to put on the record we had no contact about the Sunport Blvd. Project since February of 2013. I had to contact the County to ask for an update.

Only two meeting had been called by the association since the last contact with any one from the Sunport project. I called a meeting in May 16, 2013 to have a briefing on where the project was at since I heard no information. A meeting was then called in August 8, 2013 to have the neighborhood have a briefing and to be able to ask questions.

It seemed at the meeting on September that the county, made it look like the Association was in contact the whole time and that is not true.

I was very disappointed that the County was not allowing the people that attended the meeting in September to voice their questions and get answers, seeing that not only was the San Jose Neighborhood was there but people from around the city and county. The flyer said there was a question and answer session and this didn't happen.

Another thing that was very upsetting is that a lady from the county that was at the maps in the back of the room was not aware of the area where the County wants to place the road at. She thought that the community of San Jose was all industrial places. When we were talking about Woodward, and I was making a statement, she said "whatever". She said this to me twice, at different times.

I felt that it was not professional of a business lady from the county to talk to a community member or anyone for that fact with those words, especially when I live in the community and take what happens in my community seriously.

I DO NOT want the Sunport built on Alt. route A. our community has suffered enough and I feel that we do not need to endure anymore pollution, traffic or hurt.

Sincerely,

Deanna M. Baca

Hinckley, Peter

From: Donnie Greathouse <greathousedonnie02@gmail.com>
Sent: Sunday, September 29, 2013 9:41 PM
To: Hinckley, Peter
Cc: rleichwald@bernco.gov
Subject: Sunport Public Comments
Attachments: sunport comments-Olivia and Donnie Greathouse.pdf

Hello,

Here are my wife and I comments for the Sunort Blvd. Public Hearing.

Project Info.

Bernalillo County Project No. TS09-06
NMDOT project No. CN A300160
Fed ID 09NM006

Thank you,
Donnie Greathouse

We don't want the Sunport Blvd. extension Alt. Route A built. We have too much pollution already and don't need any more that will come with this road. Tests have shown that pollution can cause so many things with a person's health. We also don't want the traffic that comes with this road. We have had so much stuff that has made our neighborhood polluted and we don't need more.

Please consider the other routes; we both would prefer another route, but NOT route A.

Sincerely,

Olivia and Donnie Greathouse



SUNPORT BOULEVARD EXTENSION

PUBLIC INVOLVEMENT MEETING SUMMARY

February 2012

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



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1. SUMMARY OF DETAILS

1.1. INTRODUCTION

The following summary has been prepared to document the public meeting and to detail the materials distributed and comments received during and after the February 9, 2012 public involvement meeting for the Sunport Boulevard Extension Project.

1.2. SUMMARY OF MEETING

Date & Time: February 9, 2012, 6:00 P.M. to 8:00 P.M.

Location: Herman Sanchez Community Center, 1830 William Street, SE, Albuquerque, NM 87102

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
Jarvis Middleton	Deputy County Manager	BCPWD	505-848-1559	jmiddleton@bernco.gov
Roger Paul	Tech. Services Director	BCPWD	505-848-1515	rogerp@bernco.gov
Nolan Bennett	Technical Services Manager	BCPWD	505-848-1534	nbennett@bernco.gov
Rodrigo Eichwald	Project Engineer	BCPWD	505-848-1574	rleichwald@bernco.gov
Richard Meadows	Planner	BCPWD	505-848-1508	rmeadows@bernco.gov
Enrico Gradi	Planner	BCPWD	505-314-0385	egradi@bernco.gov
Cathy Lopez	Public Information Specialist	BCPWD	505-224-1641	cathylopez@bernco.gov
Peter Hinckley	Project Manager	URS	505-855-7409	peter.hinckley@urs.com

Subject: Sunport Boulevard Extension Public Involvement Meeting

Purpose: To provide follow-up information to interested parties regarding comments received at and after the October 18, 2011 Public Hearing, regarding the proposed extension of Sunport Boulevard from I-25 to Broadway. Residents, landowners, business owners and all interested parties were invited to attend and provide comments, concerns, and suggestions regarding the project. Follow-up information presented included results of an air quality impact assessment performed in December 2011, renderings of the project in relationship to the Wesmeco residential neighborhood located to the north of the project site, planning and zoning issues and the development of a design overlay district that would be used to create further controls on future development of the area, and a general overview of the project milestones, and current and continuing status of the project.

Advertising: The meeting was advertised through media announcements to various media outlets including newspapers, radio, and television. 382 postcards were mailed to residents adjacent to the project area.

Meeting: On February 9, 2012 the meeting began at 6:00 p.m. with a sign-in period and open house. The public was given the opportunity to view boards showing computer generated renderings of the project. The renderings presented are shown in Section 3 of this Summary. Personnel from Bernalillo County and URS were available to discuss the project and to answer questions. At 6:30 p.m. the meeting presentation commenced with Rodrigo Eichwald, the BCPWD Project Engineer, asking County Commissioner Art De La Cruz to greet the public. Ms. Diane Dolan of City Counselor Isaac Benton's office was also in attendance and was asked to greet the public. A presentation was given by Rodrigo Eichwald of BCPWD and Peter Hinckley of URS concerning the status of various elements of the project. Items discussed were as per the attached Agenda that was handed out at the meeting (see Section 3). At the conclusion of the presentation Bernalillo County and URS personnel were available to answer questions.

Attendance: 51 people signed the attendance roster. Of this number there were 5 people who signed representing governmental agencies and elected officials.

2. MEDIA ANNOUNCEMENTS

From: Catherine Lopez
Sent: Tuesday, February 07, 2012 3:54 PM
To: Dominguez, Patricia (Bingaman); 'sarah_cobb@tomudall.senate.gov'; Zidovsky, Matthew; antonio.sandoval@mail.house.gov
Cc: Rodrigo L. Eichwald
Subject: ***** PUBLIC MEETING Feb 9 | Sunport Blvd Extension Project *****

For your information...thanks.

Commissioner Art De La Cruz invites all residents and businesses in the area to attend this important public meeting.

Sunport Boulevard Extension Project Public Meeting

(Extending Sunport Blvd west to Broadway)

WHO: Bernalillo County Public Works Division and URS Corporation
WHEN: Thursday, Feb. 9
6:00 p.m.
WHERE: Herman Sanchez Community Center
1830 William Street SE

A presentation is planned that will allow the public to ask questions and provide public comment.

Project Summary: Bernalillo County Public Works Division in cooperation with the NMDOT and the FHWA proposes an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47). The Sunport Boulevard Extension project consists of constructing a four lane, median divided, urban arterial roadway with bridges over the South Diversion Channel and over Edmunds Street.



Thank you.

From: Catherine Lopez
Sent: Wednesday, February 08, 2012 9:32 AM
To: [Commissioners' Assistants]; [County Manager's Office]; [Cultural Service]; [Department Directors]; [Dept. Dirs. & Ass't. Dirs]; [Deputy County Managers]; [Elected Officials]; [Legal Department]; [Public Information Department]; Blaise Koller (blaisekoller@vizualview.com); Jennifer Vega-Brown; Liz Hamm; Nataura C. Powdrell; Paul Evans
Cc: Rodrigo L. Eichwald; Nolan Bennett
Subject: MEDIA ADVISORY: Sunport Blvd Extension Public Meeting

This was sent to the media this morning....thanks.



Bernalillo County Public Information Department

• Media Advisory •

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

Sunport Boulevard Extension Project Public Meeting

(Extending Sunport Blvd west to Broadway)

WHO: Bernalillo County Public Works Division and
URS Corporation
WHEN: Thursday, Feb. 9
6:00 p.m.
WHERE: Herman Sanchez Community Center
1830 William Street SE

The Bernalillo County Public Works Division will be constructing a new extension of Sunport Boulevard west from the I-25 Exit 221 interchange to Broadway Boulevard. The new road will be a four lane divided highway that will provide access to local roads such as Edmunds Road and a new re-designed Broadway Boulevard intersection.

The presentation will include an opportunity for the public to ask questions and provide public comment.

Commissioner Art De La Cruz Invites the residents and businesses in the area to attend this important public meeting.

###



From: Catherine Lopez
Sent: Wednesday, February 08, 2012 4:26 PM
To: [Commissioners' Assistants]; [County Manager's Office]; [Cultural Service]; [Department Directors]; [Dept. Dirs. & Ass't. Dirs]; [Deputy County Managers]; [Elected Officials]; [Legal Department]; [Public Information Department]; Blaise Koller (blaisekoller@vizationalview.com); Jennifer Vega-Brown; Liz Hamm; Nataura C. Powdrell; Paul Evans
Cc: Rodrigo L. Eichwald; Nolan Bennett
Subject: Media FYI

This morning, Rodrigo Eichwald, Project Engineer for the Sunport Blvd Extension Project, was interviewed by Pat Allen of 770 KKOB Radio. He spoke to the scope of the project, the funding and the project benefits. The interview is running on the radio this afternoon.

This afternoon, Rodrigo did a telephone interview with Matt Andazola, reporter with ABQ Journal, about the project and spoke to the same aspects of it. The article will be published in tomorrow's newspaper along with the details of the public meeting.

Thank you.

Catherine R. Lopez
Bernalillo County | Public Information Department
Public Works Division, PIO
Office (505) 224-1641
Cell (505) 259-0312
www.bern.co.gov/PublicWorks





Commissioner Art De La Cruz invites residents and businesses in the area to attend an important public meeting.

Thursday, Feb. 9
6:00 p.m.

Herman Sanchez Community Center
1830 William Street SE

Sunport Boulevard Extension Project Public Meeting

Bernalillo County Public Works Division in cooperation with the NMDOT and the Federal Highway Administration (FHWA) proposes an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47).

- The Sunport Boulevard Extension Project consists of constructing a four lane, median divided, roadway with bridges over the South Diversion Channel and over Edmunds Street.

The public meeting will allow residents to ask questions and provide comment.



Commissioner Art De La Cruz invites residents and businesses in the area to attend an important public meeting.

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Herman Sanchez Community Center
1830 William Street SE

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The public meeting will allow residents to ask questions and provide comment.





Bernalillo County | Public Works Division
2400 Broadway Blvd SE
Albuquerque, NM 87102

El Comisionado Art de la Cruz invita a los residentes y negocios del área para que asistan a una junta publica muy importante.

El jueves, 9 de febrero a las 6 de la tarde
Herman Sanchez Community Center
1830 William Street SE

Reunión Pública sobre el Proyecto de Extensión de la Calle Sunport

La División del Condado Bernalillo de Obras Públicas con la cooperación de NMDOT y la Administración Federal de Carreteras (FHWA) proponen una ampliación de la Calle Sunport desde la carretera interestatal I-25 al oeste hasta la calle Broadway (NM-47).

El Proyecto de Extensión de la Calle Sunport consiste en la construcción de cuatro carriles, camellón, camino con puente sobre el canal sur de desviación y sobre la calle Edmunds.

La reunión pública permitirá a los residentes hacer preguntas y sugerir comentarios.



Bernalillo County | Public Works Division
2400 Broadway Blvd SE
Albuquerque, NM 87102

El Comisionado Art de la Cruz invita a los residentes y negocios del área para que asistan a una junta publica muy importante.

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La reunión pública permitirá a los residentes hacer preguntas y sugerir comentarios.

3. MEETING HANDOUTS AND PRESENTATION BOARDS



BERNALILLO COUNTY PUBLIC WORKS DIVISION
2400 BROADWAY SE, ALBUQUERQUE, NM 87102
(505) 848-1500



Sunport Blvd Extension Project Public Meeting February 9, 2012

- **Introductions**

- **A word from Chairman De La Cruz**

- **Brief Project Overview:**
The project consists of the extension of Sunport Boulevard, SE from the interchange of I-25 to Broadway Boulevard, SE.

- **Project Milestones:**
 - **Biological Survey Report, March 2010**
 - **Phase I – Initial Site Assessment, June 2010**
 - **Public Meeting, June 2010**
 - **Alignment Study, November 2010**
 - **Transit Connection Study, February 2011**
 - **Preliminary Drainage Report, February 2011**
 - **Environmental Assessment, September 2011**
 - **Public Hearing, October 2011**
 - **Air Quality**

- **Planning and Zoning Discussion**

Figure 1: View from Edmunds and Woodward



View of Sunport Boulevard looking to the southeast as Sunport crosses over Edmunds Street. I-25 interchange is in the background.

- Bridge abutment and retaining wall colors and textures are subject to future public input during the design process.
- Landscape treatment also subject to public input.

- Street lighting will meet New Mexico Night Sky Protection Act (State Statute).
- Concrete wall barrier will be placed on bridges and retaining walls to help shield headlight glare.

Figure 2: View from Wesmeco and Armo Intersection



View of Sunport Boulevard looking south across currently vacant property. The I-25 interchange is behind the building.



Future Views of Sunport Boulevard

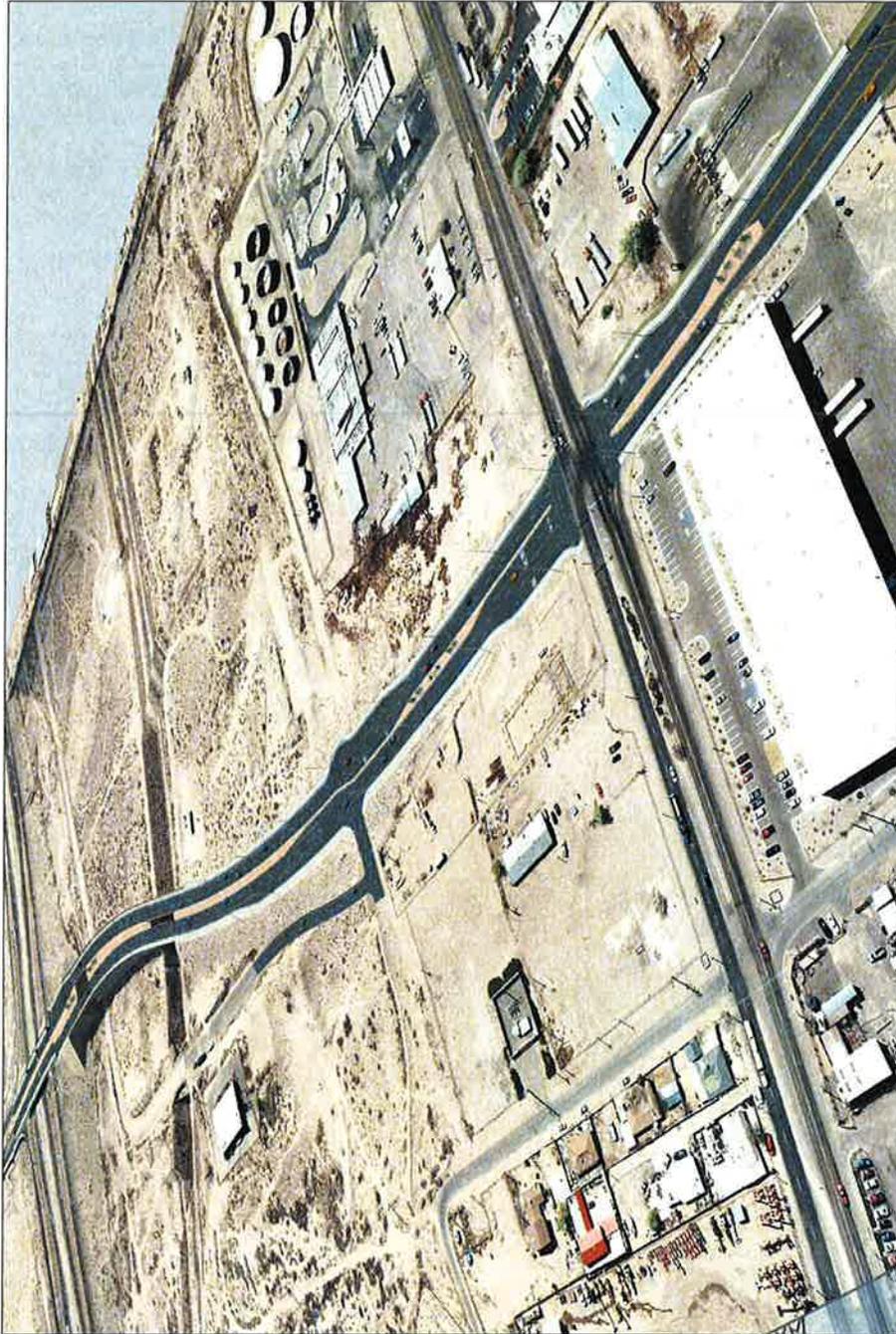


Figure 3: Aerial View from I-25



Designer's rendering of Sunport Boulevard looking northwest from above the I-25 southbound on-ramp.

Figure 4: Aerial View from Broadway Boulevard



Designer's rendering of Sunport Boulevard looking southeast from above the Broadway and Woodward intersection.

4. SIGN-IN SHEETS

PUBLIC MEETING
ATTENDANCE ROSTER



Support Boulevard Extension Project

Thursday, February 9, 2012

Herman Sanchez Community Center @ 6:00pm

NAME	ADDRESS	TELEPHONE	EMAIL ADDRESS
GERICKS ALAN	504 ROSS MOORE AVE SE	247-4037	AGERICKHS@AOL.COM
DEAN JARRADAGA	3024 BROADWAY SE	256-3710	agermatic@al.com
1506 Stenzel	3200 Broadway SE	246-4402	Robert.Stenzel@Vocenergy.com
Chuck Noya	3500 Sequoia Ct NW	228-8424	ROYALALAW@GMAIL.COM
SEAN SULLIVAN	335 WOODLAND DR SE	463-6626	RoyNoy@VocEnergy.com
Annette Colbert	479 Alame Ave SE	463 5936	anncolbert44@gmail.com
VICTOR LARANAGA	3024 Broadway SE	220.1010	AGERMATIC@AOL.COM
Lawrence Sams	1516 Bulk Ct	610 7331	
Patticia i Zubia de Miguez	274 1/2 Broadway SE	550-8047	Emre295@gmail.com
Toselyn Solis	2913 Broadway SE	220-0079	
MARIA + MANUEL AGUIRRE	275 TOPEKA SE	249-0930	twaziky@hotmail.com
TIM MACFACHER	4804 Gea Hedges NE	275-0787	TMacFACHER@AOL.COM
B. W. Robertson	7613 Gladden NE	930-7050	BRobertson@vlnet.com
Deanna Dora	408 Bethel Dr PE	261-3655	macdanna@gmail.com
Shivon Price	408 Bethel Dr SE	341 3655	
FAYICIA DUNNELLER	625 Silverthk SW	310-1601	Pethio6-dunnellere@bing.com
Joseph West	826 Sunnyslope S.W.	515-5552	awest888@gmail.com
Kathy Richards		310-0330	KRichards@bernet.net
ANGIEO MATESTAS	2116 EDITH S.E.	766-9943	OJ MATESTAS@CMACAST.NET
Jim Buckman	6520 Esther NE	797-9569	jbuckman@yahoo.com

KEVIN FADES

2701 MILES ROAD SE

242-5700

KEADESEMOZZERCORBIN.COM

MARLA PRINTER

506 VALLEY HILL SQ

877-5017

INTREADESK@goxil.com

Jenna Palau

FHWA

Greg Heitmann

FHWA

Daryl Wilson

2155 Louisiana Blvd #7000

265-8968

dhurkin@stark.com

PUBLIC MEETING
ATTENDANCE ROSTER

Sunport Boulevard Extension Project

Thursday, February 9, 2012

Herman Sanchez Community Center @ 6:00pm

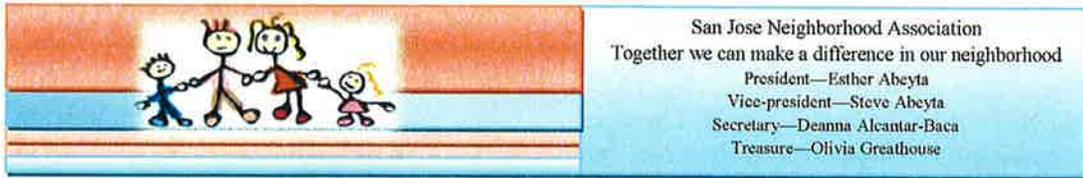


NAME	ADDRESS	TELEPHONE	EMAIL ADDRESS
Marcel Candela	207 Albarras St	843-7638	N/A
Orlando Montoya	2604 W. Williams St		
Agne Dolan	Abq City Council	768-3186	ddolan@cabq.gov
Debra Miller	385 Wheeler	242-2583	
ESKOSA GARCIA	305 Wheeler	848-0507	
Dean Ford (FRAEAT)	P.O. Box 2585 Abq 87105	858-0300	dean@jtc-coatings.com
NEAL MESSNER "	"	"	PS6 SKEA AOL.COM
DAVID MONTONA	248 KWOODWARD St	858-0300	DAVID@jtc-coatings.com
TJMALOY	2711 KARSTEN Ct.	842-9500	TJ@waterjetcutting,inc.com
Eric Frøberg	500 4th St	948-8099	eric.frøberg@tufm.com
Elaine Johnson	2415 Williams St SE	847-2709	bookeryluv@hotmail.com
Bonnie Cadella	"	247-3515	"
Esther Abautto Sr.	249 William St	440-1069	SINAI@lm.com
Gilbert Sarz	475 Alamo St	463-5236	NA
Albinder Green	2600 Williams St	243-7903	NA
Joe Green	P.O. Box 7709	243-7903	
Jo Johnson	507 Williams St SE	315-5048	
Guadalupe Marquez	505 Westmead St	333-8703	Lupe@Smex.com

Counselor Isaac (Ike) Barton

Faustinosolis 2832 William Tel 243 0167
Ernestine Solis 2832 William SE 243-0167
Don & Marey Marquez 2924 John SE 247 0083 Apdspec@aol,
Gerald & Lorene Chavez 2905 John SE 247-2224
DAVE Thompson P.O. Box 65760 87193 271-2199 tecnm@yaho.com
Jerold Widdison 3333 Wilburzy Av. NE 256-0740
Maximiliano Orduño 2604 Williams (SoS) 8049124

5. PUBLIC COMMENTS RECEIVED IN WRITING



March 12, 2012

Candace Groudine
FHWA Director of External Civil Rights Programs

Hello Candace J Groudine,

My name is Esther Abeyta. I am president of the San Jose Neighborhood Association in the South Valley area of Albuquerque, New Mexico. I am sending you a copy of the attached letter because we have environmental justice issues that have not been adequately or properly addressed in the Environmental Assessment (EA) for the proposed extension of a roadway from the Albuquerque Sunport that will cut through our community. Significantly, we have two superfund sites there as well as a large area that is a former landfill.

The new road project raises serious concerns for us that the continued monitoring and clean up of the highly hazardous and polluting sites will be disrupted. That will jeopardize our health and safety and the health, and safety of our children. It also will have an adverse impact upon the ability of this community to obtain funding for clean and safe development in our community, as lenders will not invest in polluted communities.

The project at issue had three alternatives--and the EA chose the least expensive alternative, which is also the one that raises the greatest concerns for this community's health and safety. It is one more insult to the people and the environment here, where we have suffered from the nuclear bomb industry, the oil and gas industries, metal processing for recycling, unlined waste dumps, chemical industries, and many others that have left a legacy of toxic pollution of our land, air and groundwater -- all because we are a community of poor working people, almost entirely Hispanic.

We ask for your assistance in assuring that environmental justice is properly and adequately considered in the Sunport Extension project. Requiring a full-scale Environmental Impact Study is a good first step in that direction.

Thank you for any assistance you can provide.

Sincerely,

Esther Abeyta, President
San Jose Neighborhood Association
2419 William SE
Albuquerque, New Mexico 87102
(505) 440-1669



SUNPORT BOULEVARD EXTENSION

PUBLIC HEARING SUMMARY

October 2011

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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- 7. Sign-In Sheets**
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- 9. Public Comments received in writing**
- 10. Agency Comments**

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: October 18, 2011 6:00 P.M. to 8:00 P.M.

Location: East San Jose Elementary School Cafeteria, 415 Thaxton Avenue, S.E., Albuquerque, NM 87102

Staff Attendance

Bernalillo County and URS staff 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
Dolores Herrera	Asst. to 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@urs.com
Julie Kutz	Environmental Lead	URS	505-855-7500	julie.kutz@urs.com
Roxanne Bebee Blatz	Lead Structural Engineer	URS	505-855-7438	roxanne.blatz@urs.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 summarize the results and findings of the Environmental Assessment for the public, including a description of the Preferred Alternative and other alternatives considered, identification of the impacts associated with implementation of the Build and No Build alternatives, the related Environmental Commitments associated with the Preferred Alternative, and where the public can access and read the Environmental Assessment document. 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 in the Albuquerque Journal on September 30th and October 2nd, 2011 (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 Bingaman, US Senator Udall, and to US Congressman Heinrich. Media advisory were sent out on October 17th 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. In addition to the above, a roadside Variable Message Sign was set up with a cycling message regarding the public hearing in the County Public Works Division parking lot at 2400 South Broadway.

Hearing

On October 18, 2011, 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 6:30 p.m. the formal meeting presentation commenced with an introduction by Nolan Bennett, the BCPWD Construction & Engineering Manager, and Ms. Dolores Herrera, Assistant to County Commissioner Art De La Cruz. A presentation was then given (see Section 6) by Rodrigo Eichwald of BCPWD and Peter Hinckley of URS on the technical aspects of the project, and by Julie Kutz of URS on the environmental aspects of 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. The meeting was partially broadcast by Channel 13 KKOB and Univision.

Attendance

39 people signed the attendance roster. Of this number, there were 10 people who signed representing governmental agencies, elected officials and project staff.



BERNALILLO COUNTY, IN COOPERATION WITH THE
NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT)



AND

THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)



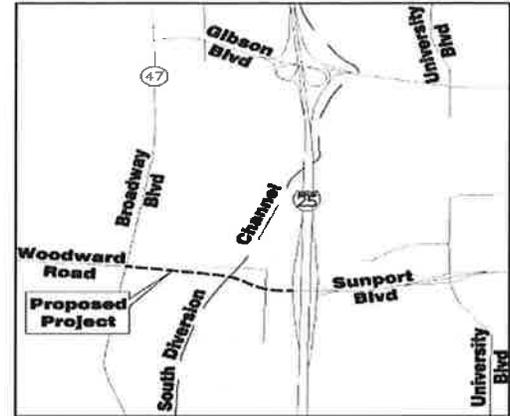
ANNOUNCES THE

**AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING
SUNPORT BOULEVARD EXTENSION**

PROJECT No. A300160

Project Summary: Bernalillo County Public Works Division in cooperation with the NMDOT and the FHWA proposes an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47).

The Sunport Boulevard Extension project consists of constructing a four lane, median divided, urban arterial roadway with bridges over the South Diversion Channel and over Edmunds Street.



An Environmental Assessment has been prepared for the Sunport Boulevard Extension project and is available for review and comment at the following locations from September 30, 2011 to October 29, 2011

Jack Candelaria Community Center 400 San Jose SE (San Jose & Broadway) Albuquerque, NM 87102	Bernalillo County Public Works Division 2400 Broadway, SW, Bldg N. Albuquerque, NM 87102	Mountain View Community Center 201 Prosperity SE Albuquerque, NM 87102
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The Environmental Assessment may be viewed on the **Bernalillo County website** at www.bernco.gov/sunport

A **Public Hearing** will be held in order to provide an opportunity for the public to comment on the project:

Date/Time: Tuesday, October 18, 2011 / 6:00 PM to 8:00 PM

Location: East San Jose Elementary School
415 Thaxton Ave., SE (corner of Thaxton & Broadway)
Albuquerque, NM 87102

Persons with disabilities that require special accommodations for the meeting should contact Julie Kutz, URS Corp., (505) 855-7513 at least three days in advance of the meeting.

Comments may be mailed, faxed, or e-mailed to: Julie Kutz, URS Corp., 6501 Americas Parkway, NE, Suite 900, Albuquerque, NM 87110, phone (505) 855-7513, Fax 505-855-7555, julie_kutz@urs.com. Comments will also be accepted at the meeting. All comments must be received by close of business October 31, 2011.

If you are unable to attend the meeting and have questions or concerns regarding the project, please contact the Bernalillo County Project Engineer, Rodrigo Eichwald, P.E. at (505) 848-1574.



BERNALILLO COUNTY, IN COOPERATION WITH THE
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 AND
 THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)



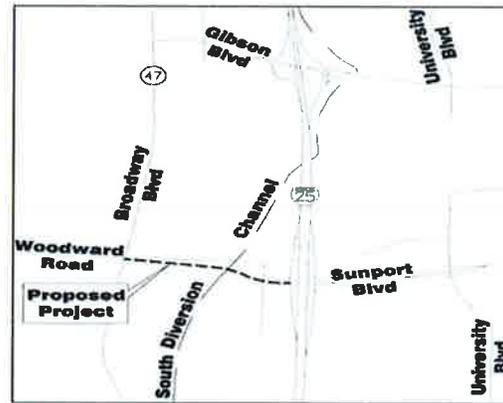
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Online letters

Submit letters to the editor at <http://www.abqjournal.com>

...a New Yorker who was there that infamous day, there is a war that is actually worse. Right across the fence from El Paso is a poor Mexican city where more murders were committed in 2010 than in the 9/11 attacks.

Since 2008, there have been more than 9,000 murders in this decaying city, which easily surpasses both of our wars in the Middle East combined by a whopping 33 percent.

This city is called Juarez, and it has become the symbol of all the unspeakable violence that has hit our once proud neighboring country.

The mass murders in Mexico, due mainly to the rivalries among ferocious drug cartels, has reached an all-time high,

cartel violence, and the Americans are shamelessly supplying most of the illegal weapons and cash to Mexico for all the illegal drugs that are destroying our own country.

This level of violence is also due to the colossal failures of both the U.S. and Mexican governments. The Mexican side has been ridden with deep corruption, impunity and Felipe Calderón's miserable attempt at weakening the powerful cartels. The Obama administration has collectively yawned at our desperate neighbors, with priorities focused in the Middle East.

Children, and even babies, being slaughtered are not uncommon in Mexico. At this point, anybody is fair game

drugs," or have stiffer penalties to bring down all the drug users in America? That would be one refreshing start.

Would sending in U.S. troops be an option? Can Mexico govern itself despite the Americans' horrific involvement? Is legalizing drugs in the United States worth a try?

When citizens in Cairo, Egypt, toppled their own government, is it out of the question that Mexico could follow?

Today, the 90-minute documentary "8 Murders a Day," which explores the current situation in Juarez, will open at the new Premiere Cinemas in Rio Rancho for a minimum one-week run.

The website for more information is www.8murdersaday.com.



BERNALILLO COUNTY, IN COOPERATION WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT)



AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)



ANNOUNCES THE

AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING SUNPORT BOULEVARD EXTENSION

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2009
Canary Yellow
Moonroof
Regular
SALE \$29,871
Sik# P2608

2008
AT, 6 Cyl, Leather
Regular
SALE \$29,871
Sik# P2608

2010 Camaro
AT, Leather, Moonroof
Regular
SALE \$29,871
Sik# P2608

2011
AT, Leather, Moonroof
REGULAR PRICE \$40,744
NEW PRICE \$37,587
SALE PRICE \$29,871
Sik# R2630

2011 Li
AT, Leather, Moonroof
NEW PRICE \$67,587
NEW TO YOU \$53,000
Sik# R2630

2001
SALE \$3,000
Sik# W1124

Protests



GREG SORBER/JOURNAL
The cartoonist portrays a billionaire, left, and another man who holds a cartoon as they stand on Wall Street during protests taking place on Saturday.

AROUND THE NATION

Family's Search Solves 2 Mysteries

SANTA CLARITA, Calif. Two missing persons appeared to be sheer coincidence that led the men to end up in exactly the same spot of the Angeles National Forest north of Los Angeles. Lavau lived in the ravine for six days, eating bugs, leaves and drinking creek water to survive, with Gelfand's badly decomposed body in another car a few

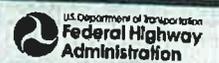
feet away. Lavau was found Thursday by his three adult children.

Anti-American

warning issued Saturday notes that al-Awlaki and other members of Al-Qaida previously called for attacks against the United States, and the warning says his supporters could seek to avenge his death. Al-Awlaki was killed during an attack on his convoy early Friday.



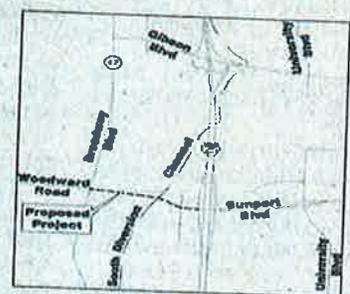
BERNALILLO COUNTY, IN COOPERATION WITH THE
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ANNOUNCES THE AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING SUNPORT BOULEVARD EXTENSION

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If you are unable to attend the meeting and have questions or concerns regarding the project, please contact the Bernalillo County Project Engineer, Rodrigo Eichwald, P.E. at (505) 848-1574.



September 27, 2011

RE: SUNPORT BOULEVARD EXTENSION
NMDOT Project No. CN A300160, Fed ID 09NM006
AVAILABILITY OF ENVIRONMENTAL ASSESSMENT

Dear Interested Party:

Bernalillo County would like to present to you the Environmental Assessment for the Sunport Boulevard Extension project. The document is being provided for your review and comments during a 30-day public comment period beginning **September 27, 2011 until October 26, 2011.**

Project Summary: Bernalillo County Public Works Division in cooperation with the New Mexico Department of Transportation and the Federal Highway Administration propose an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47). The Sunport Boulevard extension project consists of constructing a four lane median divided urban arterial roadway with bridges over the South Diversion Channel and over Edmunds Street.

Environmental Assessment Findings: This environmental assessment concludes that the proposed project will meet the transportation needs of the project area and that the project will have no significant adverse social, economic, or environmental impacts that warrant an environmental impact statement. If no significant environmental impacts are identified during the 30-day environmental assessment comment period, a finding of no significant impact (FONSI) will be prepared and distributed. The FONSI will address any concerns raised during the circulation of the EA, during the 30-day comment period, or regarding coordination or other project aspects with appropriate agencies.

A **Public Hearing** will be held in order to provide an opportunity for the public to comment on pedestrian, bicycle, cultural resources, and other issues related to the project:

Date/Time: **Wednesday, November 4, 2009 / 7:00 PM to 9:00 PM**
Location: Bernalillo County Public Works
Building N
Main Conference Room
2400 Broadway SE, Albuquerque, NM 87102

Comments: Comments may be mailed, faxed, or e-mailed to: Julie Kutz, URS Corp., 6501 Americas Parkway, NE, Suite 900, Albuquerque, NM 87110, phone (505) 855-7500, Fax 505-855-7555, julie_kutz@urscorp.com. Comments will also be accepted at the meeting. All comments must be received by close of business **October 26, 2011.**



Thank you for your interest and participation. If you have questions or concerns regarding the project, please contact the Project Engineer, Rodrigo Eichwald, P.E. at (505) 848-1500.

Sincerely,

Rodrigo Eichwald, P.E.
Project Manager

Kutz, Julie

From: Conant, Michelle
Sent: Tuesday, October 04, 2011 10:09 AM
To: Afshin Jian; Alfred Volden (a.volden@usa.net); Allan Pasteris (allan.pasteris@state.nm.us); Andres Lazo (svcna.lazo@gmail.com); Angela West (awwest888@gmail.com); Anthony Montoya (almontoya@abcwua.org); Antonio Sandoval (antonio.sandoval@mail.house.gov); Bart Faris (bart.faris@state.nm.us); Bob Stenzel (SROA@chevron.com); Brad Bingham (bbingham@amafca.gov); Charles Thompson; Chuck Whiteneck (chuckwhiteneck@chevron.com); Clyde Wheeler (clydecwheeler@yahoo.com); Dana Beaulieu (dana.beaulieu@ge.com); Debra Bauman; Debra Hall (mzhermit@wildblue.net); Elias Archuleta; Frank Lozano (frank.lozano@fhwa.dot.gov); Gail Ryba; Javier Benavidez (javierbenavidez@gmail.com); Jeff Fredine; Jerry Donaldson (miniblessings3@yahoo.com); Jerry Lovato; Jim Hinde (jhinde@cabq.gov); John Billard (jwb@axisgroupinc.com); John Hartman; John Niwa; John Sparks (johnskave@knaveofalltrades.com); Jolena Palau; Judy Anaya (abqjude@comcast.net); Judy Suiter (zephyr@swcp.com); Julie Roybal (julie.roybal@state.nm.us); Ken Cunningham (ken.cunningham@state.nm); Ken Maestas (ken.maestas@pnm.com); Kevin Burks (keb@axisgroupinc.com); Laurie Moyer (laurie.mayer@pnm.com); Marcia Fernandez (mbfernandez1@gmail.com); Margaret Nieto (mnieto@cabq.gov); Mark Hess (mark.hess@univarusa.com); Mark Ulliman (mjulliman@benekeith.com); Matthew Wiley (mwiley@mrcog-nm.gov); Michael Harrington (michael.harrington@univarusa.com); Mike Hebert (hebert.michael@epa.gov); Nancy Perea; Nathan Masek (nmasek@mrcog-nm.gov); Nolan Bennett; Osvaldo Reyes-Alicea; Pat Ruiloba (patruiloba@hotmail.com); Ray Gomez (ray@mrgcd.us); Rhonda Smith (smith.rhonda@epa.gov); Richard Meadows; Robert Garcia; Robert Strong (rstrong@abcwua.org); Rod Mahoney (rmahoney01@comcast.net); Rodrigo Eichwald; Susan Herald (susanne.herald@ge.com); Susan White (suzydw@hotmail.com); Tammy Haas (tammy.haas@state.nm.us); Terry Doyle (tdoyle@mrcog-nm.gov); Tony Abbo; Victor Larranaga (aguamatic@aol.com)
Cc: Kutz, Julie; Hinckley, Peter; rleichwald@bernco.gov
Subject: Sunport Blvd. Extension Project- Environmental Assessment Notice of Availability
Attachments: PSA Public Hearing Flyer.pdf



On behalf of Bernalillo County, I would like to present the notice of availability of an Environmental Assessment for the Sunport Boulevard Extension project. The review and comment period will be from September 30, 2011 to October 29, 2011. All comments must be received by close of business October 31, 2011. Please see the attached Public Hearing announcement for details on a public hearing to be held Tuesday, October 18, 2011 at the East San Jose Elementary School, 415 Thaxton Ave. SE, and for further information.

The link below is provided for you to access the document for your review and comment.

www.bernco.gov/sunport

Thank you for your participation,

Michelle Conant

URS Corporation
6501 Americas Parkway NE
Suite 900
Albuquerque, NM 87110
Ph: 505-855-7500
Fx: 505-855-7555

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

**EA NOTICE OF AVAILABILITY - RECIPIENTS FOR EA DOCUMENT
(PDF FORM)**

NAME	TITLE	ORGANIZATION	PHONE	EMAIL
Stakeholders and Interested Parties				
Elias Archuleta		NMDOT	505-827-9853	Elias.archuleta@state.nm.us
Oswaldo Reyes-Alicea (30% design review mtg)	PDE	NMDOT	222-6781	Oswaldo.reyes-alicea@state.nm.us
Nancy Perea (30% design review mtg)	D3 Traffic	NMDOT	841-2729	Nancy.perea@state.nm.us
Robert Garcia (30% design review mtg)	D3 CLE	NMDOT	841-2720	Robert.garcia1@state.nm.us
Tony Abbo (1 st stakeholders mtg)	Assistant District Engineer	NMDOT	505-841-2761	tony.abbo@state.nm.us
Afshin Jian (30% design review mtg)	Traffic Engineer	NMDOT	827-5490	Afshin.jian@state.nm.us
Frank Lozano	Field Operations Manager	FWHA		Frank.lozano@fhwa.dot.gov
Jolena Palau (1 st stakeholders mtg)	Area Engineer/NM DOT D3 and D4	FWHA	505-820-2039	jolena.palau@fhwa.dot.gov
Charles Thompson (1 st stakeholders mtg)	Section Manager	COA - DMD	505-768-2577	cthompson@cabq.gov
Debra Bauman	Project Manager	COA - DMD	768-3649	dbauman@cabq.gov
John Niwa (1 st stakeholders mtg)	Environmental Compliance Officer	COA Aviation	505-244-7814	janiwa@cabq.gov
Jerry Lovato (1 st stakeholders mtg)	Drainage Engineer	AMAFCA	505-884-2215	jlovato@amafca.org
Gail Ryba	Director	Bike ABQ		board@bikeabq.org
Lynn Mazur (1 st stakeholders mtg)		AMAFCA	505-884-2215	lmazur@amafca.org
Brad Bingham (30% design review mtg)	Drainage Engineer	AMAFCA	884-2215	bbingham@amafca.gov
Robert Strong (1 st stakeholder mtg)	Engineer	ABCWUA	505-768-2719	rstrong@abcwua.org

Anthony Montoya Jr. (30% design review)	Senior Engineer	ABCWUA	768-2713	almontoya@abcwua.org
Nathan Masek (1 st stakeholders mtg)	Transportation Planner	MRCOG	505-724-3620	nmasek@mrcog-nm.gov
Matthew Wiley	Transit	MRCOG	505-247-2760	mwiley@mrcog-nm.gov
Ray Gomez (1 st stakeholders mtg)	Engineer	MRGCD	505-247-0234	ray@mrgcd.us
Jim Hinde		COA - Aviation		jhinde@cabq.gov
Mark Ulliman		Ben E. Keith Foods	817-759-6844	mjulliman@benekeith.com
Victor Larranaga www.aguamatic.com		Aguamatic Landscape, LLC	505-220-1010	aguamatic@aol.com
Mike Hebert		US EPA		Hebert.michael@epamail.epa.gov
Rhonda Smith	Chief, Office of Planning and Coordination Region 6	US EPA	214-665-8006	Smith.rhonda@epamail.epa.gov
Mark Hess (public meeting 1)	Regulatory Manager	Univar	214-503-5768	Mark.hess@univarusa.com
Michael Harrington	Regional Operations Manager	Univar	214-503-5774	Michael.harrington@univarusa.com
Dana Beaulieu	EHS Manager	GE		Dana.beaulieu@ge.com
John Billard	Technical Services Director	Axis Group		jwb@axisgroupinc.com
Kevin Burks	Associate Engineer	Axis Group		keb@axisgroupinc.com
Bob Stenzel	Terminal Manager	Chevron	246-4402 505-269-9043	SROA@chevron.com Robert.stenzel@vecenergy.com
Chuck Whiteneck	ROW	Chevron		chuckwhiteneck@chevron.com
Bart Faris	Project Manager, Chevron	NMED GWQB	222-9521	Bart.faris@state.nm.us
Allan Pasteris		NMED Superfund Bureau	827-0039	Allan.pasteris@state.nm.us
Susan Herald (alignment impacts/mitigation for superfund site -mtg)	Attorney	GE		Susanne.herald@ge.com
Antonio Sandoval (attended public mtg1)	Representative	Congressman Martin Heinrich	346-6781	Antonio.sandoval@mail.house.gov
Alfred Volden	President	Schwartzman	259-6771	a.volden@usa.net
Judy Suiter (comment 1st pub)			766-6617	zephyr@swcp.com

mtg)				
Ken Maestas		PNM	241-4436	Ken.maestas@pnm.com
Laurie Moye	Coordinator, Regulatory Project	PNM	241-2792	Laurie.maye@pnm.com
Ken Cunningham		NM Dept Game & Fish		Ken.cunningham@state.nm.us
Julie Roybal	Environmental Impact Review coordinator	NMED	505-827- 2855	Julie.roybal@state.nm.us
Margaret Nieto		City of Albuquerque Air Quality		mnieto@cabq.gov
Terry Doyle	Director of Transportation	Transportation and Planning Services	505-247- 2760	tdoyle@mrcog-nm.gov
Tammy Haas	District Engineer	NMDOT		Tammy.haas@state.nm.us
Craig Smith	Operations Manager	Vecenergy	321-759- 5175	csmith@vecenergy.com
Mark Huff	Managing Director	Vecenergy	303-570- 3555	Mark.huff@vecenergy.com
South Valley Coalition of Neighborhood Associations:				
Andres Lazo	President	SV Neighborhood Coalition		svcna.lazo@gmail.com
Pat Ruiloba		Adobe Acres NA	306-0685	patruiloba@hotmail.com
Clyde Wheeler		Anderson Hills NA	452-0175	clydecwheeler@yahoo.com
Susan White		Far South Valley Homeowners Association	877-1296	suzydw@hotmail.com
Marcia Fernández		Foothill NA	877-9727	mbfernandez1@gmail.com
Deborah Hall		Meade Estates NA	315-2537	mzhermit@wildblue.net
Angela West		Mountain View NA		awwest888@gmail.com
Jerry Donaldson		Pajarito Village NA	877-3861	miniblessings3@yahoo.com
Judy Anaya		Southside Farms NA	873-2659	abqjude@comcast.net
Rod Mahoney		Vecinos del Bosque NA	842-5140	rmahoney01@comcast.net
Other NA				
John Sparks		Five Points NA		johnskave@knaveofalltrades.com
Javier Benavidez		Barelas NA		javierbenavidez@gmail.com
Other groups				
Environmental, Energy, Water & Transportation Program		NMPIRG	254-1244 (left message 9/30/11)	

HARD COPIES TO:

Rodrigo Eichwald	Project Manager	Bernalillo County	505-848-1574	rleichwald@bernco.gov
Steve Miller	Senior Planner	Bernalillo County		
Richard Meadows	Senior Planner	Bernalillo County		rmeadows@bernco.gov
Nolan Bennett (1 st stakeholders mtg)	Technical Services Manager	Bernalillo County	505-848-1534	nbennett@bernco.gov
Jeff Fredine	Environmental	NMDOT	827-5681	Jeffrey.fredine@state.nm.us
Angela West		Mountain View NA		awwest888@gmail.com
Esther Abeyta		San Jose NA	440-1669	Sjna1@live.com



SCREEN SHOT OF NOTICE OF AVAILABILITY ON THE COUNTY WEBSITE

Kutz, Julie

From: Catherine Lopez <cathylopez@bernco.gov>
Sent: Wednesday, October 19, 2011 1:24 PM
To: Kutz, Julie
Subject: FW: Sunport meeting sign-in sheets
Attachments: sunport sign-in 10182011_001.pdf

Good afternoon, Julie.

Below is the public outreach extended by Bernalillo County / Public Information Department:

- Information about the public hearing was posted our the county's website, both on the front page and on the project page, bernco.gov and bernco.gov/sunport, respectively. Also posted on the county's events calendar.
- Emails were sent to all neighborhood associations, both city and county.
- Emails/E-vites were extended to Councilor Benton and all federal offices (Sen. Bingaman, Sen. Udall and Rep. Heinrich)
- Media advisory was sent Oct 17 to all media outlets: all TV stations (including Univision), all radio stations, all newspapers (ABQ Journal, East Mountain Telegraph, The Independent, South Valley Ink, Mas New Mexico, UNM Lobo)
 - Channel 13 KKOB and Univision came out to the meeting; Ch13 had it on their 10pm news broadcast
- Variable message board with a cycling message about the public hearing was positioned in the Public Works Division parking lot for one day prior to the meeting.

I believe that is it. If anything else comes to mind, I will send it your way.

Thanks!

Catherine Lopez
Office: 224-1641
Cell: 259-0312

From: Kutz, Julie [<mailto:julie.kutz@urs.com>]
Sent: Wednesday, October 19, 2011 8:56 AM
To: Catherine Lopez
Cc: Rodrigo L. Eichwald; Hinckley, Peter
Subject: Sunport meeting sign-in sheets

Hi Cathy,

AGENDA

For the

Public Hearing

Sunport Boulevard Extension Project

Tuesday, October 18, 2011

East San Jose Elementary School

Albuquerque, New Mexico

Open House

6:00-6:30 p.m.

Study Team will be available to answer questions

Formal Presentation

6:30-7:00

Presenters –

Nolan Bennett, PE (Bernalillo County), Construction and Engineering Manager

Rodrigo Eichwald, PE (Bernalillo County), Project Engineer

Pete Hinckley, PE (URS Corp), Project Manager

Julie Kutz (URS Corp), Environmental Task Manager

Public Comments

7:00 – 8:00

Comments, Questions, and Answers

The meeting will provide an opportunity for the project study team to:

- Present study information including scope, purpose, and findings; and
- Invite public input and comments

For further information or assistance, please contact Rodrigo Eichwald at 505.848.1574

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Affix Stamp
Here
Post Office will
not deliver
without postage

From: (Please Print Below):

Re: Sunport Boulevard EA Public Meeting
Due: October 31, 2011

To: Julie Kutz
URS Corp.
6501 Americas Pkwy NE, Suite 900
Albuquerque, NM 87110

**Public Hearing –
Environmental Assessment
Sunport Boulevard
Extension
Bernalillo County, NM**



Bernalillo County Project No. T509-06
NMDOT Project No. CN A300160
October 18, 2011

Presentation Agenda

- Introductions
- Project Overview
- Preferred Alternative
- Environmental Assessment Findings
- Environmental Commitments
- Questions and Comments
- Closing



Public Officials

- Art De La Cruz, County Commissioner
- Dolores Herrera, Assistant to Commissioner
- Roger A. Paul, PE, Bernalillo County Interim Deputy County Manager

Presenters

- Nolan Bennett, PE (Bernalillo County)
- Construction and Engineering Manager
- Rodrigo Eichwald, PE (Bernalillo County)
- Project Engineer
- Pete Hinckley, PE (URS Corp)
- Project Manager
- Julie Kutz (URS Corp)
- Environmental Task Manager



Purpose of Public Hearing



- Present environmental assessment findings
- Solicit public input & comment
- Federal involvement in a proposed project requires environmental analyses and public disclosure per the National Environmental Policy Act (NEPA)

URS

Project Location & Study Limits



Project Location Map - Study Limits

URS

Project Purpose and Need



- **Congestion Relief** – Reduce future traffic congestion on area roadways such as Gibson and Rio Bravo
- **Network Connectivity** – Provides a connection between I-25 and Broadway with another east/west arterial roadway link
- **System Continuity** – Closes gap in the present transportation system as envisioned in previous area planning studies.

URS

Project Purpose and Need



Roadway Segment	No. Build 2010 Forecast Daily Traffic (vpd)	Build 2030 Forecast Daily Traffic (vpd)	Difference in Volume with Sunport Blvd Extension	Comments
Sunport, Broadway to I-25	0	20,971	Increase by 20,971	New roadway attracts traffic
Gibson, Broadway to I-25	31,471	20,265	Decrease by 11,206	Traffic shifted from Gibson (36%)
Broadway, North of Sunport / Woodward	24,804	12,474	Decrease by 12,330	Traffic bound for Gibson shifted (50%)
Broadway, South Sunport / Woodward	15,029	19,736	Increase by 4,707	Traffic bound for new Sunport Blvd. (31%)
Rio Bravo, Broadway to I-25	42,065	37,135	Decrease by 4,930	Traffic shifted from Rio Bravo (12%)



Alternative Alignments



Sunport Boulevard Extension
Proposed Alignment Overlay

Alternatives



Alternatives Considered but Eliminated:

- Alternative D – Connect to Broadway south at Stock Drive. Would span the South Diversion Channel at 45° angle and cross RR tracks.
- Alternative H – Connect to Broadway south near NMDOT yard. Would span the South Diversion Channel at 45° angle and cross two RR tracks.



No Build Alternative



No Extension of Sunport Boulevard

- Traffic volumes and congestion will continue to increase on other area roadways
- Does not meet network connectivity needs
- Does not fulfill transportation planning needs for system continuity
- Does not satisfy project purpose and need



Preferred Alternative

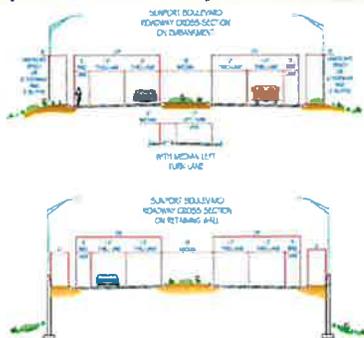


Selection of Preferred Alternative (Alternative A) based on engineering feasibility, complexity, cost considerations, and public comment.

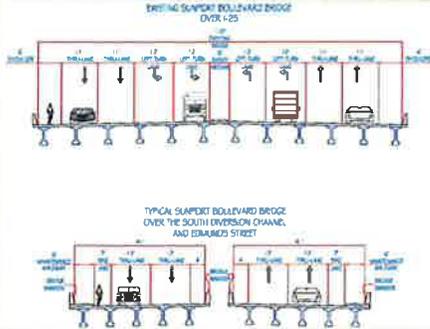
- 4-lane median divided urban arterial roadway on steep grade (7%)
- Bridges over the existing AMAFCA South Diversion Channel and over Edmunds Street
- Combination of retaining walls and fill sloping to grade
- 5' Bike Lanes
- 6' Sidewalk from Broadway to local access road (Arno Street)
- Intersection improvements and traffic signals (Broadway and I-25 Ramps)
- Widening of I-25 southbound ramps



Proposed Roadway Cross-Sections



Proposed Roadway Cross-Sections (on Bridges)



Right-of-Way



Right-of-Way

- Approximately 9.5 acres of private property will be acquired for right-of-way, adhering to the Uniform Relocation Assistance and Real Property Acquisition Policies Act and other applicable regulations as mandated by the NMDOT and FHWA.
- License agreement with AMAFCA, covering about 0.7 acres required for the crossing of South Diversion Channel.



Funding



Funding

- Total project construction cost approximately \$17 million
- Funding for construction available 2013 – 2014 (FY 2012 – FY 2017 TIP)



Environmental Assessment Process



Guided by NMDOT Location Study Procedures and NEPA

- Collect data and evaluate impacts
 - Data included findings from previous environmental studies, public involvement, stakeholder input, other agency input, project research, etc.
- Conduct public involvement
 - Stakeholders notified at the start of EA process, agency letters sent out, public meeting held on June 3, 2010
- Prepare Environmental Assessment (EA)
- 30-day comment period and public hearing following EA release
- Issue Finding of No Significant Impact (FONSI)



URS

Environmental Findings



URS

Findings and Environmental Commitments



Findings

- Project is necessary to ease future traffic congestion, to close gaps in the present transportation system and improve transportation network connectivity
- No significant social, economic, or environmental impacts

Primary Environmental Commitments

- Hazardous Materials
- Relocations, Right of Way, and Easements
- Cultural Resources
- Multimodal Transportation
- Utility Adjustments
- Construction Activities

URS

EA Review and Comment Period



- September 30, 2011 through October 29, 2011
- EA available for viewing at Bernalillo County Public Works and community centers: Jack Candelaria, Mountain View, Thomas Bell, Dennis Chavez, and at the South Broadway Library
- EA on internet at www.bernco.gov/Sunport
- Public hearing October 18, 2011
- Comments due by October 31, 2011
- Submit comments to Julie Kutz julie.kutz@urs.com - see address on comment form



Next Steps



- "Finding of No Significant Impact (FONSI)" document to be prepared to address any public concerns or comments (Fall 2011)
- Final design and right-of-way acquisition (2012 - 2013)
- Construction (2014)



Public Questions and Comments



- Voice comments in meeting will be recorded by court reporter (give your name and address)
- Write comments on comment form
- Mail or fax comments to address on comment form
- Send e-mail to julie.kutz@urs.com

Comments must be provided by October 31, 2011, in order to be included in the Input Synopsis and FONSI.





Support Boulevard Extension
 Bernalillo County Project Number TSC09-06
 URS Project No. 24343112

MEETING SIGN-IN

Public Hearing

October 18, 2011, 6:00 PM, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Santiago Eichwald	Project Engineer	BCPW	848-1574	R.Eichwald@ber-nco.gov
Leo Johnson	Assistant		505-5048	
Allice Provise	Exec	MABEL CORBIN	242-5700	MAROV.VEE.MABELCORBIN.COM
Jeff Pipkin	Estimator	AUT	242-4848	
Esther Abeyta	San Jose N/A	SAN JOSE N/A	440-1669	SJNAI@live.com
Andrew E. Gallen	PM	BHI	823-1000	ae.gallen@bhinc.com
Ryan Fairbank	Eng./BD	KNM	887-9175	Ryan.Fairbank@kiewit.com
JIM SPORZIER	Principal	Sensensus Planning	764-9801	sp@sensensusplanning.com
Bob Stenzel	TM	Vecenergy	246-4402	Robert.Stenzel@vecenergy.com
Michelle Riquier	ROW Agent	BCPW	848-1558	maigner@berneo.gov
Bert Thomas	BHI	BHI	823-1000	bthomas@bhinc.com
Robert Paul	Dep. PCM/PIO	BCPW	848-1515	rogerp@berneo.gov



6501 Americas Parkway NE, Suite 900
 Albuquerque, NM 87110-5311
 (505) 855-7500 / (505) 855-7555 fax



Support Boulevard Extension
 Bernalillo County Project Number TS09-06
 URS Project No. 24343112

MEETING SIGN-IN

Public Hearing

October 18, 2011, 6:00 PM, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Tony Abbo		NM DOT	841-2761	Tony.Abbo@state.nm.us
Angelbert		ANA	515-5552	angelbert888@gmail.com
Shawn McFaul		BENECEITH	505-975-8266	SDMKFAUL@BENECEITH.COM
Sheila Tognoni		ESSIS	764-2005	tognoni@aps.edu
Dolores Hernandez	Delacruz County	Delacruz County	468-7448	chenew@berneo.gov
Joe Green		SJ NA	243-7903	-
LALIA GREEN		SJ NA	243-7903	-
Jim Buckman			881-5357	buckman@pbworld.com
Annette Colbert		SJ NA	463 5936	acolbert@gmail.com
DEREK MEIER		Wilson Co.	348-4013	DEREK.MEIER@WILSONCO.COM
David Thompson		TEC	271-2199	tecm@yaho.com



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Support Boulevard Extension
 Bernalillo County Project Number IS09-06
 URS Project No. 24343112

MEETING SIGN-IN

Public Hearing

October 18, 2011, 6:00 PM, East San Jose Elementary School

Name	Title	Organization	Phone	Email
Roxanne Beteguez Blotz	Str. Engr	URS	602-861-8710	roxanne.blotz@urs.com
Ruben Meadows	Cons Planner	KCPW	848-1508	rmeadows@oemvcc.gov
Nolan Bennett	Construction Mgr	BCPWD	848-1534	nbennett@bernc.org
JACK SCHREER	PLANNING MANAGER	AVIATION DEPT	244-7712	JSCHREER@CABR.GOV
Paula Schuh	Env. Group Ldr	URS	855-7495	Paula.schuh@urs.com
Sam Dacc	Project Manager	AVI Inc.	975-2374	Samb@aviinc.net
KEVIN FADES	ENGINEER	MOLEN GORBIN	242-5700	KEADES@MOLENGORBIN.COM
MICHAEL A. HEBERT	PROJECT MANAGER	U.S. EPA REGION 6	214-665-8315	HEBERT.MICHAEL@EPA.GOV
ERIC FROBERG	Engineer	TYUN	505 948 8099	eric.froberg@tyula.com
ARALE SMITH		-	321 759 5125	-
Drian Cobble			505 248 5111	cobbleb@col.com
VICTOR LARRANAGA		AQUAMATIC	505.220.1010	AQUAMATIC@AOL.COM



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BERNALILLO COUNTY
PUBLIC WORKS DIVISION

SUNPORT EXTENSION ENVIRONMENTAL ASSESSMENT
SUMMARY FINDING PUBLIC HEARING

TUESDAY, OCTOBER 18, 2011, 6:13 P.M.

EAST SAN JOSE ELEMENTARY SCHOOL
415 Thaxton, Southeast
Albuquerque, New Mexico 87102

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

1 MR. BENNETT: All right. I think we'll go ahead
2 and get started, everybody. And I'm sure there will
3 be an opportunity for questions after our formal
4 presentation. I just wanted to go over the agenda
5 we'll be going through, introductions, project
6 overview, our preferred alternative, the environmental
7 assessment findings, environmental commitments and,
8 like I said, questions and answers, and a closing.

9 But I did want to introduce Dolores Herrera.
10 She is the assistant to Commissioner Art De La Cruz.
11 And I'd like to give her a minute to say a few words.

12 MS. HERRERA: Commissioner Art De La Cruz, the
13 Bernalillo County Commissioner that I work for, and I
14 feel so blessed to be with, is not here tonight. He
15 had an engagement and he's going to try to get here.
16 But I'm here on the front end to welcome you. This is
17 in his district. And I just wanted to point out that
18 Esther -- where's Esther, the president of the San
19 Jose Neighborhood Association?

20 Stand up, Esther. So thank you for your
21 involvement. I know the commissioner really, really
22 appreciates it. We have a long history with the
23 community of San Jose and surrounding communities.

24 And Angela West, as well, is here, as the
25 president of the Mountain View Neighborhood

1 Association.

2 And we want to thank Mr. Tognoni, Mr. T.,
3 as Esther referred to him. I hope that I said his
4 name properly. He's the principal here at East San
5 Jose Elementary School. And we really appreciate the
6 opportunity for the facilities being loaned to us
7 tonight.

8 So, Mr. T., we thank you.

9 I also saw Mr. Joe Green and his wife, Lala,
10 out in the audience somewhere.

11 Mr. Green.

12 I understand Mr. Green is like 80-plus years
13 old, but he's a long-time activist and a very, very
14 wonderful human being and has raised his family here.

15 And, you know, we're just pleased to have
16 you here. The commissioner sends his best to you,
17 Mr. Green and Lala, Mrs. Green.

18 As I stated, Commissioner wanted to welcome
19 you and thank you all for participating tonight, wants
20 you to make sure all of those who are here who are
21 being participants, that you meaningfully participate
22 and give all of your testimony and give the
23 information and ask really great questions.

24 Commissioner wants to thank Roger Paul, who
25 is the acting director of Public Works. And we

1 appreciate him being here.

2 And I saw Mr. Abbo here also, from the
3 state. And so we appreciate you being here, sir.
4 We're in the midst of royalty. He has stars over his
5 name.

6 Nolan Bennett, Rodrigo, Pete Hinckley and
7 Julie Kutz, we thank all of you and everybody that is
8 going to be here doing the presentations tonight.

9 Again, Commissioner Art De La Cruz thanks
10 you very, very much. He says, you know, you're the
11 voices so use them tonight. Thank you.

12 MR. BENNETT: Thank you, Dolores.

13 I wanted to make it clear to everybody
14 tonight, the purpose is for our environmental
15 documentation on this project for the use of our
16 federal funding for this job. We will be going out
17 later in the year, we're hoping in November, to
18 advertise an RFP for design, for the final design of
19 this project. And then go to construction later in
20 late 2014, early 2015.

21 So we are still -- I just wanted to let
22 everybody know, we are still rather early in this
23 process. We do have some preliminary plans that
24 people will look at on the boards over there. But we
25 are doing this as part of our environmental process

1 and environmental documentation.

2 So with that, Rodrigo Eichwald will start
3 the presentation.

4 MR. EICHWALD: Good evening. The purpose of
5 this presentation is to present our environmental
6 assessment findings. It's also to solicit public
7 input and comment, and we're required by the federal
8 government to show what we have found per the National
9 Environmental Policy Act.

10 As you can see here, we have a project
11 location map. The project location, it's within the
12 white boundaries. We're basically around I-25 and
13 Sunport. We'll be extending Sunport towards Broadway.
14 The purpose and need of this project was established
15 during our preliminary studies. Some of the needs are
16 congestion relief. We will reduce congestion on roads
17 such as Gibson and on Rio Bravo. And also network
18 connectivity, we will provide a connection between
19 I-25 and Broadway, with another east/west arterial
20 roadway link. It will also assist in continuity.
21 This will close the gap in the present transportation
22 system, as envisioned in the previous planning
23 studies.

24 Here we have -- I think we've shown this
25 before during the first part of the -- the first

1 meeting that we had. With the new roadway on Sunport,
2 once it's open, it will have 21,000 vehicles per day.
3 This will help traffic -- decrease traffic on Gibson
4 by 36 percent. And it also will decrease traffic on
5 Rio Bravo by 12 percent.

6 With that, I'd like to introduce Pete
7 Hinckley to talk about the alignments.

8 MR. HINCKLEY: Thank you, Rodrigo.

9 What I want to do here is just show some of
10 the previous work that we did during the alignment
11 study process. We've actually been working on this
12 project almost two years now. And some of this goes
13 back to the beginning. We set up three alternatives
14 that we looked at in detail in this process. These
15 alternatives actually originated about 20 years ago,
16 in the late '80s, early '90s, when the original
17 studies were done for Sunport Boulevard.

18 The preferred alternative that's been
19 selected is Alternative A, on the top of the
20 northernmost roadway corridor here, which intersects
21 directly with Woodward Road.

22 Alternative D, which has been eliminated
23 from further consideration, is about 1600 feet south
24 of Woodward.

25 Alternative H, which we also carried over

1 from those original studies, is located about 2600
2 feet south of Woodward.

3 The reasons we eliminated these are
4 described on the next slide. Alternative D and the
5 connection to Broadway at a new location presented a
6 new intersection on Broadway that would have to be
7 signalized. The Woodward intersection is already
8 signalized. So this would add additional congestion
9 possibilities to Broadway and not necessarily be an
10 improvement to traffic flow. It would also cross the
11 South Diversion Channel at a sharp skew angle, which
12 would increase our structure length and our cost in
13 crossing that channel with a bridge. In addition,
14 that alternative crosses a spur railroad alignment, a
15 track that runs into the former Chevron property. So
16 for all those reasons, we eliminated Alternative D.

17 And Alternative H, it's filled with
18 complexity, except there were two railroad spurs to
19 cross within Alternative H.

20 Both of these alternatives ended up being
21 very costly relative to these complexities I referred
22 to.

23 So we also considered the No Build
24 Alternative. The No Build Alternative is a crucial
25 part of every environmental process. We have to

1 prepare a baseline condition from basically the
2 existing conditions, and if we didn't build our
3 project, what would be the impacts of that versus
4 building our project. So it's a yardstick, in effect,
5 that we can compare to as we go through our evaluation
6 and assessment.

7 But in general, what we found with the No
8 Build Alternative was that it would not meet our
9 project purpose and need. So we concluded, then, that
10 because it doesn't meet the project purpose and need,
11 that we're not going to go forward with it. We do
12 plan to go forward with our preferred alternative.

13 The preferred alternative is shown on boards
14 in the side of the room, the left side, my left, your
15 right. And we have the typical sections, the various
16 roadway plane and profiles. And we'd like to show
17 those in detail to anybody who wants to see them. We
18 didn't put them up on here because he felt like it was
19 going to be too far away and too hard to read.

20 But generally speaking, what we're planning
21 to build is a four-lane, median-divided urban arterial
22 roadway. It will be on a relatively steep grade for
23 the easterly segment of it. Because what we have to
24 do is connect Woodward Road and the I-25 interchange.
25 Right now, the existing elevation differences between

1 those two locations is about 130 feet. And the only
2 way we can do it and provide adequate landings at each
3 end is to also go with a steeper grade. The steep
4 grade does meet design requirements, and we don't feel
5 like it was really any kind of an unusual design
6 exception to the situation. But it isn't an operandi
7 of what we prefer to build.

8 In addition, we're planning to build
9 bridges. We've going to span over the AMAFCA South
10 Diversion Channel with twin bridges, and we're also
11 going to span over Edmunds Street. We looked at
12 Edmunds Street carefully relative to local access and
13 whether or not we wanted to continue to provide it by
14 means of the existing portion of Woodward that's going
15 to be left at Edmonds. And our conclusion was,
16 through our access study process, that that was still
17 the best alternative. We do plan to build a bridge
18 over Edmunds, which will also cross over a well that's
19 part of the Superfund cleanup site. So that bridge
20 actually serves two purposes. It allows it to keep a
21 well in place that we would prefer not to have to take
22 out.

23 We're going to provide five-foot bike lanes
24 along the roadway in both directions. The five-foot
25 bike lanes will be an integral part of multimodal

1 transportation and will ultimately connect the Rio
2 Bosque Trail system with University. Our project is
3 only going to build it basically from Woodward east,
4 but we can take it and allow wide shoulders at Sunport
5 and bicycle traffic could extend over to University,
6 where another bike corridor is planned.

7 We also looked at sidewalks very carefully
8 through our study process and concluded that the need
9 for sidewalks and the provision of sidewalks would be
10 from Broadway to a local access road and the Arno
11 Corridor. Arno is about halfway between Broadway and
12 I-25. And we can see that when we look at the
13 individual drawings over there after this
14 presentation. Anyway, six-foot sidewalk on both sides
15 is planned for that segment.

16 We also have to do improvements to the
17 existing intersections at Broadway and at the I-25
18 ramp termini. The I-25 ramps are not totally
19 signalized. We do propose to signalize those and we
20 would improve the signal and basically adjust it for
21 the new roadway width at the Broadway intersection.

22 And then, because of the added traffic,
23 we're also going to widen the southbound ramps from
24 and to I-25. We actually are continuing with another
25 study that's looking more carefully at the impact to

1 I-25 and to those ramps.

2 This slide, I don't know if everybody can
3 see it. Probably it's a little too far away or small.
4 I don't know if everybody can see all the dimensions,
5 but I'll just describe it. These are the roadway
6 cross sections. What we're proposing is two lanes in
7 each direction, 12-foot lanes, five-foot bike lane,
8 18-foot median, which will be adequate to provide a
9 12-foot left-turn lane at intersections such as at
10 Broadway, Arno and I-25. And then, as I mentioned
11 earlier, six-foot sidewalk in that first segment of
12 the project, a landscape bench, basically a graded
13 area beyond that.

14 The lower section here is basically the same
15 roadway width, but it is showing the retaining walls
16 because we believe that as we climb that high grade
17 towards the east, we need to build this retaining wall
18 so our slopes don't spill out unnecessarily and
19 require significant additional right-of-way.

20 This slide here now represents the bridges
21 that we would propose; in the lower case to build, and
22 in the upper slide, or upper view here, that's the
23 existing bridge. So the lower bridges are the bridges
24 that we would build over the AMAFCA channel, South
25 Diversion Channel, and over Edmund Street. Basically,

1 the bridges carry the roadway width through, with the
2 addition of four-foot inside shoulders underneath the
3 bridges for basically maintenance access and safety
4 purposes if a car were to break down on the structure.
5 Otherwise, they still carry the 12-foot lanes. We
6 show a seven-foot bike lane because there's no gutter
7 shown here, but basically that's the same width as off
8 the bridge, where we have a five-foot bike lane and
9 two-foot gutter.

10 Up on I-25, we do propose to leave the
11 structure alone. At least currently, that's our
12 presentation and our plan. 110-foot existing bridge,
13 but we plan to restripe the lanes so that we would
14 have two lanes in each direction, two through lanes in
15 each direction, that is, and then a double left-turn
16 lane also in each direction. We feel like this is the
17 best use of the existing width of the bridge, but at
18 the same time, we can provide six-foot shoulders,
19 which will be adequate to carry bike traffic across
20 the structure and over to the university area as well.

21 So that's basically the roadway, the
22 preferred alternative. I'm going to give you back to
23 Rodrigo now and he's going to talk about the
24 right-of-way.

25 MR. EICHWALD: As far as right-of-way is

1 concerned, approximately nine and a half acres of
2 private property will be acquired for right-of-way.
3 And this purchase will adhere to all federal
4 regulations and local and state regulations. We will
5 also have to have a license agreement with AMAFCA for
6 .7 acres, which is required to cross the South
7 Diversion Channel.

8 I'd like to talk about funding. Currently,
9 the current estimate for the project is \$17 million.
10 And we are funded right now beginning 2013 in the
11 Transportation Improvement Program. And we have funds
12 in that until 2017.

13 Next I'd like to invite Julie Kutz to speak
14 about the environmental assessment.

15 MS. KUTZ: Good evening. The process of the EA
16 is to determine whether a project will have a
17 significant impact on the human and natural
18 environment. And the process for transportation
19 projects is guided by the New Mexico Department of
20 Transportation Location Study procedures and NEPA, the
21 National Environmental Policy Act. It involves the
22 collection of data and the evaluation of impacts. And
23 our data include findings from previous environmental
24 studies, public involvement, stakeholder input and
25 also studies that were conducted separately for this

1 project.

2 We conducted public involvement by notifying
3 stakeholders early in the process to get input.
4 Government agency letters were sent out. And a public
5 meeting was held a year ago in June.

6 So then we prepared the environmental
7 assessment. And then following the release of the EA,
8 we began this 30-day public comment period. At the
9 end of the 30 days, we will request a Finding Of No
10 Significant Impact, or FONSI.

11 So I'll talk a little bit about the
12 environmental findings that we have. Our findings are
13 that the project is necessary to ease future traffic
14 congestion to the proposed gaps in the present
15 transportation system and improve transportation
16 network connectivity, thereby meeting the project's
17 purpose and need. We found that the project would be
18 consistent with area planning by enhancing access.
19 And it would have the potential of providing incentive
20 for light industrial development. Much of the direct
21 impact from the project was found to be insignificant
22 because the majority of the project is located on
23 vacant land. We also determined that the project
24 would not be expected to impact community cohesion,
25 displace people, or adversely impact minority or low

1 income populations. And so we found that there are no
2 significant social, economic or environmental impacts.

3 Now, in order to make that statement, there
4 have been environmental commitments made. So I will
5 talk about some of the major environmental
6 commitments. There are more and they're all outlined
7 in the EA, but we'll just go over the primary ones.

8 So hazardous materials is probably the
9 biggest one. The South Valley has historically been
10 an area of agricultural and residential development
11 that over time has seen a lot of industrial
12 development. The project area is heavily
13 industrialized and carries with it a long history of
14 environmental issues. The biggest environmental
15 concern is the South Valley Superfund site. The
16 project crosses a portion of the Superfund site, which
17 is currently undergoing groundwater remediation. So
18 we determined that because remediation and treatment
19 of the groundwater in the project area is at depths
20 that range from 600 to 700 feet below the ground
21 surface, and the construction work zone for the
22 project will be within 10 to 20 feet of ground
23 surface, there will be no effect on the groundwater.

24 However, the remediation system contains a
25 network of pipes, of monitoring and extraction and

1 injection wells that are dispersed throughout the
2 project area. We determined that there was a
3 potential for the Sunport extension to impact some of
4 the remediation wells and pipes. This began a long
5 process to determine necessary mitigation of the
6 potential impacts. As a result, the county has
7 committed to avoiding, or if it can't be avoided, to
8 relocating any of the wells and/or pipes that are
9 determined to be impacted by the project in order to
10 allow the existing monitoring and remediation activity
11 to continue. The county will continue to work with
12 the responsible parties, the New Mexico Environment
13 Department, the EPA, to determine the final mitigation
14 measures.

15 I also want to bring up that, to date, the
16 remediation efforts at the South Valley Superfund site
17 have been successful in meeting their goals. And as
18 part of the process for this project's environmental
19 assessment, the EPA issued a return-to-use initiative
20 as part of their Superfund Development Initiative
21 program. And there are boards back there that have
22 more information, and then there's some handouts on
23 that, as well.

24 So then we have relocations, right-of-way
25 and easements. And as stated, some parts of the

1 remediation system may have to be relocated. And the
2 county is committed to undertaking that
3 responsibility. There will be no relocations as a
4 result of this project otherwise.

5 There will be access provided as part of the
6 final design for any of the businesses affected by the
7 alignment of the preferred alternative, primarily in
8 the area of the intersection of Broadway and Woodward.
9 And the county will coordinate with property owners
10 regarding other acquisitions and easements. And as
11 previously stated, they will follow the regulations,
12 including the Uniform Relocation Assistance and Real
13 Property Acquisition Policy Act.

14 Under cultural resources, two new
15 archeological sites were documented within the project
16 footprint. Concurrence was obtained from the New
17 Mexico State Historic Preservation Office on the
18 findings. And as part of that concurrence, there's a
19 commitment to prepare a limited testing plan for one
20 of the newly discovered sites to determine the extent
21 of any archeological deposits. The other site may be
22 able to be avoided, but if it's not, then they will
23 also undergo a limited testing plan.

24 Multimodal transportation as discussed in
25 previous slides for the preferred alternative, bike

1 lanes in both directions will be provided as part of
2 the project. And sidewalks will be provided along
3 both sides of Sunport Boulevard between Broadway and
4 at Arno.

5 A transit connection study was done in
6 February 2011 to evaluate the feasibility and need for
7 a more direct Rail Runner connection to the Sunport.
8 And it essentially determined that it would not be
9 effective. The study also determined that the Rio
10 Bravo Boulevard corridor would be the preferred
11 location of any expansion of the city's bus transit
12 system and that an intermediate train station in the
13 vicinity of Woodward Road was not warranted.
14 Therefore, there are no plans to pursue the connecting
15 transit use for the preferred alternative.

16 Utility adjustments. There will be impacts
17 to utilities, particularly to overhead transmission
18 lines in the area. And the county will start
19 coordination with all utility companies during the
20 design process.

21 Construction activities. The contractor
22 will implement a construction sequencing and traffic
23 control plan, as well as minimize construction noise,
24 to the extent possible, through the use of low
25 vibration equipment and other abatement measures.

1 Businesses and industries in the area will be informed
2 and coordinated with during correction and the public
3 will be notified of planned construction activities,
4 closed roads and so on.

5 So we're in the public review process now.
6 It started September 30th and will go through the
7 29th. And because the 29th falls on a Saturday, we're
8 accepting comments through the 31st of October.

9 A hard copy of the EA will be available or
10 is available for viewing at the Bernalillo County
11 Public Works building, just down the road, and at four
12 community centers: The Jack Candelaria, Mountain
13 View, Thomas Bell, and Dennis Chavez Community
14 Centers; and at the South Broadway Library. Or you
15 can look at the EA on the web at bernco.gov.

16 We're in a public hearing tonight, so
17 comments, again, as I said, are due on October 31st.
18 So you may give comments tonight or you can submit
19 comments to my e-mail address or the address that's on
20 the comment form that you have.

21 So the next steps are, after this 30-day
22 public comment period, a Finding Of No Significant
23 Impact document will be prepared to address any public
24 concerns or comments for final submittal to the FHWA.

25 A final design and right-of-way acquisition

1 is anticipated in 2012-2013, with construction
2 anticipated for 2014.

3 So I guess we're ready now for questions and
4 comments. The voice comments in the meeting will be
5 recorded by the court reporter, so please give your
6 name and address. And you can also write your
7 comments on the form and submit them. You can mail or
8 fax comments to the address that's on the comment
9 form, or e-mail me at that address just by
10 October 31st.

11 So thank you all very much for coming
12 tonight.

13 MR. BENNETT: And I did want to correct one
14 thing I did say. I must have been thinking of fiscal
15 years instead of calendar years. But I said late
16 2014-2015. I intended to say late 2013, early 2014
17 for construction. But the slide was correct.

18 So if there are public comments, we do
19 encourage everybody to speak clearly. We do have a
20 court reporter here to take down the minutes for the
21 meeting. So we'll open it up to comments.

22 MS. COLBERT: My name is Annette Colbert, and I
23 live at 479 Alamo Avenue, Southeast. There's nothing
24 in here that said anything about those of us that
25 traverse Broadway every day.

1 MR. BENNETT: I couldn't hear that.

2 MS. COLBERT: The environmental impact statement
3 said nothing about the residents who live and have to
4 use Broadway every day. Yes, we're eliminating some
5 traffic on Gibson, we're eliminating some traffic on
6 Rio Bravo. What are we going to do with the traffic
7 on Broadway?

8 MR. BENNETT: Well, I do believe that this is
9 going to definitely reduce the truck traffic and the
10 other heavy industrial traffic on Broadway. We're
11 going to see -- you know, looked heavily at the truck
12 traffic going up Sunport. We know there aren't grades
13 there. But we foresee a lot more of the trucks using
14 Sunport to get to their destination at Gibson or Rio
15 Bravo. It's many times a much more direct route. And
16 we knew -- do you have -- do you know the numbers
17 offhand for Broadway?

18 MR. HINCKLEY: The numbers are shown here.
19 There's a big impact to traffic on Broadway with the
20 addition of Sunport Boulevard. The north section of
21 Broadway, north of Sunport and Woodward, will
22 experience a decrease in traffic because traffic is
23 bound for Gibson when it's shifted under the new
24 roadway.

25 So projections that we have, our traffic

1 analysis is based on working with the Mid Region
2 Council of Governments. That's where we got our
3 traffic model data from. So this is an accepted model
4 that's used throughout the metropolitan area. But it
5 did provide this information for us. We compared the
6 build condition, again, against the no-build, as I
7 pointed out earlier. That's our baseline. So what we
8 found here was that in that comparison, we actually
9 had a big gain -- or reduction, rather, in traffic on
10 that segment on Broadway. Whereas, south of Woodward,
11 we would see an increase because traffic would
12 typically then divert possibly from the Rio Bravo
13 corridor right up there to Sunport as an alternative
14 to using Rio Bravo. So we start increasing about
15 30 percent, but the volume is less there. The
16 percentage is higher, but the overall volume is less.

17 So Broadway does experience an impact, but
18 the bigger impact is more the industrial portion of
19 Broadway. The residential portion of Broadway north
20 of Sunport Boulevard should experience some benefit.

21 MS. WEST: My name is Angela West, president of
22 the Mountain View Neighborhood Association, and I
23 reside at 226 Sunnyslope, Southwest, Albuquerque, in
24 the county.

25 Essentially, there's much to -- thank you

1 for having this meeting this evening, and there's much
2 to recommend this project reflected in the analysis.
3 However, there's really essentially no adequate
4 analysis of the extended or cumulative effects of the
5 corridor's linkage to Woodward. And the truck traffic
6 you're talking about and other implications for
7 traffic have not been really adequately analyzed from
8 the end of the most westerly portion of your project
9 area to 2nd Street, which is essentially Woodward.
10 That constitutes Mountain View's northern boundary of
11 our neighborhood.

12 The implications are fairly significant, so
13 I thank you for this opportunity to ask you to look
14 into those a little more in-depth before you finalize
15 your EA.

16 There is essentially little to no
17 significant analysis of socioeconomic impacts relative
18 to the plans that we have within that area for our
19 neighborhood. And much of the analysis for the
20 socioeconomic references reports from the '80s, the
21 mid '80s to 2010, little that is relatively
22 contemporary, from our point of view.

23 No analysis of impacts on contiguous
24 arteries of property is significant. The 4.12 visual
25 analysis does not take into consideration this

1 immediate area or the implications. The reference to
2 economic impact, that is based on open, vacant land.
3 The Mountain View Neighborhood, for over 15 years has
4 worked on a sector plan, which we characterized most
5 recently in a restoration plan of 2nd Street. And
6 I'll gladly get a copy of this for you, but it's
7 essentially a restoration of 2nd Street, taking folks
8 down 2nd Street, through a rural area, down to the
9 newly designated Price's Dairy Wildlife Refuge. And
10 so I will provide that for you.

11 We have a purpose statement of goals and
12 objectives, problems statement here. Most of this
13 data, although packaged comfortably here, is within
14 the sector plan and found on Bernalillo County -- the
15 sector plan is a proposal. It is not finalized.
16 Although we essentially are hoping to work with the
17 county on this being an implementation of that.

18 The same set of impacts related to, as I
19 said, community and land use, your Section 4.13, no
20 substantive analysis of community -- God, it's cold in
21 here -- impressions to the west or to the south.

22 4.14, socioeconomic environmental justice.
23 Consideration of that and what's listed as indirect
24 impact per NEPA, that's fundamentally inadequate at
25 this juncture. We think that there's a nice

1 opportunity here to look more carefully at that. At
2 this point -- well, I'll give you one example -- there
3 is a business looking at acquisition of property right
4 at the juncture of Woodward and 2nd Street. And they
5 have cited repeatedly this Sunport as a reason that
6 they should be there. As this particular company,
7 Friedman, would like to site a major trash processing
8 facility for the City of Albuquerque there, they
9 continually cite this as a reason that they want to do
10 that. So that analysis needs to be looked at. That
11 is not a desirable economic component. Our proposals
12 are based on the amenity values and restoration of
13 agriculture. This is not based strictly on
14 pie-in-the-sky with some economic analysis that we've
15 done to show that this is the more contemporary
16 economic stimulus than the implications of, quote,
17 unquote, light industrial.

18 So basically the emphasis of the EPA's most
19 recent emphasis on environmental justice, I think,
20 again, emphasizes the need for this kind of analysis
21 to occur in your document. So the implications are
22 carefully thought through. I don't think, if
23 carefully done, that it's the kind of thing that would
24 eliminate this proposal by any means, but it is not
25 capturing at all the potential impacts for this region

1 economically or socially. It's not analyzed
2 effectively, 4.16, farmland protection policy; that is
3 not adequately analyzed.

4 I think when I look through your EA, I think
5 I saw -- I think I have three and a half sentences
6 here that say: There will also be a cumulative impact
7 due to increased traffic on Woodward Road from the
8 Sunport Boulevard western terminus at the intersection
9 of Broadway and Woodward. Increased traffic may
10 negatively affect the businesses at the intersection
11 of Broadway Boulevard and Woodward.

12 I would say that that analysis needs to be
13 further extended to Woodward and 2nd Street. To say
14 that this project at this juncture would be an
15 economically commercial advantage is premature until
16 this analysis is done. It's basically a quantum leap
17 in logic to consider this good.

18 So I will go ahead and write these down,
19 too. But I really fundamentally want to point out
20 that the lack of analysis required under NEPA, under
21 farmland, socioeconomic influences, and certainly
22 environmental justice, which Mountain View is indeed
23 an environmental justice community, would say that at
24 this juncture, a FONSI, a Finding Of No Significant
25 Impact, would be very, very premature. Until this

1 section is beefed up in your environmental analysis, I
2 think there's significant reason to say that this
3 should not be completed or accepted as is within the
4 30 days.

5 We look forward to assisting you in any way
6 with analysis or information that we may have or share
7 with you and meet with you individually so that you
8 might be able to do this.

9 I would also assert that some of the
10 implications that I've just described are also
11 somewhat relevant to the San Jose Neighborhood.

12 So thank you very much for hosting this and
13 allowing me this time.

14 MR. BENNETT: We appreciate your comments. I
15 think there was too many there to address right now,
16 so, I mean, if you want to --

17 MS. WEST: Absolutely. And I would like it on
18 record and I would hope to get a copy of your
19 statements today on this meeting. Appreciate it very
20 much.

21 MR. BENNETT: And I did want to make the point
22 that we have been coordinating with the City of
23 Albuquerque. The city, that is their intersection at
24 2nd and Woodward, and we have had discussions with
25 them. And we invited them to this meeting. They've

1 been partnering with us on this project. This project
2 is both in the incorporated area of Bernalillo County
3 and within the City of Albuquerque.

4 MS. WEST: Right. What I'm talking about are
5 the implications for the county portion on the north
6 extent of Mountain View, which is in the county. So I
7 think that there's been excellent coordination,
8 excellent data in here. But this piece of it is not
9 fleshed out adequately to make the conclusions you
10 have. So thank you.

11 MS. ABEYTA: Thank you for having this meeting
12 here in San Jose tonight. My name is Esther Abeyta.
13 I'm president of the San Jose Neighborhood
14 Association. My address is 2419 Williams, Southeast.

15 I have a few concerns here. You guys
16 mention here that you guys are doing this route to
17 relieve traffic on Gibson and Rio Bravo, but what are
18 you guys going to do about the traffic that -- you're
19 going to relieve the congestion of this traffic and
20 you're going to bring it onto Sunport, but all this
21 traffic that you're relieving bottlenecks up 2nd and
22 Rio Bravo. Because all these people that are coming
23 to exit Gibson or Sunport or Rio Bravo, they all live
24 on the west side. And everybody bottlenecks right
25 there on 2nd and Rio Bravo. So I would like to see an

1 impact done on how -- what's the future plans for
2 that?

3 The other question that I have here is --
4 and I'm speaking for the community of San Jose. I'm
5 very concerned for my community and the impact it's
6 going to have on the community and the people that
7 live here. We're very low income, minority, people of
8 color. Our community has been impacted by two
9 Superfund cleanups. We live in a highly industrial
10 area.

11 Our community of San Jose, and Mountain
12 View, we had a health impact assessment that was done
13 for us recently that shows this community has the
14 highest death, diabetes, heart, strokes numbers
15 compared to all of the City of Albuquerque. So we
16 need to be very concerned of the impact of this air
17 emissions, trucks, vehicles that you are going to
18 introduce now that are going to come down Sunport to
19 head down Woodward west to 2nd Street. Because that's
20 what's going to happen, we're going to all of a sudden
21 have an increase of traffic, trucks, heavy industrial
22 trucks.

23 Now, I don't hear anybody here from the city
24 here. I'm wondering, what is the city going to do
25 about 2nd and Rio Bravo, 2nd and Woodward. You know,

1 number one, we have a rail crossing on Woodward and
2 Williams. We need to consider that. On 2nd and
3 Woodward, there's only a stop sign. Has a traffic
4 impact analysis numbers been done for that area? You
5 know, because people have to realize, this community,
6 right there in that area, if you go certain times of
7 the day, there's a lot of traffic. Why? Because all
8 these people are traveling to get to the west side.

9 And what I would like to see, and I would
10 like to ask the environment department that's here
11 tonight, is that I would like to see, from Sunport to
12 Broadway, from the traffic going from Broadway toward
13 Woodward, towards 2nd Street, that they put a number
14 of limit of the weight, the size and the -- let's see,
15 the weight, the size of the trucks that travel. I
16 don't want to see heavy industrial trucks traveling
17 from Broadway and Woodward to 2nd Street. Because
18 that's what's been introduced to our community. So I
19 would like to see there be a limit. Because the San
20 Jose neighborhood is right there, our houses are right
21 there. You know, this community has been in this town
22 since about 1895. My family has been here since 1940.
23 Mr. Green here has been here a long time. Leo's been
24 here 50 years. So we're concerned about our
25 community. And we have to be stand up for our

1 community, because nobody else will. So I would like
2 to see that done.

3 And the other thing I have here is, at the
4 corner of 2nd and Woodward, are they going to do a
5 traffic light? We only have one stop sign, and that's
6 right there facing Woodward. And all the cars coming
7 north and south on 2nd Street, they travel fast. And
8 I'm concerned about that area because back in the
9 '70s, my family got in a car accident by a drunk
10 driver that hit us when we turned from Woodward onto
11 2nd Street, and we had a bad accident right there on
12 the corner. So I'm very concerned about that, because
13 the trucks and the cars are going to travel fast
14 through there.

15 And, of course, like Angela mentioned, we're
16 concerned about community. Our community just fought
17 a company that wanted to build right here off of
18 Broadway and Rio Bravo. They wanted to bring eight
19 million pounds of trash to our neighborhood, drive
20 800 trucks down Broadway and use -- they kept talking
21 about that they were going to use Sunport, you know.
22 And we fought it and we won. And right now we're
23 going up against another company who wants to come
24 over here and build off of 2nd and Woodward. And
25 they're talking about using Sunport.

1 So that's why I'm asking to help protect the community
2 of San Jose and the people that live here. Let's put
3 a limit of the size of vehicles that can travel from
4 Broadway -- between Broadway and 2nd Street. Because
5 you know what everybody wants, all these companies?
6 They want that transport that's right there by the
7 rail company. There's a transport that all these
8 companies are looking that's going to help them to
9 deliver waste by rail, recycling by rail. And we need
10 to protect this community from that.

11 And I'm also concerned about the community of San Jose
12 because you guys mentioned here at this meeting about
13 moving the pipes and the well and the monitoring from
14 the Superfund cleaning that happened by GE. You know,
15 I think we need to look how that's done, because we've
16 got to make sure that it is done right, that that does
17 not affect this community. Because the community,
18 people got affected. A lot of people in community got
19 affected by that. Their well water got shut down. A
20 lot of people back in that time were not able to get
21 funding for their homes. No bank would fund them,
22 nobody, because we were in a Superfund cleanup. Had
23 it not been for the City of Albuquerque, who had a
24 remodeling program, people were able to get their
25 homes fixed back then because that was the only way

1 they were able to do it. So I am very concerned about
2 how this is going to impact this community.

3 Leo, did you have anything you want to say?

4 MR. JOHNSON: My name is Leo Johnson. I live at
5 507 Wesmeco, Southeast. I'm a lifelong resident there
6 by choice, and sometimes due to the fact that in the
7 depressed area there, you can't sell. So we're there,
8 we're very comfortable there.

9 There are about eight homes along Wesmeco
10 Drive that face south. I think I would speak for some
11 of them, I know myself, I will say that we're going to
12 have 24-hour lighting with that ramp that comes across
13 there. We're going to have traffic that's a rock's
14 throw from my front door to the traffic that's
15 impacted. I guess no significant impact impacts me a
16 lot. And there's probably eight other property owners
17 that have been there in excess of 30 years up along
18 that same corridor of Wesmeco.

19 Broadway, it's crunched in another 20 feet
20 from the corner of Broadway and Wesmeco. And then you
21 continue on south to Broadway and Woodward. You've
22 got a lot of traffic. You've got a lot of traffic
23 that's accelerating off and on Broadway, on and off
24 Woodward. You've got the traffic from the airport.
25 And I realize that helps from your -- it's an

1 alternate destination for traffic to spin off from
2 your convenience stuff that's going on out in the
3 Journal Pavilion, that kind of area and all the other
4 things that are moving south from the University area
5 towards Gibson and towards south up by the airport.

6 I just see a tremendous amount of traffic.
7 I hear a tremendous amount of noise. I see a
8 tremendous amount of big vehicles. And if you live in
9 my area, and you've been there when it's very, very
10 quiet for the last 50, 60 years that I've been there,
11 you see other folks -- it's going to have a tremendous
12 impact on the people that are right in that area. So
13 when we talk about no significant impact, there's
14 probably some people in the area that it is. And I
15 can tell you, there's eight people who are going to be
16 having one view, and that's looking out their door.
17 And they're going to be seeing that traffic just above
18 their head. We're going to be sitting in a bowl, and
19 you can watch the traffic come in and out of the
20 airport.

21 I live where I live because I choose to, and
22 I live where I live because I don't have much of a
23 choice. And as far as the impact, I have impact and
24 nobody has really asked me in the past or have they
25 thought of that. What constitutes a significant

1 impact to the people that are directly involved with
2 it? On the one picture that I've seen from all of the
3 things that we got there, those eight homes are
4 missing from any of the barren lands that you see
5 there. But I can show you, if you'd move that up
6 another 50 feet, you'd see at least a dozen homes that
7 are going to be directly impacted from facing south.

8 If that's been conducted and they've done
9 stuff like that, I'd just like to know what
10 constitutes an impact and at what -- I realize for the
11 good of many, a few have to suffer sometimes. And if
12 that's it, we've already suffered with the Superfund
13 cleanup sites, and that's affected our property values
14 and that's affected -- and we've lived with it, the
15 noise, the lighting.

16 You've got a PNM substation there that
17 sounds like the Taos Hum. Have any of you heard of
18 that Taos Hum? Well, it's right there on Wesmeco, and
19 you can sure feel that when you drive down in that
20 area. If you turn in and out of Wesmeco and you turn
21 in and out of Broadway onto Woodward, the traffic, if
22 you've ever seen these big rigs that are coming up and
23 down Broadway, the kids that are moving up and down
24 that road that it's like a freeway to them, any impact
25 that we've got with that, or is that just a cost of

1 progress for us? It does have some impact on some of
2 us. Thank you.

3 MS. ABEYTA: I have one more, sir, I didn't
4 bring up. On the corner of Broadway and Woodward, for
5 many years, this community, when it rains, we get a
6 pond of water there. And I understand you guys are
7 probably going to do drainage, but does it come right
8 there on Broadway and Woodward? But what are you
9 going to do about the ponding that we have with water
10 being still there during rainstorms? On the west side
11 of Broadway and Woodward, is that considered into the
12 plan?

13 MR. BENNETT: There was a lot of questions
14 there. I did -- a couple of overall pieces that I'd
15 like to just bring up that I guess to reiterate.

16 At the beginning of the meeting, I did talk
17 about that this is the environmental side of it. When
18 we do move forward with choosing a consultant to go
19 forward with final design in the future, there will be
20 a multitude of public meetings and opportunities for
21 people from all different spots to make comments and
22 participate in that design process. So there will be
23 additional times and opportunities for people to
24 provide input along the way.

25 There were many, many comments there. Just

1 a couple brief points I guess. We had talked about
2 Rio Bravo, there is a state plan that approved the Rio
3 Bravo/I-25 intersection. There are intermittent,
4 developer-driven and other driven aspects along Rio
5 Bravo that the city is undertaking. We have been in
6 contact with the city specifically about 2nd and
7 Woodward and whether it warrants a traffic signal
8 there. That discussion will continue on and we will
9 talk with the city and relay any concerns about truck
10 traffic and other issues on Woodward.

11 The Broadway, like you asked about with the
12 drainage, the city is investigating a drainage
13 solution along Broadway. We have been in contact with
14 them. We've asked them to partner, like I said, with
15 this project in terms of drainage improvements along
16 Broadway.

17 I think those are the ones I jotted down. I
18 don't know if --

19 MR. HINCKLEY: I'll take a shot at just a few of
20 those. Because there were a lot of questions that
21 were brought up, and I won't be able to go through all
22 of them. But we will address all of those in this
23 FONSI process.

24 But just working backwards, the question
25 regarding drainage, we're going to do what we can at

1 this intersection of Broadway, Woodward and Sunport.
2 And what we can do is drainage a little less than a
3 foot. We have to rebuild a good part of that roadway
4 a few feet up and down all next to that intersection
5 anyway. So once we get into that discussion, and we
6 felt like it was pointless to rebuild it at its
7 existing grade because we were aware of the flooding
8 problems, so we're going to raise it three-quarters of
9 a foot. That doesn't sound like much, but we believe
10 that that will have some beneficial impact. And since
11 we have to rebuild it anyway, it makes sense to us.
12 And it doesn't have a negative impact on the
13 driveways. So as Nolan pointed out, there's a bigger
14 study that's coming into play by the city in this
15 area, so that when we look at it, we're making other
16 recommendations to resolve flooding issues there. So
17 it's necessary that we address all of that.

18 Back to other comments relative to visual
19 impacts to the local neighborhood. I think there are
20 all really good points, and we're really glad that we
21 got all this information out. We're going to do what
22 we can with our structures, our retaining walls and
23 our roadways. So we'll try to keep our visual impact
24 at least aesthetically pleasing. We're going to try
25 to do what we can with landscaping. That's up to the

1 county as to how far that goes. But relative to the
2 structure, I think we're going to put in surface,
3 textures, colors, certain treatments so that the
4 structures are not just eyesores. We know that the
5 structures will be up there high and they're going to
6 be quite obvious and visible and we're going to try to
7 do as much as we can to keep those structures looking
8 good. That's going to be part of the challenge of the
9 structure and design.

10 Going back to traffic volumes and impacts to
11 the surrounding streets and surrounding area, our
12 charts here only show the immediate roadways and the
13 immediate vicinity of the project. Our original
14 analysis covered a bigger area. Back to 2nd Street,
15 we do have traffic volumes that we can look and share.
16 I don't have that data immediately available. Like I
17 said, I don't have numbers off the top of my head.
18 But there is certainly traffic impacts and we do have
19 that data back.

20 We also are in the process of updating that
21 for other purposes. We're going to be looking at
22 future traffic to 2035 and we're going to be having
23 the Mid Region Council of Governments redo their
24 forecast for us. They already have a 2035 plan and
25 we're going to have them redo it with a no-build

1 condition; in other words, taking out Sunport and
2 giving us a different baseline to make comparisons to.
3 Again for other purposes, but that might serve this
4 purpose of looking at the volumes and the impacts
5 around us.

6 We also understand that we have to build
7 this project -- I mean, we can't build everything all
8 at once, and this is an incremental level of
9 improvements. We're starting there at Sunport. We
10 recognize that obviously the Rio Bravo corridor at
11 2nd, that that intersection particularly is an issue
12 and needs to be improved, and we are -- as Nolan said,
13 we're coordinating with the city and trying to
14 identify other improvements that are going to take
15 place or will need to take place in the future by
16 other entities. But, you know, we can't do everything
17 all at once somewhere. We have to start somewhere.

18 Julie, I think there's other things that you
19 might want to address, or not. Maybe we don't need to
20 just go through the whole list. And I know the list is
21 long and we'll have to get it through our court
22 reporter and we'll go through point by point to
23 identify everything.

24 MS. WEST: I'll just take two minutes to
25 summarize. My comment is intended to point out that

1 according to the tenets of NEPA, this environmental
2 analysis section within the referenced socioeconomic,
3 environmental justice, farmland protection, long-term
4 cumulative impact of adjacent areas, at this juncture,
5 this particular document is indeed inadequate in those
6 areas and should not go to FONSI. It needs to be
7 revised. Significant impact has not been analyzed in
8 these critical areas. They would not justify the
9 expenditure in federal funds at this juncture. I have
10 every confidence that you can and will do that.

11 At this point, the lack of analysis in that
12 area makes it look like in those sections an advocacy
13 document. That's a perception that I don't think is
14 probably accurate, but it is a perception. So my
15 comment is to clearly state that this should not go to
16 FONSI; that the significant impacts in these areas
17 need to be analyzed. We look forward to that.

18 And I do appreciate that as this moves
19 along, there will be site design elements and the
20 other opportunities. But I'm speaking specifically to
21 this analysis. Thank you.

22 MS. KUTZ: Let me just say I'm certainly willing
23 to look at other plans that maybe we haven't looked
24 at. So I'd be willing to go back and look at any
25 other sector plans or even meet with you and discuss

1 anything that maybe we've overlooked.

2 MS. SCHUH: Can you address that minimal impact
3 to the existing Superfund structure which -- the wells
4 she was concerned about in her neighborhood.

5 MR. BENNETT: There was a concern about the
6 Superfund sites. And we have been coordinating with
7 all the responsible parties and others with those
8 impacts. And it has significantly impacted our
9 conceptual design. There was a major well that we
10 were told could not be disturbed at all, and we have
11 designed our bridge over Edmunds to ensure that it can
12 be compliant with any sort of drilling activities or
13 well activities that need to happen. So at the very
14 beginning, we had started working with the responsible
15 parties to ensure that we could accommodate the
16 groundwater cleanup activities that are going on in
17 the area.

18 And I do think it's important to note again
19 that the EPA has seen this as an important step
20 forward and they have recognized this use as something
21 important for the area. And they would not be doing
22 that if they were concerned with us impacting the
23 Superfund sites. Almost all this activity that we're
24 talking about -- I mean, we're going up the hill to
25 I-25, so most all this activity is bringing in

1 material rather than impacting monitoring wells or
2 extraction or other types of wells.

3 So this is something that we've looked at
4 very closely and we've been involved with the
5 different responsible parties from the outset.

6 MR. HINCKLEY: I'll have one more statement.
7 I'm glad it came up, because it's something I forgot
8 to say. But relative to those wells, the people that
9 are going to rebuild and relocate those are the same
10 people that built them in the first place. We don't
11 propose to do it ourselves. The county has a
12 commitment to actually fund that work. But the people
13 that are operating and monitoring those wells are the
14 people that are going to be doing the relocations of
15 those wells. So hopefully they know what they're
16 doing because they're doing it now.

17 MR. CHAVEZ: My name is Gerald Chavez. I live
18 at 2905 John, Southeast. And I was wondering if you
19 guys heard anything about -- we got pavement all
20 around us except on our street right there in that
21 area. And there's a lot of cleaning out houses that
22 are being abandoned that nobody is doing nothing about
23 it. Have you guys heard anything about that?

24 MR. BENNETT: I'm not aware of those activities,
25 no. We can take that and let the City of Albuquerque

1 know about those concerns.

2 MR. CHAVEZ: Would you please, yeah. Thank you.

3 MS. HERRERA: I would not be doing my job for
4 Commissioner De La Cruz if I did not say that all of
5 the comments that the community has, Esther, Angela,
6 everybody that is here, they will be itemized and they
7 will be scrutinized and we will make sure that your
8 voice is heard. And that's very, very important. And
9 I know that I'm backed by Bernalillo County, at least
10 I know that for sure. And the governmental agencies I
11 can't speak for, but I know that Commissioner De La
12 Cruz made a strong point for me to be here tonight,
13 and your voice will be heard. And so I just want to
14 underscore that on behalf of Commissioner De La Cruz.

15 MR. BENNETT: Any other comments people would
16 like to make for the record? All right. I appreciate
17 all of you coming to this and providing input on the
18 process and the project. Like I said, I encourage
19 people to take a look at the different exhibits that
20 we have. And there are opportunities, as was stated
21 earlier, to comment in writing or e-mail or fax.
22 Those opportunities are open as well. So thank you
23 very much.

24 (Proceedings concluded at 7:15 p.m.)

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1 STATE OF NEW MEXICO
2 COUNTY OF BERNALILLO

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REPORTER'S CERTIFICATE

I, Kelli Gallegos, New Mexico Provisional Reporter, No. P-409, working under the direct supervision of Paul Baca, NM CCR #112, do hereby certify that I reported the foregoing proceedings in stenographic shorthand and the pages are a true and correct transcript of those proceedings and were reduced to printed form under my direct supervision.

I FURTHER CERTIFY that I am neither employed by nor related to any of the parties or attorneys in this matter and that I have no interest in the final disposition of this matter.

KELLI A. GALLEGOS
Provisional License P-409
License Expires: 9/7/12



San Jose Neighborhood Association
Together we can make a difference in our neighborhood
President—Esther Abeyta
Vice-President—Steven Abeyta
Secretary—Deanna Baca
Treasurer—Olivia Greathouse



October 30, 2011

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project
No. CN A300160
Fed ID 09NM006

Delivered Via Email
URS Corp.
Attn Julie Kutz
6501 Americas Pkwy. NE/Suite 900
(505)855-7500
E-mail To: Julie.kutz@urs.com

Dear Julie Kutz,

Please submit San Jose Neighborhood Association comments regarding the Sunport Boulevard Extension Environmental Assessment to the record.

My name is Esther Abeyta, President of the San Jose Neighborhood Association(SJNA). I am very concerned of the Proposed Project Route A of the Sunport Boulevard Extension. The new freeway exit is going to significantly impact on the health, safety, quality of life, social, economical and environmental welfare of the families of San Jose and Mountain View neighborhoods. San Jose is one of the oldest neighborhoods in the City of Albuquerque, settlement in this area began around 1830. We are a predominantly Hispanic and low-income community with ninety seven percent of the students at East San Jose Elementary School qualifying for free lunch. San Jose And Mountain View are communities that have a higher death rate from chronic diseases when compared with the rest of Bernalillo County. We have two Superfund sites; South Valley Superfund Site and AT&SF Superfund Site. We have a disproportionate amount of heavy industries when compared to other neighborhoods in the City of Albuquerque.

As a community leader in San Jose; I am very concerned for our community because we are going to be impacted tremendously by traffic, noise and air emissions from Proposed Project Route A of the Sunport Boulevard Extension. We are negatively affected by the backroom decisions that were made through a public-private collaboration with Bernalillo County, New Mexico Department of Transportation, General Electric and other parties whom worked together on how the Sunport Boulevard Extension project will be constructed. The findings of this project state that it has no significant impact, social, economic and environmental.

SJNA is disputing the findings because the families of San Jose will be adversely affected by the Sunport Boulevard Extension Proposed Project Route A.

The San Jose community's health, safety, quality of life, social, economical and environmental impacted by the proposed Alternative A Sunport Boulevard Extension route. We had no citizen involvement in the process for this project, or in the evaluation of alignments, plans to relocated the South Valley Superfund site ground water monitoring wells, injection and extraction wells and related water lines, long term infrastructure traffic patterns affects on Broadway, Woodward Ave, William St. Second St., Arno St, drainage infrastructure and a community's right to a justifiable chair at the table with all the parties involved in the decision making of this project.

In reviewing the Sunport Boulevard Extension Environmental Assessment I picked up at the office of URS Corporation on October 28, 201. One public meeting was held in June 3, 2010 in during which three alternatives (Alternatives A, D, and H) were presented and discussed. Notification of this meeting was advertised in the Albuquerque Journal on May 20, 2010 and May 27, 2010. With approximately \$17 million being invested toward the construction of the Sunport Extension. Why didn't Bernalillo County allocate funding into the cost of construction to send by mail a bilingual notification to the residents of San Jose on the proposed project route of the Sunport Extension. Many residents of the community are low-income cannot afford to purchase the newspaper; making them unaware of the notification of meeting advertised in the Albuquerque Journal concerning the Sunport Extension development.

- Project purposes is to relieve traffic congestion from Interstate Highway roadways of Gibson and Rio Bravo. Sunport Extension proposed Alignment Alternative Route A. Vehicles using Alternative Route A will travel through the City of Albuquerque limits Woodward Ave between Broadway and Second St. creating traffic congestion on a poorly constructed single lane road. A road that is not designed to handle excessive amount of the traffic from the proposed Alignment Alternative Route A.
- Woodward and Second St. Vehicles using Alternative Route A will travel through the City of Albuquerque limits west on Woodward Ave at the intersection of Second St and Woodward has only one stop sign to handle the excessive amount of the traffic from the proposed Alignment Alternative Route A.
- Alternative Route A creates a new local access road north onto Arno Street. From the corner of Wesmeco Dr. and Arno St . San Jose residents have lived in this area for over fifty years without sidewalks, storm drainage system and a neglected poorly constructed road. Residents are concerned the new access road north onto Arno Street because it will bring into their neighborhood an excessive amount lumination from the street lights, noise from the traffic, air emissions, an increase of vehicles traveling through their residential area creating a catastrophe on the health, safety, environment and quality of life of the families in that live near proposed Alternative Route A.

- Alternative Route A is too close to the South Valley Superfund site. The steep grade of seven percent could create future problems of solvents runoffs from the vehicles downstream toward the Rio Grande River. Corners of Woodward and Broadway have no storm drainage system or sidewalks. When it rains a huge pond of water gathers at the intersection Woodward and Broadway. These ponds remains in this area several days. Alternative Route A is going to worsen the storm water runoff in the area.

The Communities of San Jose and Mountain View are communities with vacant lots zoned M-2 Heavy Manufacturing Zone. As a result of this we have disproportionate amount of heavy dirty industries as compared to other neighborhoods in Bernalillo County and City of Albuquerque. Heavy dirty industry exists in and around our residential homes. Theses manufacturing and heavy commercial businesses in our communities, are unattractive and poorly buffered from residential homes. San Jose residents feel the Sunport Boulevard Extension is going to attract more dirty heavy industry into the area.

Most recently, the communities of San Jose and Mountain View fought a company based out of Huntington Beach, California. NMRT, LLC that requested a special use permit to operate a dirty material recovery facility (dirty MRF) near the proposed Sunport Boulevard Extension. This company was proposing to import up to 4,000 tons per day (8 million pounds per day) of several different waste streams such as; construction waste, commercial waste, multi-family waste, mixed waste sources and recycling materials from in the county and outside of the county. Drive over eight hundred heavy industrial vehicles through the community of San Jose. NMRT's Traffic impact Assessment had proposed to use the Sunport Boulevard Extension as a route for their vehicles to travel through once the Sunport Boulevard Extension was built.

Companies like NMRT target communities of San Jose and Mountain View who are low income; populated by minorities, these companies usually get their way because they have an army of engineers, lawyers and politicians. Communities like ours fall prey to companies like NMRT. In order to fight for the development of NMRT's dirty MRF Recycling & Transfer Station and the lingering effects on traffic, pollution, noise and litter the residents of San Jose and Mountain View were going to have to endure. The communities had educate themselves of the technologies and daily operations of how NMRT was going to conduct their business. San Jose and Mountain View could not been able to fight for the health, safety and general welfare of our families; had it not been for the compassion of organizations, businesses and residents coming together to express their concerns for the quality of life of the families of San Jose and Mountain View. In May of 2011, we successfully defeated NMRT's request for a special use permit.

Today, the communities of San Jose and Mountain View are worried about a company that was awarded the City of Albuquerque Recycling Service; "Friedman Recycling" is proposing to build their waste facility near intersection of 2nd Street and Woodward. Through a public- private partnership Friedman will design, construct, own, and operate a Materials Recovery Facility (MRF) which is going to be capable of processing various types of recyclable waste streams. The City of Albuquerque Solid Waste department would assist with siting and permitting the MRF

and bring all City-collected recyclables to it. The MRF is also going to handle materials collected by other public entities or private companies. The MRF owner / operator can also collect recyclables from commercial, institutional, and industrial generators in the City of Albuquerque.

According to the proposal Friedman submitted to the City of Albuquerque Request For Proposal. Friedman's plan calls for the co-location of a W2E green energy module. The self-contained module uses a gasification system to transform the MRF's residual material into green energy. The W2E module (gasification) will produce enough electricity to fully power the entire MRF operation. With the installation of W2E module, Albuquerque will to be the first Zero Waste Green Energy Producing MRF in the United States. Because of the M-2 Heavy Manufacturing Zone in our area, Friedman and the City of Albuquerque Solid Waste department are going to be able to call this recycling facility a salvage yard why because salvage yards are a permissible use under the M-2 zoning. The proposed development site of Friedman Recycling near the communities of San Jose and Mountain View will have an enormous impact on our families health and general welfare. Sunport Boulevard Extension Alternative Route A will give Friedman Recycling a direct route to their proposed site. A road that is not infrastructural designed to handle an excessive amount of heavy commercial vehicles traffic.

Again the communities of San Jose and Mountain find themselves preparing to fight for its families rights to a quality of life against a company that has the backing of the Mayor of Albuquerque, City of Albuquerque Solid Waste department, politicians, engineers and lawyers.

Residents of San Jose feel this extension is going to attract more new dirty heavy industry businesses into our community. Creating a negative economic impact in the community. This economic impact will have an effect of destabilizing residential areas by creating pressure for conversion to more intense uses and impacting negatively our surrounding residential neighborhood. The nature of some of the heavy commercial uses in the area will also made it less desirable for developers of lighter commercial uses seeking to locate in attractive areas with similar light commercial uses.

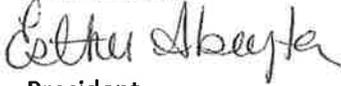
The excessive amount of traffic Alternative Route A is going to create a negative effect on the community's health, safety, general welfare, social, economic and environment and have not been addressed. The Sunport Extension Proposed Project Route will not ease the traffic congestion in this geographic area. No matter what route is used. The problem with traffic in this area of town needs to be addressed at the corner of Rio Bravo and Second Street.

Bernalillo County would like to see this area developed with businesses. They are failing to look at the long term affects the Sunport Extension Proposed Project Route is going to bring the families that live in San Jose and Mountain View. Communities that are already stressed with a disproportionate amount of dirty heavy industry, two superfund sites, a Chlorine company that can wipe out the community. These companies are an environmental strain in our neighborhoods, decreasing the values of homes, and the emissions harming our health. I believe the environmental assessment finding will show that due diligence was not used by Bernalillo County, City of Albuquerque and New Mexico Department of Transportation when

they failed to evaluate the significant social, economic and environment impact this project is going to have on families that reside in San Jose and Mountain View neighborhoods. I ask that no Federal Funds be allocated for the Sunport Extension project until the geographic areas of San Jose and Mountain View's health, safety, general welfare and environment concerns and questions have been addresses. The community would also like an explanation of the entire project and an explanation of whom the project is going to benefit.

Thank you very much for your time and consideration.

Esther Abeyta



President

San Jose Neighborhood Association

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(505) 440-1669

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Petition to Oppose Proposed Project Route of the Sunport Boulevard Extension

Petition Summary and Background: We the residents of the San Jose Community are in opposition of the Sunport Boulevard Extension Project No. A300160 Bernalillo County Project No. TS09-06, NMDOT Project No. CN A300160, Fed ID 09NMM02006

Action Petitioned For: We, the undersigned residents of San Jose Community of predominantly Hispanic and low-income hereby submit our opposition to the proposed project route of the Sunport Boulevard Extension from the Interstate Highway because of the significant impact this proposed project route will bring to our families public health, safety, quality of life, social, economical and environmental. As a community that has a higher death rate from chronic diseases when compared with the rest of Bernalillo County, two Superfund sites in our neighborhood, the South Valley Superfund Site and the AT&SF Superfund Site. We the residents of San Jose request this proposed project to be denied because our community who is going to be greatly impacted had no citizen involvement.

Printed Name	Signature	Address	Phone Number (Optional)
Joe Green II		2600 William St., SE A.B. NM	(505) 243-7903
Adelaide Green		2600 William St. SE Bibbigny, NM	(505) 243-7903
Ernest Gallegos		2408 Williams SE	242-7973
Cynthia Gallegos		2408 Williams SE	242-7973
Robert Padilla		2410 Williams SE	238-4455
R. Tromps		7609 Union St NE	821-3007
Frankie Archuleta		598 Millers Dr. (As legar, NM	249-2813
Manuel Hinoja		31028 Lisa Rd SW	(505) 831-2986
Joseph Arambula		6211 Child p.	885-261-5048
Frances Garcia		4418 San Jose SE	(505) 440-0591

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Printed Name	Signature	Address	Phone Number (Optional)
Dick R. Garcia	<i>Dick R. Garcia</i>	448 San Jose SE	(505) 440-0591
Emilia Garcia	<i>Emilia Garcia</i>	448 San Jose SE	(505) 707-7061
Teddy Herrera	<i>Teddy Herrera</i>	1720 Broadway SE	(505) 247-2424
EPH ENID MONTANA	<i>Enid Montana</i>	303 KATHAYAN S.E.	(505) 842-8747
PAULINE MANTAYIA	<i>Pauline Mantayia</i>	303 KATHAYAN S.E.	842-8747
ALFONSO LUCELO	<i>Alfonso Lucelo</i>	1981 Broadway SE	242-3352
Mathie Jimenez	<i>Mathie Jimenez</i>	1785 Broadway SE ALBARRADO	243-8049
EDUARDO GARCIA	<i>Eduardo Garcia</i>	1785 BROADWAY SE ALBARRADO SITE	842-5901
BERTRIA L. GARCIA	<i>Bertrian L. Garcia</i>	1775 BERNARD S.E. ALBARRADO SITE	842-5901
Eduard Abeyta	<i>Eduard Abeyta</i>	11 San Jose S.E. Albarq. NM Site	247-0788

Petition to Oppose Proposed Project Route of the Sunport Boulevard Extension

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Printed Name	Signature	Address	Phone Number (Optional)
NETTIE LERMA	<i>Nettie Lerma</i>	1730 Broadway SE	247-7424
Margaret Peña	<i>Margaret Peña</i>	228 Broadway Romaña St. E.	242-2899
Isabel Valeria	<i>Isabel Valeria</i>	228 Roma St. SE	242-2899
Darryl Clark	<i>Darryl Clark</i>	2612 William St. SE	2
Christina Melendez	<i>Christina Melendez</i>	2520 William St. SE	703-4765
Carlos Muniz	<i>Carlos Muniz</i>	2520 William St. SE	203-8256
Veronica Acosta	<i>Veronica Acosta</i>	2520 William St. SE	203-4765
Paulo Stein	<i>Paulo Stein</i>	2726 Williams St. SE	765-5562
Mary Jo Stein	<i>Mary Jo Stein</i>	2726 Williams St. SE	765-5562
Barbara Parvira	<i>Barbara Parvira</i>	102 Bethel St. SE	542-8992

Petition to Oppose Proposed Project Route of the Sunport Boulevard Extension

Petition Summary and Background: We the residents of the San Jose Community are in opposition of the Sunport Boulevard Extension Project No. A300160 Bernalillo County Project No. TS09-06, NMDOT Project No. CN A300160, Fed ID 09NIM02006

Action Petitioned For: We, the undersigned residents of San Jose Community of predominantly Hispanic and low-income hereby submit our opposition to the proposed project route of the Sunport Boulevard Extension from the Interstate Highway because of the significant impact this proposed project route will bring to our families public health, safety, quality of life, social, economical and environmental. As a community that has a higher death rate from chronic diseases when compared with the rest of Bernalillo County, two Superfund sites in our neighborhood, the South Valley Superfund Site and the AT&SF Superfund Site. We the residents of San Jose request this proposed project to be denied because our community who is going to be greatly impacted had no citizen involvement.

Printed Name	Signature	Address	Phone Number (Optional)
Lucille Abernethy	<i>Lucille Abernethy</i>	111 San Jose SE Albuquerque NM 87102	247-0788
Martha Garcia-Morgan	<i>Martha Garcia</i>	118 San Jose Ave SE ABO, NM 87102	363-9966
Sohany R Garcia	<i>Sohany R Garcia</i>	116 San Jose Ave SE	842-1101
Michael Green	<i>Michael Green</i>	2600 W.M. ST. SE	243-7903
Ernie Chavez	<i>Ernie Chavez</i>	2614 W. Williams St	---
Mary Jane	<i>Mary Jane</i>	2614 W.M. SE	---
Alice C. Mallard	<i>Alice C. Mallard</i>	2710 Williams St. E.	---
Raul Aruizo	<i>Raul Aruizo</i>	2616 Williams St	(505) 315-3378
JOSEPH BUCHOW	<i>Joseph E. Buchow</i>	2411 WILLIAM St E	554-8586
Alicia LERMA	<i>Alicia Lerma</i>	1720 Polk St SE	247-7424

Petition to Oppose Proposed Project Route of the Sunport Boulevard Extension

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Printed Name	Signature	Address	Phone Number (Optional)
Clarita Leija	<i>Clarita Leija</i>	2720 Arno St SE 87102	243-1963
Phil Leija	<i>Phil Leija</i>	2800 Arno St SE 87102	
Joselyne Leija	<i>Joselyne Leija</i>	2816 Arno St SE 87102	377-0066
LEILA A. LEIJA	<i>Leija</i>	2770 Arno St SE	243-1963
Robert Leija	<i>Robert Leija</i>	2720 Arno St SE 87102	315-0454
Anna Leija	<i>Anna Leija</i>	2720 Arno St SE 87102	
Phil Leija	<i>Phil Leija</i>	608 Bethel St SE 87102	242-5087
Nancy Marquez	<i>Nancy Marquez</i>	2924 John St SE	
Don Marquez	<i>Don Marquez</i>	2924 John St SE	
Joseph H. Green	<i>Joseph H. Green</i>	2600 W.M. St.	

Petition to Oppose Proposed Project Route of the Sunport Boulevard Extension

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Printed Name	Signature	Address	Phone Number (Optional)
Margaret Peña	Margaret Peña	228 Romana SE	242-2899
Cecelia Chavez	Cecelia Chava	241 Romana SE	203-2199
Jackie Peña	Jackie Peña	225 Romana SE	730-8549
Jonna Pacheco	Jonna Pacheco	240 Romana SE	-
Helen Sanchez	Helen Sanchez	2317. Williams SE	242-2983
Lawrence Sanchez	Lawrence Sanchez	2317 Williams SE	242-2983
Dolores Maestas	Dolores Maestas	2425 William. St. SE	242-5074
Jeanette Sanchez	Jeanette Sanchez	2425 1/2 William St. SE	264-0529
Joseph Sanchez	Joseph Sanchez	2425 1/2 William St. SE	264-0529

Antonette Sanchez
Leroy Gonzales
Antonette Sanchez
Leroy Gonzales
2425 Wm. SE
2425 1/2 Wm. SE
918.4911
264-0529



Public Hearing

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

Page 1 of 2

Note: A continuation of
Comments forwarded TO URS October 18, 2011
copy by mail
Oct. 25, 2011

Comment Sheet
(Please Print)

Please submit your comments by October 31, 2011.

ON your October 18, 2011 meeting, only 4 persons or less than
1% from the community of San Jose spoke & by their comments, they
were not well versed on what the true objective of the Sunport ext are.
The advertising of the meeting was minimal and only in accord to law.
The more the 99% of those S.J. residents not present that evening were
deprived from their 1st amendment constitutional rights.

IN HONOR OF AMERICA'S GREATEST HEROES THOSE VETERANS
THAT DIED DEFENDING OUR LIBERTIES, THAT INCLUDES THE 1ST AMENDMENT
OF THE CONSTITUTION OF THESE UNITED STATES THAT ~~WAS~~ ^{WAS} VIOLATED IN SAN JOSE
OCT 18, 2011, WE ASK THE FOLLOWING.

1. ANOTHER MEETING BE HELD IN PLACE OF THE
OCT 18TH GATHERING (ONLY 9 WORKING DAYS WERE GIVEN FOR S.J. TO ORGANIZE)
~~THE~~ COMMENTS & QUESTION SESSION DRABSTICALLY NEEDED.

(Continued - Page 2 of 2.)

Mail To:
URS Corp.
Attn: Julie Kutz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555FAX
E-mail To: Julie.kutz@urs.com

Your Name: The Green II
Address: 2600 WA. ST. SE
ALB., NM 87102
Phone: (505) 243-7963
E-Mail:

(over)

Page 2 of 2

2. ASSISTANT Dolores Herrera, representing Bernalillo County Commissioner ART DE LA CRUZ from Dist. 2, commenced the meeting. That is NOT acceptable. The Commissioner was expected to attend and that was not done. We expect the Commissioner to support a new meeting, and due to the sincerity ~~that~~ he has shown to his district, we believe it will become a reality.

3. A City official, preferably Concedor ISAK BERTON and any other elected official ~~that~~ or person that the San Jose feels that can help them should also attend.

~~The~~ In part, our pledge of allegiance to the free states - "LIBERTY and Justice for all!" Unfortunately that means, in many occasions, for those that can monetarily afford it. That is why I recently tried to change it and got good response from U.S. Senator Bingaman and Congressman Martin Heinrich.

Hope you will not disappoint the community of San Jose, but most importantly, IGNORE what America's greatest hero died for!!!



Public Hearing

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

October 18, 2011

Comment Sheet

(Please Print)

Please submit your comments by October 31, 2011.

WILL RELIEVE TRAFFIC OVERALL TO THE
GOOD OF ENTIRE AREA.

NOT CLOSE ENOUGH TO CAUSE NOISE DAMAGE
TO ANY ONE.

ALLOW PROPERTY TO DEVELOPE IN IMMEDIATE AREA
+ RELIEVE GIBSON & RIO BRAVO TRAFFIC.

Mail To:

URS Corp.
Attn: Julie Kutz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555 FAX
E-mail To: Julie.kutz@urs.com

Your Name:

A. Carter

Address:

4453 Walden Lane NE
Albuquerque NM 87111

Phone:

401-1717

E-Mail:

HECMND1@Comcast.net



Public Hearing

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

October 18, 2011

Comment Sheet

(Please Print)

Please submit your comments by October 31, 2011.

I support the Sunport Blvd Extension

1. This extension will help relieve traffic at Rio Bravo which has gotten un-bearable. + Highway it also.
2. This project has NO IMPACT ON MOUNTAIN VIEW NEIGHBORHOOD as they are over 1 1/2 mile from extension. The objection of this asso is prompted by a private company that does not want the extension built.
3. This is far enough south of San Jose neighborhood that impact will be negligible as to noise pollution and traffic. It will actually reduce traffic

Mail To:
 URS Corp.
 Attn: Julie Kutz
 6501 Americas Pkwy. NE/ Suite 900
 Albuquerque, NM 87110
 (505) 855-7500
 (505) 855-7555 FAX
 E-mail To: Julie.kutz@urs.com

Your Name: Michael Conway
Address: 2204 Laveta Ln NE
87110
Phone: 450-5714
E-Mail: _____

going to GIBSON thru San Jose



Public Hearing

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

October 18, 2011

Comment Sheet

(Please Print)

Please submit your comments by October 31, 2011.

- I don't like Alt-A, its intrusive, Im concerned about property value.
- Alt-A is closest to Superfund, its may add toxins to problem area.
- Alt-A has "steep 7% grade" Alt-D & H have a longer run, less grade, and toxins are further away from superfund (less noise, fumes 24/7 for me).
- Will Alt-A have higher maintenance costs in bad weather?
- Does city/county ^{agree} with EPA's "no significant impacts"?
- Will Broadway be widened north of Woodward? Will there be easements and property acquired?
- Why weren't photos of city homes shown in slides or EPA handout?
- Will a residential impact be done? I may need data if I sell.
- San Jose attracts dirty industry, I think we are the most toxic area in the metro, we are near river. This project attracts business. I think it prudent to re-develop with clean industry in this area.
- Thanks for your service.

Mail To:

URS Corp.
Attn: Julie Kutz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555 FAX
E-mail To: Julie.kutz@urs.com

Your Name:

Leo Johnson 10/28/11

Address:

Leo Johnson
507 Wesmeco S.E
Albuquerque, NM 87102

Phone:

315-5048

E-Mail:

[Signature]



Public Hearing

**Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006**

October 18, 2011

Comment Sheet

(Please Print)

Please submit your comments by October 31, 2011. — AT your meeting of Oct. 18, 2011, @ E.S.T. elementary school, I noticed when public comments commenced, those video taping packed up and left. Those that gave them instructions to be there weren't interested in what the public had to say. — Your meeting should of been held on Oct. 15th not the middle of the month. I can't understand how your plan to extend Sunport to Woodward only can possibly be the solution to traffic congestion ??? The San Jose neighborhood association does a good job in the petition that they will forward to you before the deadline that I have signed, why the EXT. should not become a reality. I've been involved with the Association since it was founded in 1952. During the City Commission City Manager form of government that ended in 1974, Duane McCauley a retired Lt. Colonel with the USN ran for City Commissioner, He made a special trip to San Jose to share with us a planning map of San Jose and other parts of South Broadway that was labeled as proposed future Industrial zoning only — that will mean the relocation of ALL residents. — Your Sunport Extension plan is the first step in that direction, San Jose Community is NOT for sale!

Mail To:

**URS Corp.
Attn: Julie Kutz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555 FAX
E-mail To: Julie.kutz@urs.com**

Your Name:

Joe Green TL

Address:

2600 Wm. St. S/E
ALB., NM 87102

Phone:

(505) 243-7903

E-Mail:



Public Hearing

Sunport Boulevard Extension
Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

October 18, 2011

Comment Sheet

(Please Print)

Please submit your comments by October 31, 2011.

THANK YOU FOR THE PUBLIC HEARING MEETING AT
SAN JOSE ELM SCHOOL.

WE ARE STILL VERY CONCERNED ABOUT THE ACCESS TO
OUR BUSINESS PROPERTY FROM SUNPORT BLVD. AS DISCUSSED
BEFORE IF AN IN & OUT FROM OUR PROPERTY IS NOT
CONSIDERED IT WOULD CREATE A GREAT IMPACT TO OUR
CURRENT & FUTURE OPERATION. REQUIRING OUR TRUCKS WITH
TRAILERS & EQUIPMENT TO MAKE A "U" TURN TO ACCESS OUR
PROPERTY WHEN ARRIVING EAST BOUND ON SUNPORT BLVD WOULD
BE IMPOSSIBLE. WE LOOK FORWARD IN DISCUSSING AND
SOLVING THIS CONCERN WITH YOU AT THE APPROPRIATE
TIME. THANK YOU, VICTOR LARRAÑAGA

Mail To:

URS Corp.
Attn: Julie Kutz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555 FAX
E-mail To: Julie.kutz@urs.com

Your Name: VICTOR LARRAÑAGA
Address: 3024 BROADWAY BLVD SE.
ALBUQ. N. MEX. 87102
Phone: 505. 220. 1010
E-Mail: AGUAMATIC@AOL.COM



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

OCT 27 2011

Julie Kutz
URS Corp
6501 Americas Parkway, NE
Suite 900
Albuquerque, NM 87110

Dear Ms.Kutz:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Assessment (DEA) and proposed Finding of No Significant Impact (FONSI) for Sunport Boulevard Extension, Albuquerque, New Mexico. This NEPA document has been prepared by the Bernalillo County Public Works Division (BCPWD), in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA). This project will extend Sunport Boulevard approximately 0.5 miles in length from its current terminus at I-25 to Broadway Boulevard (NM 47) within Bernalillo County and within portions of the City of Albuquerque, New Mexico. BCPWD is seeking Federal funding through FHWA.

EPA Region 6 is offering comments on the DEA and proposed FONSI along with a detailed NEPA Assist Analysis for consideration in finalizing the NEPA document. Detailed comments are enclosed with this letter which more clearly identify our concerns and the additional informational needs particularly in the area of Environmental Justice impact analysis and Hazardous Materials discussion addressing "Ready for Reuse Determination" within the Final EA.

EPA appreciates the opportunity to review the DEA and proposed FONSI. If you have any questions, please contact Mike Jansky of my staff at 214-665-7451 or e-mail him at jansky.michael@epa.gov for assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Rhonda Smith", written over a horizontal line.

Rhonda Smith, Chief
Office of Planning and
Coordination

Enclosures

**DETAILED COMMENTS
ON THE
DRAFT ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT
IMPACT
FOR THE PROPOSED
SUNPORT BOULEVARD EXTENSION PROJECT
CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO**

Environmental Justice and Tribal Affairs

Background: The Environmental Assessment (EA) has been prepared by the Bernalillo County Public Works Division (BCWD), in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA), to address the extension of the Sunport Boulevard from its current terminus at I-25 to Broadway Blvd. (NM 47). Both the FHWA and the NMDOT are providing oversight. The project is approximately 0.5 miles in length beginning at Broadway Boulevard and ending at the Sunport Boulevard/I-25 interchange.

Assessment Summary: The EA explains that this project is necessary to ease any future traffic congestion, to close gaps in the present transportation system, and improve transportation network connectivity with the South Valley and Mountain View area. The EA also concludes with regard to EJ that the project would have no significant adverse social, economic, or environmental impacts that warrant an EIS.

Methodology: EPA finds that the EA follows accepted methodology in analyzing potential EJ impacts. EPA's review of Section 4.14 describes the unemployment rate in South Valley as being 7.0 percent higher than the rate of Albuquerque which is 5.2 percent and Bernalillo County at 5.3 percent. Admittedly there's a greater than average number of low income and minority residents within the South Valley area than in Albuquerque and Bernalillo County. There are approximately 6 single family homes located east of Broadway Boulevard, on the north side of Wesmetco Drive which is approximately 600 feet to the north of the Preferred Alternative alignment. These residents will experience changes to the traffic volume; however, according to the EA, traffic volumes are anticipated to decrease with additional interstate access. The EA indicates that a dust permit will be obtained requiring that construction work be suspended during periods of high wind. The EA further predicts that no noise impacts are anticipated. However, EPA suggests that BCWD monitor noise levels during construction to identify any exceedences. Exceedences may require additional mitigation.

Conclusion: EPA believes more information on the demographics or type of outreach is needed for the residents that were identified in the paragraph describing Potential Effects and Mitigation. This Section of the EA states there is a greater than average number of low income and minority residents within the South Valley area. The EA did not address whether any of these particular

residents were notified. This same paragraph also explains there are a number of residences located west of Broadway and north of the project study area. EPA asks that the number of residents be identified and the EA further address how they will be contacted should there be any questions or concerns during the project construction. With the 6 single family residents and the other residents described, there should be someone identified by BCWD who will accept and respond to residents who voice any concerns and complaints during the construction period caused by unexpected increases in traffic volume, dust, and noise. EPA believes the EA should provide adequate information and analysis to validate that there will be no disproportionate and adverse impacts to EJ communities as a result of the construction of the Sunport Boulevard Extension.

Hazardous Materials

On page 48 of the EA the paragraph discussing "Ready for Reuse Determination" (RRD) needs clarification regarding EPA and the County redevelopment issues. A RRD is a redevelopment tool that EPA has created to provide information that a site is "ready for reuse" and will remain protective for that use, so long as any use limitations established by EPA continue to be met. It provides potential users of formerly contaminated sites with an environmental status report that documents a technical determination by EPA that all or a portion of a property at a site can support specified types of uses while remaining protective of human health and the environment. The RRD recognizes when a property has been characterized or remediated to the extent the property conditions are protective for redevelopment or revitalization based on current or planned land use (EPA Region 6 2003).

The EPA's Superfund Redevelopment Initiative (SRI) program has several tools to show that some or all of a Superfund site may be "ready for reuse". According to the EPA guidance, a RRD may not be the best tool for groundwater sites such as the South Valley Superfund site. However, the EPA has offered to provide the County with other support, if necessary, including development of color coded maps to illustrate cleanup status or reuse suitability. The County will consider a future request for reuse support from the EPA SRI program for the South Valley Superfund site. Please incorporate this discussion in the Final EA.

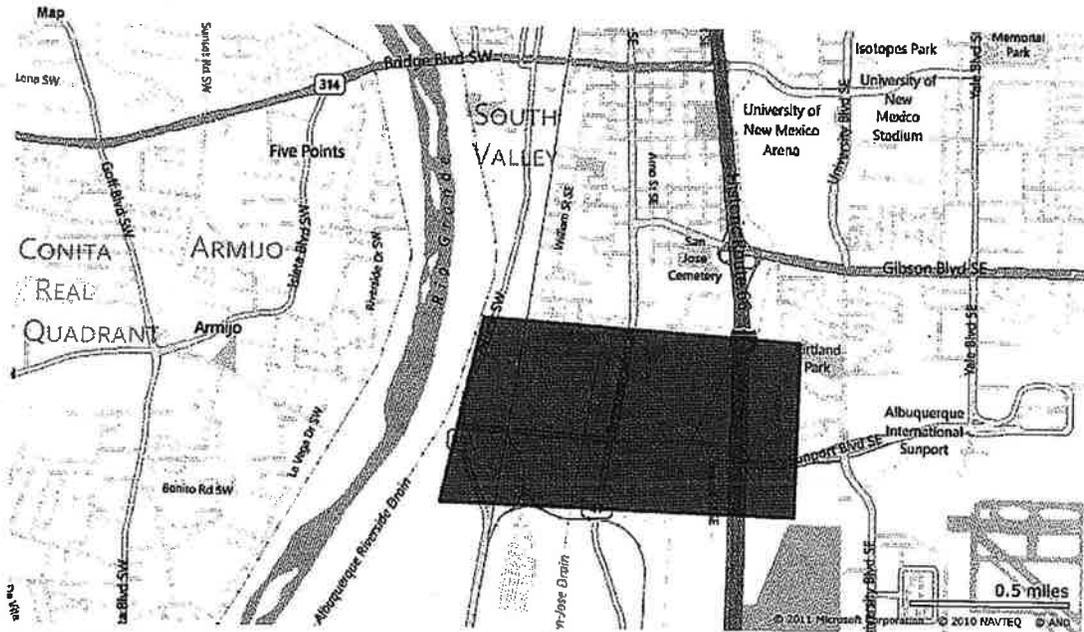


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Area of digitized polygon 0.90 sq mi

Facility

- [Within 100 meters of a hospital?](#) no
- [Within 1000 meters of a hospital?](#) no
- [Within 100 meters of a TRI facility?](#) yes
- [Within 1000 meters of a TRI facility?](#) yes
- [Within 100 meters of a regulated facility?](#) yes
- [Within 1000 meters of a regulated facility?](#) yes
- [Within 100 meters of an airport?](#) no

Water

- [Within 100 meters of a Wild and Scenic River?](#) no
- [Within an area over a Sole Source Aquifer?](#) no
- [Within the 100 year flood plain?](#) no
- [Within the 500 year flood plain?](#) no

[Within 400 meters of an NWI wetland?](#) click here
 May take several minutes

- [Within an NLCD wetland?](#) no
- [Within 1000 meters of an NLCD wetland?](#) yes

Ecology

- [Within a federal/state park or wildlife area?](#) no
- [Within 1000 meters of a federal/state park or wildlife area?](#) no
- [Within a critical habitat area?](#) no
- [Within 1000 meters of a critical habitat area?](#) yes
- [Within 100 meters of a REAP Composite area that is within the Top 10% highest scores?](#) no
- [Within 100 meters of a REAP Diversity area that is within the Top 10% highest scores?](#) no
- [Within 100 meters of a REAP Rarity area that is within the Top 10% highest scores?](#) yes
- [Within 100 meters of a REAP Sustainability area that is within the Top 10% highest scores?](#) no

Other

- [Within 100 meters of a place on the National Historic Register?](#) no
- [Within 1000 meters of a place on the National Historic Register?](#) no

Within 100 meters of a school? [no](#)
Within 1000 meters of a school? [yes](#)
Within a nonattainment area? [no](#)
Within a previous nonattainment, maintenance, or EAC area? [yes](#)
Within 1000 meters of a Tribal boundary or property of interest? [no](#)
NatureServe data
Within an area with known rare, endangered, or at-risk species? [click here](#)

Download XML	Environmental Justice Analysis
GISST Analysis	

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http://r6gis1.r06.epa.gov/NEPAVE/analysis_gisst.aspx
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Last updated on Friday, October 21, 2011

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EJView

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Statistics represent residential population, by Census Block Group, within a .5 mile buffer around feature of

Social Economic Health **Internet** Environmental

Enter a name

Overview

Total Persons:	4245	Land Area:	97.6%	Households in Area:	1354
Population Density:	1157.73 /sq mi	Water Area:	2.4%	Housing Units in Area:	1475
Percent Minority:	90.4%	Persons Below Poverty Level:	1281 (30.2%)	Households on Public Assistance:	134
Percent Urban:	100%	Housing Units Built <1970:	60%	Housing Units Built <1950:	28%

Race and Age*

Race Breakdown	Persons (%)	Age Breakdown	Persons (%)
White:	2047 (48.2%)	Child 5 years or less:	450 (10.6%)
African-American:	204 (4.8%)	Minors 17 years and younger:	1329 (31.3%)
Hispanic-Origin:	3357 (79.1%)	Adults 18 years and older:	2916 (68.7%)
Asian/Pacific Islander:	102 (2.4%)	Seniors 65 years and older:	492 (11.6%)
American Indian:	200 (4.7%)	<i>This space intentionally left blank</i>	
Other Race:	1454 (34.2%)		
Multiracial:	238 (5.6%)		

(* Columns that add up to 100% are highlighted)

Gender

Gender Breakdown	Persons (%)
Males:	2092 (49.3%)
Females:	2153 (50.7%)

Education

Education Level (Persons 25 & older)	Persons (%)
Less than 9th grade:	680 (28.5%)
9th -12th grade:	482 (20.2%)
High School Diploma:	666 (27.9%)
Some College/2 yr:	282 (11.8%)
B.S./B.A. or more:	281 (11.8%)

Language

Ability to Speak English	Persons (%)
Population Age 5 and Over:	3865
Speak only English:	1362 (35.2%)

Non-English at Home:	2503 (64.8%)
Speak English very well:	1376 (35.6%)
Speak English well:	429 (11.1%)
Speak English not well:	418 (10.8%)
Speak English not at all:	279 (7.2%)
Speak English less than well:	697 (18.0%)

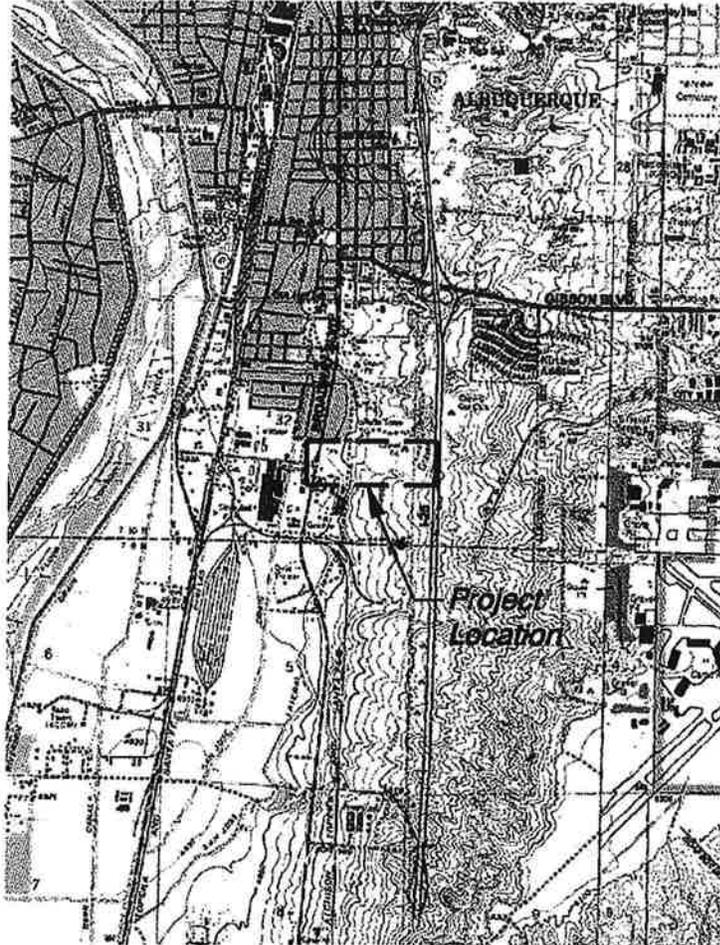
Language Spoken

Language Spoken	Persons (%)
Speak only English:	2115 (37.7%)
Spanish or Spanish Creole:	3235 (57.6%)
French (incl. Patois, Cajun):	18 (0.3%)
Portuguese or Portuguese Creole:	0 (0.0%)
German:	5 (0.1%)
Polish:	9 (0.2%)
Other Slavic Languages:	2 (0.0%)
Persian:	3 (0.1%)
Chinese:	39 (0.7%)
Japanese:	10 (0.2%)
Vietnamese:	89 (1.6%)
Other Asian Languages:	1 (0.0%)
Tagalog:	1 (0.0%)
Other Pacific Island Languages:	2 (0.0%)
Navajo:	50 (0.9%)
Other Native North American Languages:	7 (0.1%)
Arabic:	12 (0.2%)
Hebrew:	2 (0.0%)
African Languages:	1 (0.0%)
Non-English Speaking:	3497 (62.3%)

Place of Birth for the Foreign-Born

Country	Persons
Foreign-Born Population:	1609
Europe:	25 (1.6%)
Asia:	158 (9.8%)
Africa:	10 (.6%)
Oceania:	4 (.3%)
Americas:	1411 (87.7%)
United Kingdom:	0 (0%)

SUNPORT BOULEVARD EXTENSION
ENVIRONMENTAL ASSESSMENT



USGS 7.5 MINUTE QUADRANGLE
TOPOGRAPHIC MAP
ALBUQUERQUE WEST, NM
1990



QUADRANGLE
LOCATION



**Sunport Boulevard
Extension**
Bernalillo County Division of Public Works

Figure 1
Project Location Map

URS



Figure 2
Existing Conditions & Proposed Alignment

Sunport Boulevard Extension
Bernalillo County Division of Public Works



April 2004
Bernalillo County



SENT VIA EMAIL

October 28, 2011

Ms. Julie Kutz
URS Corp.
6501 Americas Parkway NE, Suite 900
Albuquerque, New Mexico 87110

Julie.kutz@urs.com

Subject: Comments Regarding the Draft Environmental Assessment (EA), Sunport Boulevard Extension Project, Bernalillo County, New Mexico (Bernalillo County Project No. TS09-06; NMDOT Project No. CN A300160, Fed ID 09NM006)

Dear Ms. Kutz:

PNM owns and operates an extensive system of electric transmission and distribution facilities serving the City of Albuquerque and Bernalillo County within the I-25 / Sunport Boulevard / Woodward Road study area for the EA. These many facilities are critical to the delivery of reliable electric service. PNM has a stake in how the Sunport Boulevard Extension Project addresses right-of-way corridors which affects the maintenance, repair, upgrading and expansion of these infrastructure facilities as well as the addition of new facilities. PNM submits the following comments and revisions for your review and regarding the Sunport Boulevard Extension Project EA.

Utility Adjustments

The Preferred Alternative, Alternative A, will result in the relocation of certain PNM facilities, including fiber optic cable, one 115kV and two 46kV transmission lines, distribution facilities and possible relocation of associated access to the facilities (Attachment 1). Additional discussion is needed in this section of the EA to address any potential impacts resulting from relocation and/or increased structure height of PNM facilities that are directly impacted by the proposed action. PNM has numerous electric transmission and distribution facilities in the study area, particularly within areas designated for proposed project right-of-way acquisition and/or in the path of potential roadway construction. PNM has a prior right to operate in our existing easements at the project location and expects to maintain prior right status. PNM will need copies of the final project design drawings in order to initiate any right-of-way and/or facility relocation design activities.

Access

Adequate ingress and egress to PNM facilities is critical to allow for movement of large electrical equipment, materials, and vehicles. The analysis of access to utilities should be addressed in the EA, both during construction and when the project is complete.

Cost

Relocation costs should be factored into the overall estimate. Any relocation, changes, realignment and associated easement acquisition costs of existing electric facilities within this project's scope will be covered by the project.

Timing

Depending on the extent and magnitude of any facility relocation, PNM may require nine to twelve months lead time to design, order and receive all materials and construct the relocation. The availability of outages necessary for construction are subject to system conditions and time of year.

Environmental Commitments

PNM requests that the commitment addressing Utility Adjustments (Section 4.19) on page 54 of the EA document be revised to reflect the need to provide reasonable permanent access to utilities, where necessary. PNM requests additional coordination with the NMDOT, Bernalillo County and the EA team to minimize impacts on existing electric utility facilities from the implementation of the preferred alternative.

This concludes our comments on the EA. We are requesting a meeting with you and appropriate members of the NMDOT and EA project team to discuss our comments in detail. Please contact me at (505) 241-4436 or at ken.maestas@pnm.com to schedule a meeting.

Respectfully,



Ken Maestas,
Coordinator, Regulatory Project and Public Participation

Attachment 1: Existing PNM Electric Infrastructure



NEW MEXICO
ENVIRONMENT DEPARTMENT



Office of the Secretary

SUSANA MARTINEZ
Governor
JOHN A. SANCHEZ
Lieutenant Governor

Harold Runnels Building
1190 Saint Francis Drive (87505)
PO Box 5469, Santa Fe, NM 87502-5469
Phone (505) 827-2855 Fax (505) 827-2836
www.nmenv.state.nm.us

DAVE MARTIN
Cabinet Secretary
BUTCH TONGATE
Deputy Secretary

November 3, 2011

Julie Kutz
URS Corp
6501 Americas Parkway, NE, Suite 900
Albuquerque, NM 87110

RE: Sunport Boulevard Extension Project (NMED File No. 3555ER)

Dear Mrs. Kutz:

Your letter regarding the above named project was received in the New Mexico Environment Department (NMED) and was sent to various Bureaus for review and comment. Comments were provided by the Surface Water Quality Bureau and are as follows.

Surface Water Quality Bureau

The U.S. Environmental Protection Agency (USEPA) requires National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction projects (common plans of development) that will result in the disturbance (or re-disturbance) of one or more acres, including expansions, of total land area. Because this project appears to exceed one acre (including staging areas, etc.), it may require appropriate NPDES permit coverage prior to beginning construction (small, one - five acre, construction projects may be able to qualify for a waiver in lieu of permit coverage - see Appendix D).

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the site and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit also requires that permanent stabilization measures (revegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters. In addition, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 10.E.1.b)

You should also be aware that EPA requires that all "operators" (see Appendix A) obtain NPDES permit coverage for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control

of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

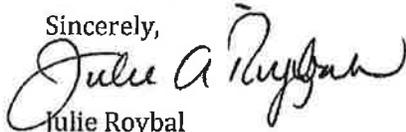
The CGP was re-issued effective June 30, 2008. The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at:
<http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

You should also be aware that any excavation or placement of fill which will take place in "waters of the United States" (including ephemeral drainages) may require a Clean Water Act, Section 404 permit from the U.S. Army Corps of Engineers (COE).

SWQB notes that this project includes construction of a bridge over the South Diversion Channel. PLEASE NOTE: Available documentation indicates that there may be PCB contaminated sediments within the South Diversion Channel and in the general area of this project location. Bernalillo County and the City of Albuquerque/AMAFCA have done some PCB investigation in this area under their Municipal Separate Storm Sewer System (MS4) programs. Construction activities may impact PCB contaminated areas and these activities should be coordinated with these MS4 permittees.

I hope this information is helpful to you.

Sincerely,



Julie Roybal

Environmental Impact Review Coordinator
NMED File #3555 ER



SUNPORT BOULEVARD EXTENSION

PUBLIC INVOLVEMENT MEETING SUMMARY

June 2010

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



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1. SUMMARY OF DETAILS

1.1. INTRODUCTION

The following summary has been prepared to detail the materials distributed and comments received during and after the public involvement meeting for the Sunport Boulevard Extension Improvements.

1.2. SUMMARY OF MEETING

Date & Time: June 3, 2010, 5:45 P.M. to 7:30 P.M.

Location: Bernalillo County Public Works, Building N, Main Conference Room, 2400 Broadway S.E., Albuquerque, NM 87102

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@berncogov
Rodrigo Eichwald	Project Engineer	BCPWD	505-848-1574	rleichwald@berncogov
Nolan Bennett	Technical Services Manager	BCPWD	505-848-1534	nbennett@berncogov
Richard Meadows	Planner	BCPWD	505-848-1508	rmeadows@berncogov
Roxanne Bebee Blatz	Project Manager	URS	505-855-7500	roxanne_blatz@urscorp.com
Peter Hinckley	Principal-in-Charge	URS	505-855-7500	peter_hinckley@urscorp.com
Paula Schuh	Lead Environmental	URS	505-855-7500	paula_schuh@urscorp.com
Beverley Frieday	PI Specialist	URS	505-855-7500	beverley_frieday@urscorp.com

Subject: Sunport Boulevard Extension Public Involvement Meeting

Purpose: To provide all interested with project related information. Meeting topics included the project overview, development process, purpose and need, traffic analysis, proposed alignments and typical roadway cross sections, multi-modal components, local access, and National Environmental Policy Act requirements.

The meeting began with a sign-in period and open house. The public was given the opportunity to view boards illustrating the project. After which they were greeted by Mr. Nolan Bennett with Bernalillo County Public Works. A presentation was given (see Appendix A) by Rodrigo Eichwald on the technical aspects of the project and Beverley Frieday on the NEPA process. At the conclusion of the presentation the meeting was opened to questions and comments. Discussion questions and answers, as well as, summaries of discussion held before and after the meeting are included in Section 6 of this document.

2. NEWSPAPER ADVERTISEMENT



Bernalillo County Public Works Division
IN COOPERATION WITH THE
NEW MEXICO DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION
ANNOUNCES A
PUBLIC INVOLVEMENT MEETING
SUNPORT BOULEVARD EXTENSION
NMDOT Project No. CN A300160, Fed ID 09NM006

Bernalillo County Public Works Division is proposing an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47). There are three alternatives being considered; all alignments will consist of a four-lane roadway extending from the Sunport Interchange at I-25 and connecting to Broadway Boulevard.

The meeting is being held to provide all interested with project related information. Meeting topics will include the project overview, project development process, project purpose and need, traffic analysis, proposed alignments and typical roadway cross sections, multi-modal components, local access, and National Environmental Policy Act Requirements.

Date: Thursday, June 3, 2010
Time: 5:45 PM to 7:30 PM
Location: Bernalillo County Public Works
Building N
Main Conference Room
2400 Broadway SE, Albuquerque, NM 87102



Agenda: Sign-in, 5:45 PM
Formal Presentation, 6:00 PM
Q&A/Open House, 6:30-7:30 PM

If you are unable to attend the meeting and have questions or concerns regarding the project, please contact the Bernalillo County Public Works, Project Engineer, Rodrigo Eichwald, P.E. at (505) 848-1500.

Persons with disabilities that require special accommodations for the meeting should contact Roxanne Bebee Blatz at URS Corp (505) 855-7500 at least three days in advance of the meeting.

Written comments will be accepted at the meeting or can be sent to Roxanne Bebee Blatz at URS Corporation, 6501 Americas Parkway, Suite 900, Albuquerque, NM 87110, 505-855-7555 (fax), roxanne_blatz@urscorp.com.

3. MEETING HANDOUTS



BERNALILLO COUNTY PUBLIC WORKS DIVISION
IN COOPERATION WITH THE
NEW MEXICO DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION
PUBLIC INVOLVEMENT MEETING
SUNPORT BOULEVARD EXTENSION
NMDOT Project No. CN A300160, Fed ID 09NM006

AGENDA

Bernalillo County Public Works Division is proposing an extension of Sunport Boulevard from Interstate Highway I-25 west to Broadway Boulevard (NM 47). There are three roadway alignment alternatives being considered; all alignments will consist of a four-lane roadway extending from the Sunport Interchange at I-25 and connecting to Broadway Boulevard. The extension of Sunport Boulevard will provide traffic congestion relief to other east-west area roadways, most notably Gibson and Rio Bravo Boulevards. The new roadway will also close a gap in the area's transportation system and provide additional roadway continuity within the area. The three alignments being studied are shown below. The project is currently in the study phase which will culminate in an Environmental Assessment and a request for a Finding of No Significant Impact (FONSI) from the Federal Highway Administration.

The meeting is being held to provide all interested parties with project related information. The agenda is as follows:

- Introductions and Project Overview
- Project Development Process
- Future Traffic Forecasts
- Project Purpose and Need
- Roadway Cross Sections
- Alignment Alternatives
- Local Access
- National Environmental Policy Act Requirements
- Questions and Comments



4. SIGN-IN SHEETS



Sunport Boulevard Extension
Bernalillo County Project Number TS09-06
URS Project No. 24343112

1

MEETING SIGN-IN

▶ **Public Involvement Meeting**

June 3, 2010, 5:45 PM, Bernalillo County Public Works, Building N, Main Conference Room

Name	Title	Organization	Phone	Email
Don Lindsey	HES Specialist	PHILIPSON TRUCKING	505-890-9114	lluc@churon.com
Carlos Garduno	Eng. Inst.	MOLZEN CORP	242-5700	cgarduno@molzencorbin.com
Dana Beauvais	EHS Manager	GE	301-1015	dana.beauvais@GE.COM
Com. Art De la Cruz	Chairman	BC COM		dherrera@bernalillo.gov
John Billara	TECH SVCS	AXIS	303-332-5752	jwb@AXIS GROUP INC.COM
Richard Meadows	TRANS. PLANNER	BCPW	848-1508	rmeadows@bernalillo.gov
KENI FREIER		Molzen Corbin	605-242-5700	kfreier@molzencorbin.com
Alfred Volden	President	Schwartz	505 259 6711	a.volden@USA.net
Antonio SANCHEZ	Rep. ANDREW HERRERA		346-6751	antonio.sanchez@mail.house.nm.gov



6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-5311
(505) 855-7500 / (505) 855-7555 fax

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SUNPORT BOULEVARD EXTENSION
PUBLIC INVOLVEMENT MEETING SUMMARY



Sunport Boulevard Extension
Bernalillo County Project Number TS09-06
URS Project No. 24343112

MEETING SIGN-IN

► Public Involvement Meeting

June 3, 2010, 5:45 PM, Bernalillo County Public Works, Building N, Main Conference Room

Name	Title	Organization	Phone	Email
KEVIN EADES	CONSULTANT	MOLZEN-CORBIN	242-5700	KEADES@MOLZENCORBIN.COM
Colony Herrera	Asst to Commission	art De La Cruz	468-7448	dherrera@bermco.gov
Manickel	self	Fidel.	203-4498	logoweb@comcast.net
Alan Pastor	Project Manager	NMED	(505) 827-0039	alan.pastor@state.nm.us
Roger Paul	TECH. SERV. DIR.	BPWD	848-1515	rogerp@bermco.gov
Oscar Luckey	EHS	Q.E.	746-9413	
CHUCK THOMPSON	senior environmental COA DMD		768-2577	thompson@cabg.gov
Diane Dalan	Policy Analyst	Angling Lumen - Benton	768-3880	ddalan@cabg.gov

URS

6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-5311
(505) 855-7800 / (505) 855-7555 fax

SUNPORT BOULEVARD EXTENSION
PUBLIC INVOLVEMENT MEETING SUMMARY



Sunport Boulevard Extension
Bernalillo County Project Number T509-06
URS Project No. 24343112

MEETING SIGN-IN

▶ Public Involvement Meeting

June 3, 2010, 5:45 PM, Bernalillo County Public Works, Building N, Main Conference Room

Name	Title	Organization	Phone	Email
MICHAEL A. HEBERT	REMEDIAL PROJECT MANAGER	U.S. EPA	214-665-9315	HEBERT.MICHAEL@EPA.GOV
MARK ULLMAN	SR PM	BEKEITH	817-759-6844	mjulliman@benekeith.com
Ken Maestas	System Eng	PNM	505 241 4430	Ken.maestas@pnm.com
TIM MAC EACHEW	SVP	GARDNER & ELLIS	880-707 5	TMACEACHEW@NMP&A.COM
Bill Robertson	SVP	Gardner & Ellis	505-850-7050	Bill.Robertson@gardner-ellis.com
Judy Euter		Zepher Design	505-760-1617	zepher@swcp.com
Laurie Moyer		PNM	241-2792	Laurie.Moyer@pnm.com
David Andrews		UNIVAR	542-6306	DAVID.ANDREWS@UNIVAR.VSAL.COM
Sean White	Kiewit BD	Kiewit	553-3285	Sean.White@kiewit.com
Abiel Carrillo	Civil Eng.	MCA	242-5700	acarrillo@moltenorb.com
LLOYD JOJOLA		ABQ JOURNAL	823-3561	ljojola@abqjournal.com
Victor LARRANAGA			220-1010	AGUAMATEL@AOL.COM



6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6311
(505) 855-7500 / (505) 856-7555 fax

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5. PUBLIC COMMENTS RECEIVED IN WRITING



Public Involvement Meeting

Sunport Boulevard Extension
Alignment Study and Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

June 3, 2010

Comment Sheet
(Please Print)

Please submit your comments by June 30, 2010.

*Make sure your luminaires use cut off fixtures. This
is on a runway approach. Those installed on I-25 from
Sunport to Rio Bravo were not cut off fixtures.*

*Suggest you look more closely in your traffic model
at many more cars using the one lane bypass lane
w/ 2 stops thru the terminal. 21,000 veh will be
hand for this road take it seems.*

Mail To:
URS Corp.
Attn: Roxanne Blatz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555FAX
E-mail To: roxanne_blatz@urscorp.com

Your Name: *Kent Freier*
Address: *9701 Miles Rd SE
Albuquerque NM 89106*
Phone: _____
E-Mail: _____



Public Involvement Meeting

**Sunport Boulevard Extension
Alignment Study and Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006**

June 3, 2010

Comment Sheet

(Please Print)

Please submit your comments by June 30, 2010.

PNM has numerous transmission facilities
in the project area. We are more than willing
to sit down with project agents to discuss
relocation options

Mail To:
URS Corp.
Attn: Roxanne Blatz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555FAX
E-mail To: roxanne_blatz@urscorp.com

Your Name: Ken Maestas
Address: 414 Silver SW
87102
Phone: 505 241 4436
E-Mail: Ken.maestas@pam.com



Public Involvement Meeting

Sunport Boulevard Extension
Alignment Study and Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006

June 3, 2010

Comment Sheet
(Please Print)

Please submit your comments by June 30, 2010.

PNM has three separate high voltage transmission lines immediately affected by all alternatives. PNM also has distributed voltage transmission lines in the area.

PNM is interested in reviewing the plan in public plans to determine relocation options. We would like to meet with you to discuss plans, timing and alternatives.



A personal commitment
to New Mexico

Mail 1
URS C
Attn:]
6501 A

Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555 FAX
E-mail To: roxanne_blatz@urscorp.com

Laurie W. Moya
Coordinator, Regulatory Project
and Public Participation

Alvarado Square
Albuquerque, NM 87158-0600
505 241-2792
Fax 505 241-2363
lmoya@pnm.com
PNM.com

Phone:
E-Mail:

Laurie Moya
PNM Alvarado Square
87158-0600

505-241-2792

Laurie.Moya@pnm.com



Public Involvement Meeting

**Sunport Boulevard Extension
Alignment Study and Environmental Assessment
Bernalillo County Project No. TS09-06
NMDOT Project No. CN A300160, Fed ID 09NM006**

June 3, 2010

Comment Sheet

(Please Print)

Please submit your comments by June 30, 2010.

Alternative A appears to have the least environmental impacts given my knowledge of the area & of the project alternatives.

Analyze utility relocation and utility access effects along all alternatives and at the intersection of Woodward and Broadway.

Proposed Arvo roadway could conflict with distribution electric utility line along this alignment.

Mail To:
URS Corp.
Attn: Roxanne Blatz
6501 Americas Pkwy. NE/ Suite 900
Albuquerque, NM 87110
(505) 855-7500
(505) 855-7555FAX
E-mail To: roxanne_blatz@urscorp.com

Your Name: *Judy Suiter*
Address: *718 Central SW
ABQ, NM 87102*
Phone: *766-6617*
E-Mail: *jsuiter@swep.com*

SUNPORT BOULEVARD EXTENSION
PUBLIC INVOLVEMENT MEETING SUMMARY



Roxanne Blatz/Albuquerque/URSCorp
08/03/2010 09:23 AM

To: Michael Harrington <Michael.Harrington@univarusa.com>, rleichwald@berncov.gov
cc
bcc
Subject: Re: Sunport Blvd Extension Project 

Thank you for your question Michael. We will discuss this internally with the County and have further discussions with you.

Roxanne Bebee Blatz, P.E.
Senior Structural Project Manager
URS
6501 Americas Parkway, NE
Suite 900
Albuquerque, NM 87110
Office 505-855-7500
FAX 505-855-7555
Direct Line 505-855-7475

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Michael Harrington <Michael.Harrington@univarusa.com>



Michael Harrington
<Michael.Harrington@univarusa.com>
08/03/2010 06:37 AM

To: "Roxanne_Blatz@URSCorp.com"
<Roxanne_Blatz@URSCorp.com>
cc
Subject: Sunport Blvd Extension Project

Roxanne,
Univar owns and operates a chemical distribution facility that will be directly impacted by the project. Alternative A would require our tractor trailers to access and exit the facility via the extension. We are very concerned with our ability to safely merge onto and exit off the extension. The plans call for a 50' elevation drop heading west across I 25 and a speed limit of 45 mph. The elevation change will limit visibility for vehicles in both directions. Our trucks and carriers delivering products to our facility are pulling 48' trailers containing hazardous materials. These trucks are very slow to start and stop and have large turning radius's. Another safety issue is we depart for deliveries in the morning and return late afternoon. The sun glare at these times will also limit visibility.

We ask that you consider the safety of our drivers and the public in your evaluation of this alternative. At a minimum the posted speed limit should be reduced to a maximum of 35 mph.

Mike Harrington

Regional Operations Manager
Work: 214-503-5774
Cell: 214-675-3029

6. DISCUSSION QUESTIONS AND SUMMARIES

The following is a paraphrased summary of the questions received. Note that no recording or transcripts of the meeting were made; this information is based solely on notes taken during the meeting.

- Q. What is the schedule for the project?
A. Design should begin in 2010 and construction by 2013
- Q. What deciding factors weigh into the selection of the alternatives?
A. The cost is one of the key factors. Alternative A is the least costly with H being the most costly. Other evaluation criteria includes the amount of right-of-way required for each alternative and impacts to the environment. Items such as the length of the bridge for each alternative impact the cost. Bernalillo County will work to minimize the impacts.
- Q. Are the proposed bridges solid or open so they can have traffic underneath?
A. The design has not been completed but the intent is not to block traffic to Univar, other adjacent parcels, or to the monitoring wells. We will be looking for solutions to this issue.
- Q. Does the City have a master plan for multi-modal facilities? How does this project fit in the any master planning for access to downtown and for bus stops and access to the airport?
A. The final design will incorporate multi-modal transportation issues. As part of a separate study we are looking at multi-modal concepts including rail components. We will be considering all different forms of transportation, including how to get people to the airport.
- Q. Alternative A appears to be the best alternative. What do you need from us to make sure that Alternative A is the chosen alternative?
A. Contact your elected officials and tell them your preference. Other alternatives do have flaws that make them less desirable. Send comments to URS. Alternative A will upgrade both Woodward and Broadway.
- Q. Will the Mid-Region Council of Governments (MRCOG) be looking at the data and representative numbers for job growth, etc., including Kirtland Air Force Base?
A. We have already been looking at data with MRCOG. The data for the 2030 scenarios was extrapolated with MRCOG. We did not look at data any further east than the Airport.
- Q. Has traffic going through the Airport that is not going to the Airport been looked at?
A. We have only looked at traffic to the Airport. Data further east of the Airport has not been analyzed.
- Q. What is the elevation drop between Broadway and I-25?
A. There is a 50 foot drop immediately to the west of the Sunport Interchange. The road then continues on a down grade for a total drop of approximately 120 feet.
- Q. How will the project affect Gibson and Rio Bravo traffic? What are the impacts to Broadway?

- A. Traffic on both Gibson and Rio Bravo Boulevards will decrease in the 2030 scenario. Traffic on Broadway will decrease to the north and increase to the south.
- Q. Will the intersection at the I-25 be signalized?
- A. Both the interchange with I-25 and the intersection at Broadway will be signalized.
- Q. Will you want to see the Ben E Keith estimates for planned growth?
- A. The next phase will look at the effects on businesses in the area. Interviews will be conducted with those affected. There will be changes on Broadway which may affect businesses along Broadway.
- Q. Will there be access to Edmunds and Woodward?
- A. There will be one access point to access the properties both to the north and south. There is no way to put in multiple accesses due to the short length.
- Q. How will this effect access to building owners, such as Mr. Larranaga, at Arno if Alternative A is put into place?
- A. We realize that Mr. Larranaga's property is on the northeast corner of Broadway and Woodward. We will need to discuss access to his property in a separate property owner interview.



Memorandum

Date: June 3, 2010

To: Public Involvement File

cc:

From: Pete Hinckley

Subject: **Sunport Boulevard Extension**
Bernalillo County Project No. TS09-04
URS Project No. 24343112
Summary of Discussions with Public During Open House Portion of the Public Meeting

I had discussions members of the public as follows:

- I spoke with Mark Ulliman, Civil Engineer for site/plant operations with Ben E Keith Foods. Mark noted that Keith had recently purchased a parcel directly north of their previous one, with the objective of using this parcel as a new primary access / egress, and that he had been in the planning stages of laying out internal circulation and truck loading operations, along with access and egress to Broadway. I explained to him that our proposed median channelizing island for the left turn bay (northbound Broadway to westbound Woodward) would interfere with that plan, since the island and turn bay would be in the direct path of the access. I said that we could likely only allow a right in / right out driveway here, at his north location. Mark was receptive to our situation and appeared to be willing to reconsider his access and internal operation. I suggested a future meeting.
- I also spoke with Victor Larranaga, who I believe is owner of the landscape business, Aguamatic. Victor could see by our layout plan of Alternative A that he would lose his present access off of Woodward, when we construct Sunport over it. He also saw the possible intersection and extension of the Arno Street alignment north of Sunport, and how this could provide access to the east side of his parcel. He appeared to be receptive to the situation and our concept; I told him that we would plan to meet with him in the future to discuss.

URS Corporation
6501 Americas Parkway NE, Suite 900
Albuquerque, NM 87110-6367
(505) 855-7500
www.urscorp.com

ient\Public Meeting-1-Summary\Inserts\2010 0603_MFMO_Open House Summary Discussion_PH.doc



Memorandum

Date: June 3, 2010

To: Public Involvement File

cc:

From: Roxanne Bebee Blatz

Subject: **Sunport Boulevard Extension**
Bernalillo County Project No. TS09-04
URS Project No. 24343112
Summary of Discussions with Public During Open House Portion of the Public Meeting

I had discussions members of the public as follows:

- Victor Larranaga – Mr. Larranaga is the owner of the business on the northeast corner of Woodward Road and Broadway Boulevard. He is very concerned with what his access will be with the new project. We reviewed the presentation board outlining Alternative Alignment A and noted that there was a possibility of access off of Arno Road which runs on the east side of his property. Mr. Larranaga realized he would not be able to have access off of Sunport Boulevard.
- Abiel Carrillo, Kevin Eades, Kent Freier, and Charles Garduno of Molzen-Corbin – We discussed once again the traffic and the fact that the project area did not extend to east of the Sunport. Therefore the impact of the project on traffic to the east of the Sunport is not addressed as part of our analysis.
- Alfred H. Volden, President Schwartzman, Inc. – Mr. Volden wanted to introduce himself to me and he provided me with his address. He asked that all questions concerning the Schwartzman properties be addressed to him.
- Dana Beaulieu of Axis/GE – Mr. Beaulieu asked me to send him a copy of Alignment A with the well and piping system they had provided superimposed upon it. I noted we would get that out to him right away.
- David Armstrong of Univar – Mr. Armstrong reiterated the request I had received via an e-mail from Michael Harrington of Univar that we consider a 35 mph speed on the new facility. Univar is interested in this due to their access which would require that the semi trailer trucks accessing and egressing their facility would in some cases be required to make a left hand turn across a two lane roadway. These trucks may be carrying hazardous materials.
- Ken Maestas and Laurie Moye of PNM and Judy Suiter of Zephyr Design – PNM has major facilities which will cross the new facility, especially in the area where it connects to the Sunport Boulevard interchange. I noted that we realized that there would need to be extensive discussions with PNM. All three expressed a preference for Alternative Alignment A.

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8501 Americas Parkway NE, Suite 900
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www.urscorp.com

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APPENDIX I

LETTERS OF RESPONSE TO PUBLIC COMMENT



County of Bernalillo State of New Mexico

Technical Services Department
2400 Broadway SE, Building N
Albuquerque, New Mexico 87102
Office: (505) 848-1500 Fax: (505) 848-1510
www.bernco.gov/technical-services/

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Art De La Cruz, Vice Chair
District 2

Maggie Hart Stebbins, Member
District 3

Lonnie C. Talbert, Member
District 4

Wayne A. Johnson, Member
District 5

COUNTY MANAGER

Tom Zdunck

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Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

January 30, 2014

Esther and Steven Abeyta
2419 William Street SE
Albuquerque, New Mexico 87102

Juan Reynosa
Southwest Organizing Project (SWOP)
211 10th Street SW
Albuquerque, New Mexico 87102

Re: **Sunport Boulevard Extension
NMDOT Project CN A300160 / Bernalillo County Project No. TS 09-06
E-mail to Rodrigo Eichwald / Bernalillo County and Peter Hinckley / URS
dated November 29, 2013 re: Sunport Boulevard Extension
Environmental Assessment and other correspondence as noted below**

Dear Esther, Steven and Juan:

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your letter of October 30, 2011, your e-mail of March 12, 2012, your e-mails of September 27 and 30th, 2013, and your e-mail of November 29, 2013. Consistent with the NEPA process, your comments have contributed to decisions to expand the project scope by including additional studies, public involvement, and major revisions to the Environmental Assessment (EA). Decision makers for this project have personally engaged with you and others in your neighborhood at the San Jose Neighborhood Association meetings in January, 2012 and August, 2013, and the public meetings held on February 9, 2012, and September 18, 2013.

The primary points from your correspondence are addressed below, organized by the major categories of comments. Your comments are in **bold** to differentiate them from our responses. As part of the response, sections of the EA are referenced where each issue is addressed. Additional resource studies regarding air quality and noise will be completed in February 2014 and the revised EA is expected to be released for public review after that time and the incorporation of the results of the studies.

Alternatives: No Build slide showed the things that the community would not get if the extension wasn't built. *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. The slide referenced did indicate that there would be no storm drain or road improvements related to the No Build alternative, simply because that is how the no build alternative is defined, i.e. do nothing.*

The next steps section didn't say anything about the opportunity for an environmental impact statement. *The EA process for the Sunport Boulevard Extension has been underway for the past three years; the September 18, 2013 public meeting is part of the EA process that began with public meetings held in 2010 and 2011. An initial EA was signed on September 15, 2011, and made available to the public for comment. The EA is being revised to expand the analysis in direct response to public comment received throughout the process. 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 of 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.*

Air Quality—Carbon Monoxide levels under clean air benchmarks. *Traffic volumes on area roadways are forecast to increase considerably, with or without the project as indicated in the traffic volume maps shown for 2035 at the meeting. However, although there are significant increases in traffic volumes, the Air Quality Impact Analysis (AQIA) (Cienega, 2011) 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 with the "hot spot" analyses done for the major project intersections. References to a monitoring site located at 201 Prosperity SE are made because this is the closest existing monitoring site to the project study area, and this site is located within the South Valley and within the Mountain View Neighborhood Association Boundaries. Based on the professional judgment of the project's air quality monitoring consultant, it is not expected that use of any other location or other ambient air quality condition will cause an exceedence of the NAAQS standards. However, additional monitoring of existing air quality and modeling of future air quality at this site will be conducted within the next few weeks. As a result of public comment received throughout the project, the air quality analyses have been expanded and results will be included in the revised EA.*

Air Quality—Future growth of polluting industry. 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

Juan Reynosa / SWOP
January 23, 2014
Page 3

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. Specific review of air emissions for any future business or use would be subject to regulatory review by the City of Albuquerque Environmental Health Department, Air Quality Division and NMED in accordance with applicable laws. 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.

In closing, 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 the area and communities. Sunport Boulevard could be a catalyst to establish a higher quality of land use in the industrial properties in 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.

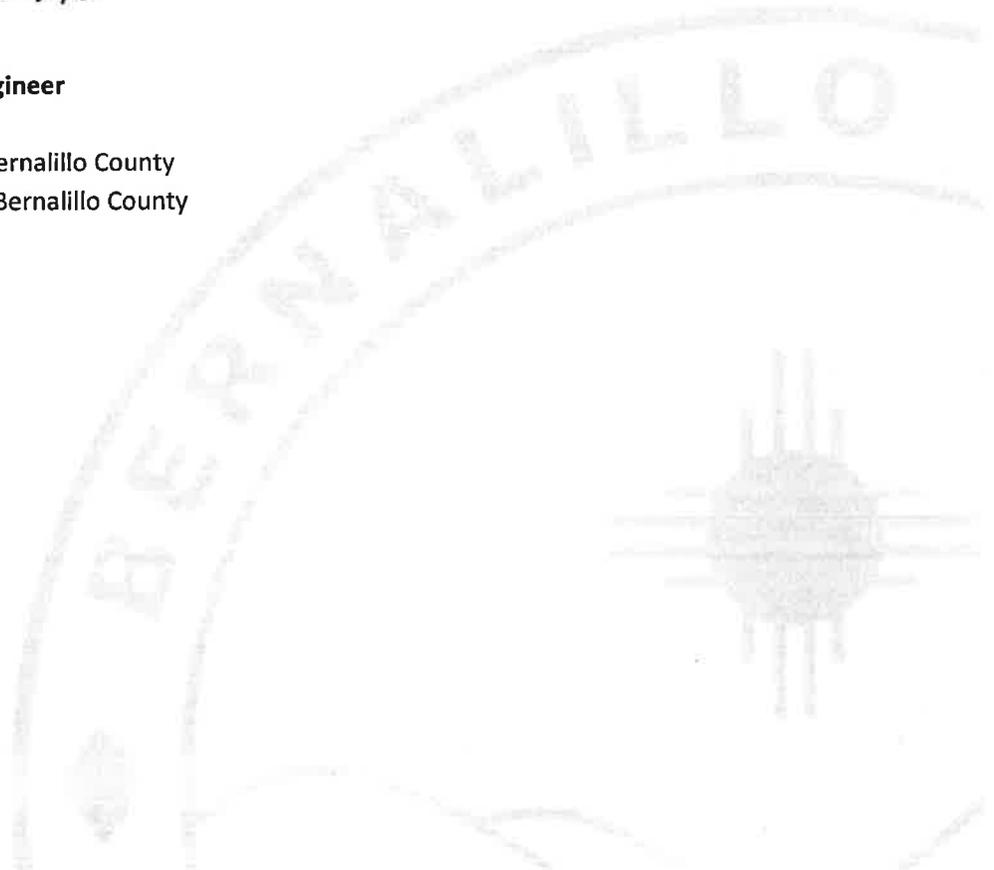
If you have any additional questions or concerns, please send them to me in writing to 2400 Broadway SE, Albuquerque NM 87102 or via e-mail at rleichwald@bernco.gov.

Sincerely,



Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Roger A. Paul, P.E., Bernalillo County
Nolan Bennett, P.E., Bernalillo County
Peter Hinckley, URS





County of Bernalillo
State of New Mexico

Technical Services Department
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January 24, 2014

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District 4

Wayne A. Johnson, Member
District 5

Ted Martinez
Frank Duran
Robert Archuleta
We the People, LLC
7451 Pan American Freeway NE
Albuquerque, New Mexico 87109

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
We the People Letter dated October 17, 2013

COUNTY MANAGER

Tom Zdunek

Dear Messrs. Martinez, Duran and Archuleta:

ELECTED OFFICIALS

Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

Thank you for the comments in your letter dated Oct 17, 2013 that was submitted to Enrico Gradi regarding the Sunport Boulevard Extension Project. 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. It is the opinion of Bernalillo County that the Sunport Boulevard Extension project will be a beneficial factor in contributing to positive change in the area.

If you have any additional questions or concerns, please send them to me in writing at the above address or via e-mail at rleichwald@bernco.gov.

Sincerely,

Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Roger A. Paul, P.E., Bernalillo County
Nolan Bennett, P.E., Bernalillo County
Peter Hinckley, P.E., URS

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E-mail:
adelacruz@bernco.gov

Website:
www.bernco.gov

Assistant:
Dolores Herrera
dherrera@bernco.gov

County of Bernalillo
State of New Mexico



Art DeLaCruz
County Commissioner
District 2

Committee Assignments 2011

Albuquerque/Bernalillo County
Government Commission (ABCGC),
Member

Albuquerque/Bernalillo County
Water Utility Authority, Chair

Board of Finance, Member

Community Schools Partnership,
Member

Legislative Committee, Member

Mid-Region Council of Governments,
Board of Directors, Member

Rio Metro Transit District
Board, Member

February 22, 2012

Angela West, President
Mountain View Neighborhood Association
226 Sunny Slope Street SW
Albuquerque, NM 87102

Dear Ms. Abeyta and Neighborhood Association Members:

I wish to share with you that I support the extension of Sunport Boulevard if it enhances our community. I understand that there are questions that must be answered and foremost that this extension will not adversely affect the community. Also, that the roadway is not just functional but beautiful having had direct input from the public as to how it looks and what plant material is installed. In my estimation, the extension must not draw businesses that are not consistent with our planning guidelines in the adopted upper Mountain View sector plan in and around Rio Bravo, Second Street, Woodward, and Broadway. As you are aware, I have asked staff to move forward to establish new guidelines for area development for commission adoption.

The reason I support the Sunport extension plan in concept is that it will allow an additional way for traffic to enter and exit San Jose, and South Broadway. Additionally, it will allow for the positive development of residential and business efforts in the immediate area. I have asked staff to make every effort to create language and guidelines to discourage undesirable business efforts in the area as we saw with Rainbow Recycling not too long ago. It is my desire and hope that this area become home to smart jobs and clean businesses, which we can all be proud of. I cannot support anything else. I appreciate your involvement in the discussion of this project. I will do everything I can to guarantee that there is significant public input prior to any construction. However, I have to share with you that for some members of the community there is not likely anything that will convince them the project is good for the larger area, regardless. I look forward to working with you on this effort and many others to improve the communities we love.

In the interim, should you have questions on this issue or should you need my help or support on another matter, please, contact me, or my assistant, Dolores Herrera, at 505.468.7448.

Sincerely,


Art DeLaCruz
County Commissioner
District 2

Traffic Impacts

“Impacts from traffic, noise, and air emissions and pollution from the proposed project route ‘A’....increased diesel truck traffic...on top of the pollution that the prevailing winds already blowing across from those polluting industries [near the community].” (October 2011)

“Woodward Avenue was not designed to handle the traffic flows and volumes that will be caused by the selection of Alternative A.” (October 2011)

“The intersection of Woodward Avenue and Second Street...will be subject to much greater flows and volumes of traffic ...[and it] has only a single stop sign.” (October 2011)

“The Sunport Extension Project will not ease traffic congestion in this geographic area – no matter what route is used, the problem with traffic in this area of town needs to be addressed at the corner of Rio Bravo and Second Street (as that is where all the traffic will be going)” (October 2011)

“People living on Arno Street and Wesmeco area concerned that under Alternative ‘A’, Arno Street will become an “access road” to and from the new extension – Arno and Wesmeco have no sidewalks, curb, streetlights, storm drainage, or traffic control devices, so people there are very worried that their streets will become high traffic flow and volume without any improvements....” (October 2011)

Existing traffic conditions and estimated traffic impacts under both the No Build and Build Alternatives are addressed in several sections of the EA. When the EA is available, please review Section 2.2 including Tables 2-1 and 2-2 and related text; and Section 2.4.

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. MRCOG’s findings are summarized below regarding future traffic in the area:

- Traffic volume on Woodward Road is forecast to grow from approximately 6,000 vehicles per weekday currently, to about 16,000 vehicles per weekday in 2035, with no Sunport Boulevard project. Traffic volume on Broadway north of Woodward Road is forecast to grow from approximately 17,000 vehicles per weekday currently to about 48,000 vehicles per weekday by 2035, i.e. by a factor of almost three times the existing traffic volume, without the Sunport Boulevard project.
- Traffic volume is also predicted to increase significantly on Woodward Road if the Sunport Boulevard Extension project is built; traffic volumes on Woodward Road are expected to increase to about 23,000 vehicles per day (44% more) with the project vs. without the project (23,000 vehicles per weekday with the project vs. 16,000 vehicles per weekday without the project).

- Traffic volumes on other area roadways, such as those close to the San Jose neighborhood, are predicted to increase considerably less if the project is built. Broadway north of Woodward is forecast to increase to 38,000 vehicles per weekday (about 21% less) if the project is built; traffic on Gibson east of Broadway is forecast to increase to 26,000 vehicles per weekday if the project is built vs. 38,000 vehicles per weekday if the project is not built. The reason for these reduced volumes is that traffic would have another alternative to use, i.e. Sunport Boulevard.

In summary, traffic volumes are predicted to increase on all area roadways in the future, with or without the Sunport Boulevard project. Traffic increases will be greatest on Woodward Road, and on Broadway south of Woodward Road, however, on the roadways close to residential neighborhoods, traffic is predicted to increase considerably less if the project is built.

We agree with your statements regarding Woodward Road and have modified the project to include development of conceptual plans for the widening of Woodward Road to better accommodate the forecast future traffic volumes that are predicted with the Sunport Boulevard Extension in place. These improvements to Woodward are defined between 2nd Street and Broadway. They would consist of widening to achieve a future four-lane roadway section, including the incorporation of bike lanes and sidewalks in both directions on this segment. In addition, a traffic signal is warranted with the increase in traffic, and that signal, as well as channelization of the intersection of 2nd Street and Woodward, is included in the planned improvements. Bernalillo County will request that MRCOG dedicate funding to Woodward within the 6-year Transportation Improvement Program (TIP).

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.

There is not expected to be any impact on local residential streets in the area as the result of the Sunport Boulevard Extension, including the Wesmeco neighborhood. Previously, a concept was presented for 'stubbing' out the local road north of Sunport Boulevard where it connects to the relocated Woodward Road; this concept has been revised to remove the 'stub-out'. There is no intention of providing a physical connection to Arno Street and the Wesmeco neighborhood from Sunport Boulevard. The distance between Sunport Boulevard's nearest lane and the nearest Wesmeco home is about 560 feet. With this distance, the effects of noise would be below the State and Federal threshold levels for mitigation. Since streetlights would be constructed with 'cut-off' lenses meeting New Mexico dark skies statutes and which direct illumination downward rather than outward, the effects of excess illumination should also be minimal.

Public Health

“The EA fails to address the adverse health impacts – cumulative adverse health impacts – on the San Jose community.” (March 2012)

“The steep grade of the new roadway under Alternative ‘A’ would lead to solvent run-off that would find its way to the Rio Grande.” (October 2011)

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).

Impacts related to hazardous materials and specific consideration of the South Valley Superfund site are addressed in the EA and when available, 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.

Air quality is addressed in the EA and when available, please refer to Section 4.10. 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. Additional air quality analysis is currently underway in response to public comments on the project, and this information will be included in the revised EA.

Potential impacts on water resources and water quality are addressed in the EA and when available, please refer to Section 4.3. Any liquid pollutants that collect on the roadway surface, such as oil and 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 actions reflect best practices and typical treatment of stormwater on transportation projects.

Air Quality (September 2013):

- (a) It is inadequate for the assessment (referring to the one that was out in 2011, as the revised assessment had not been provided to people prior to the public meeting that was supposed to be on the new information) to state that carbon monoxide would remain under clean air benchmarks despite projecting traffic on Woodward would increase by at least four times the current amount once the Extension is completed;**
- (b) Carbon monoxide modeling data is inadequate since it is based upon data collected from a monitoring data at least three miles away from the site;**
- (c) The air quality assessment does not take into account the air impacts from future growth of polluting industries in the area;**
- (d) More data is needed is need on the health and safety impacts of this project on the community**

Air quality impacts are addressed in the EA and when available, please refer to Section 4.10. Additional air quality analysis is currently underway in response to public comments on the project, and this information will be included in the revised EA.

After the original EA was released for public review in September 2011, comments were received stating a concern about the air quality impacts associated with industrial uses that are present in the area and that may locate to the area if the proposed project is implemented. These comments led to additional consideration of cumulative impacts and discussions within Bernalillo County about mitigation or prevention strategies that will be addressed in the revised EA document to be issued in 2014.

At this time, there are no known planned new developments that would result in additional air emissions. 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.

Safety

“Alternative ‘A’ is not designed to handle large truck rigs and traffic of such vehicles – yet the Sunport Extension will encourage development of the type of industries that use such vehicles and they will want to use the new road to get onto I-25 – this will also create traffic hazards due to the 7% grade of the roadway up to I-25.” (October 2011)

“ fails to examine the health and safety impacts of each of the posed alternatives on the San Jose community.” (March 2012)

Safety factors that are related to roadways that have been commented on or otherwise discussed in relationship to this project include driver, pedestrian and bicyclist safety due to traffic operations; and public safety due to street flooding during heavy rainfalls. Regarding 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. These elements are meant to control the operation of traffic in a safe manner, and increase the safety of the traveling public.

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.

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 community health by providing a place for the public to walk and bike

Environmental Justice

"The Environmental Assessment has failed to consider the long-term impacts of the Sunport Project on the community of San Jose which is an environmental justice community, a community that has received, historically, many adverse effects of the heavy industry described above – resulting in two superfund sites, a chlorine company that could wipe out the entire community; these companies are already an environmental stain upon our community which decreases the value of homes and create emissions that harm our health." (October 2011)

"The EA does not adequately examine the adverse impacts of the project on an environmental justice community that has already suffered extensive environmental damage." (March 2012)

Comments that were received after the September 2011 EA was issued for public review directly led to additional analysis and information related to environmental justice, which will be included in the

revised EA to be issued in 2014. Environmental justice is addressed in the revised EA and when available, please refer to Sections 4.13 and 4.14.

Social and Economic Well-being.

"A determination in the EA that there were no significant social, economic, and environmental impacts on our community, despite the fact there will be more traffic, noise, and air emissions and pollution." (October 2011)

"The fact that the Sunport Extension Alternative Route 'A' will create a negative effect on the community's health, safety, general welfare, social, economic and the environment – has not been addressed in the Environmental Assessment." (October 2011)

"Bernalillo County did not use due diligence in assessing the impacts of the Sunport Project on the San Jose community; they failed to evaluate the significant social, economic, and environmental impacts this project is going to have on the families that reside in San Jose." (October 2011)

"No federal funds should be allocated for the Sunport Extension project until the health, safety, general welfare and environmental concerns of the people residing in the geographic areas of San Jose and Mountain View have been addressed."(October 2011)

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), Visual Resources (Section 4.12), Communities and Land Use (Section 4.13), Socioeconomics and Environmental Justice (Section 4.14). In addition, Section 4.23 addresses cumulative impacts.

Citizen /Community Involvement throughout the Process

"Lack of community involvement in the initial decisions on the project." (October 2011)

"No citizen involvement in the evaluation of the alignments." (October 2011)

"No citizen involvement in the plans to relocate the South Valley superfund site ground water monitoring and injection/extraction wells and related waterlines." (October 2011)

"No citizen involvement in the planning and decision making on the long term infrastructure traffic patterns affects on Broadway, Woodward Avenue, Second Street, Arno Street, and William Street....concerned that this project will slow down and disrupt the bus services that many of us here rely on." (October 2011)

"The community was not given a seat at the table from the beginning of the decisionmaking process that lead to the planning of the Sunport Boulevard Extension project." (October 2011)

"The process of the [public] meeting was undemocratic, showed a lack of respect for the persons attending the meeting and their opinions...it was not consistent with the NEPA process to hold a

meeting and not allow people to interact with the speakers by asking questions of them, rather people at the meeting were forced to make comments separately at stations set up around the meeting room; no one at the meeting was allowed to hear that there were other people present who objected to the Sunport project....it was one way communication; this is the opposite of everything Steven and I have read about how the NEPA process is supposed to be done.” (September 2013)

The public involvement process that accompanied the planning and environmental review process is documented in Chapter 6 of the revised EA and several appendices that will be made available in 2014. Initial planning for any federally funded transportation project involves programming of projects through MRCOG’s long range Metropolitan Transportation Plan (MTP) and 6-year Transportation Improvement Plan (TIP), both of which include public meetings as part of the process. The alternatives analysis process for the Sunport Boulevard Extension and study of potential impacts undertaken by Bernalillo County follows standard project development procedures as prescribed by the New Mexico Department of Transportation (NMDOT) as well as the requirements of the US National Environmental Policy Act (NEPA) of 1969. The goal of this process is to methodically evaluate project alternatives in a manner that is transparent and includes opportunities for public input at key milestones where it may be considered prior to decision points.

Traffic volumes and forecasts on study area roads were discussed initially with the public at the June 2010 public meeting. Traffic forecasts on the roadways within and surrounding the project area have been prepared by MRCOG, the transportation planning agency for the Albuquerque metropolitan area, both with and without the Sunport Boulevard Extension. Traffic is forecast to grow considerably over the design life of the project, with or without the Sunport Boulevard Extension. However, 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. As the result of comments from the community, Woodward Road was addressed through the development of a conceptual design and the pursuit of construction funding through MRCOG for the improvements by the County.

Citizen involvement throughout the evaluation of alternatives occurred through a series of opportunities including the following:

- Initial scoping meeting in June 2010
- Public hearing following the release of the initial EA In October 2011
- Public meeting in February 2012
- Public meeting in September 2013 while analysis was ongoing in response to previous public comments and concerns.

Notification for these meetings included newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. In addition, project decision makers have engaged in smaller group discussions including the San Jose neighborhood meetings in January 2012 and August 2013 as well as individual/smaller group meetings. 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.

Another topic that you have brought up is citizen involvement in the plans to relocate the South Valley Superfund Site groundwater wells and waterlines. Relocation of the wells and waterlines required by the project (i.e. those directly located within the proposed roadway 'footprint') represent a very small part of these overall remediation systems. As time has gone on, some of these wells and waterlines have already served their purpose and are being closed and removed. The requirement for continued operation of the groundwater remediation systems is thoroughly understood and supported by the County and the project team. The necessary changes to the system would be kept to a minimum, funded by the County, and constructed by the current operators of this same remediation system. It should be noted that these systems are remediating deep groundwater, generally at least 700 feet below the surface, allowing flexibility in the location of surface components. The public was made aware of these relocations at the October 2011 public hearing. The US Environmental Protection Agency (EPA) and the NMED are aware of the project plans and are in agreement with the approach being taken, with no further issues foreseen.

Regarding your concerns about the format of the September 18, 2013 public meeting, that meeting was organized by the County in collaboration with an outside mediator in order to allow for direct contact between attendees and technical staff /project decision makers. Project staff were placed at information stations to give the public the opportunity to comment on the project and interact with the project team. This approach was taken so that staff could take as much time as needed to discuss questions and project issues with meeting attendees. Comments and questions were noted on the large notepads provided at each station so that other attendees could be aware of the discussion topics. These comments are now part of the project record, in addition to the comment forms that participants filled out. Please note that NEPA requires the opportunity for public input into the NEPA process; however, these requirements are not so specific as to direct the format of each public meeting held during the project development phase. The approach taken was intended to allow for long or complicated comments to be heard and discussed as needed.

Your comments also note a concern regarding the continued operation of the local bus route, Route 16/18, with traffic increases on Woodward. With the aforementioned Woodward Road improvements, a traffic signal is planned for the intersection of Woodward and 2nd Street. Since this intersection is only 900 feet away from the Woodward / William intersection, left-turning bus traffic from William onto Woodward would benefit from the gaps created by the traffic signal operation, allowing buses to make the left while oncoming traffic from 2nd Street is stopped at the signal. Bus service would not be prohibited or restricted on Woodward as the result of the Sunport Boulevard Extension. The County has consulted with transit planners from ABQRide, and they report other factors will also be considered in bus routing such as ridership numbers, suitable locations for driver stops/breaks, and operational efficiencies. ABQRide is expected to maintain the Route 16/18 Service as needed by the community,

and in conjunction with their typical route planning procedures. This topic will be addressed in the revised EA and when available, please refer to Section 4.18.

Accommodation of Special Needs in the Public Involvement Process

“Need for bilingual notification of the project, meetings, a copy of the EA available in Spanish, and competent translators at any meetings.” (October 2011)

“Need for special accommodations to the socio-economic position of people in the San Jose community, many of whom have a low income and lack of formal education.” (October 2011)

We appreciate your calling our attention to the need for public information to be bilingual and made available in Spanish as well as English. A Spanish translator was provided at the September 18, 2013 public meeting and the County’s Project Engineer, Rodrigo Eichwald, who has been present at all project meetings, is also bilingual. Meeting announcement materials were also issued in both Spanish and English, and an advertisement notice for the meeting was printed in Spanish in the South Valley Ink newspaper. We will continue to provide meeting materials in both Spanish and English, and to provide translators at the public meetings. We have also provided information that the general public can understand, regardless of their economic status or degree of education. Information such as the ‘Frequently Asked Questions’ that were provided at the August 8, 2013 San Jose Neighborhood Association meeting, and at the September 18, 2013 public meeting are intended to provide explanation and answer questions before they come up, for persons of all income and education levels. We have stated that project staff were available at the public meetings to explain the project and to answer the questions of any member of the public, and we will continue to do so. We will provide the Executive Summary of the EA in Spanish.

Land Use Conflicts

“The communities of San Jose and Mountain View are communities with vacant lots zoned “M-2: Heavy Manufacturing Zone”; as a result of this we have a disproportionate amount of heavy, polluting industry as compared to other neighborhoods in Bernalillo County and the City of Albuquerque; this type of industry is in and around our residential homes and is unattractive, poorly buffered from the residences...concerned that the Sunport Extension will attract more of this type of heavy, polluting industry to area around our community (previous EA states this is an intent of project).” (October 2011)

“Attracting more heavy industry...has a negative economic impact on the community – destabilizing the residential area by creating pressure for conversion to more intense uses...” (October 2011)

“The development of more heavy industry due to the new roadway will make it less desirable for developers of lighter, less-polluting industries which seek [to] locate in area with similar light commercial uses.” (October 2011)

The EA is being revised and expanded to address these and similar comments that were received after the initial EA was released for public review in September 2011 and when available, please refer to Sections 4.13 and 4.14. The current M-2 Heavy Manufacturing zoning designation for this area allows heavy industrial development. At the public meetings held in 2012, County planners suggested a model for the County and community to consider in guiding future development in the area. Bernalillo County has created a design overlay standard to work in tandem with existing zoning designations for the Mountain View industrial area. The formal bounds of the San Jose/Mountain View Design Overlay (aka the Sunport Commerce Center Design Overlay) include Woodward Road to the north, I-25 to the east, Rio Bravo Boulevard to the south, and 2nd Street to the west. The draft overlay provides more detailed requirements than in current zoning regulations for site, building, parking, and landscape standards that will be applicable to all new development, and any addition to an existing building that is 1,000 square feet or more. The intent of the plan is to “positively influence development patterns in an effort to shape and enhance the character and identity of Upper Mountain View”. This plan would provide standards and guidelines for architectural character; building orientation, height, and setbacks; pedestrian and bicycle facilities; parking and access; landscaping, fencing and walls; lighting; and signage, and would apply to the unincorporated portion of the project area that is under County jurisdiction. One of the objectives of applying the overlay standards is to capitalize on the economic development potential of the area while decreasing the scale and types of uses that would result in adverse impacts on nearby communities. The design overlay specifically seeks to promote clean industry within the area. Encouraging clean development and avoiding more dirty industry is a mutual goal and expectation of the community, the County and the City for the area surrounding the Sunport Boulevard Extension.

Drainage

“In the area of Woodward and Broadway there is limited drainage and no sidewalks; when it rains huge ponds of water form....Alternative ‘A’ will worsen stormwater run-off in this area.” (October 2011)

Street flooding is known to be a problem in the vicinity of the present Broadway Boulevard / Woodward Road intersection. This problem was recently seen again in the September 2013 storms. This area is within a FEMA designated floodplain, and is subject to inundation in major storms. To address this problem to some degree (the project focus is not large scale drainage improvements), the grade of this intersection would be raised 0.7 feet with the project. This would help to alleviate some of the past flooding problems that have occurred and reduce the frequency for flooding that has been a problem at the intersection. In addition, the new roadway would include a complete storm drainage system designed with capacity for future conditions, with a series of inlets and storm drain pipelines to carry storm flows into detention ponds. So rather than exacerbating the flooding situation, the construction of Alternative A would greatly improve the flooding situation in this area.

Proximity to Superfund site

“Alternative ‘A’s too close to the South Valley Superfund site.”

Alternative A does cross the northern portion of the South Valley Superfund Site. The original site is actually very large, extending well south of Woodward Road. Both Alternatives D and H would also cross a significant portion of the site and none of the alternatives would have avoided the Site. Neither the project team nor the Federal reviewing agencies, the EPA and the Federal Highway Administration (FHWA), anticipate any pollutants or toxins to be released related to the roadway construction or operation. All roadway construction will be within 10-25 feet of the existing ground surface and the deep groundwater zone that is being remediated in the area is located about 700 feet below the ground surface. When the revised EA is available, please refer to Section 4.20 for information on this topic.

Alternatives

“The alternative section of the EA is not well developed and the fact that Alternative ‘A’ will cost less does not justify the potential damage to the San Jose community.” (March 2012)

The discussion of Alternatives in Chapter 2 of the initial EA has been revised and expanded for comprehensiveness and clarity. As presented at the public meetings, three alternatives were developed for the location and alignment of the Sunport Boulevard Extension. Alternative A was determined to be the Preferred Alternative for a number of reasons, most related to engineering feasibility issues associated with the other alternatives, as discussed in the EA. The selection of Alternative A as the Preferred Alternative 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.

NEPA Compliance Document

“...the EA is not sufficient and a detailed and complete Environmental Impact Study must be done in order to meet federal commitments to assure that environmental justice is adequately and properly addressed in the NEPA process.” (March 2012)

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 released in 2014 and a public review period occurs – the FHWA may determine to issue a Finding of No Significant Impact, *or* recommend the development of an EIS and Record of Decision (ROD).

Review of the EA

“We think that given the lower level of education in our community, that there should be at least sixty (60) days for people to read the “new” revised EA before they are invited to a public hearing on the “new” revised EA at which it will be presented by you and there will be an opportunity for public discussion of the plan and people to put into the record their comments and concerns. It should be an “on the record” hearing at which there will be Spanish language translators and materials presented in both English and Spanish. It should be noticed prominently to the community at least 30 business

Esther & Steven Abeyta
Juan Reynosa
January 30, 2014
Page 13

days before it is held in a place that is handicapped accessible and convenient to all members of the community..." (November 2013)

Bernalillo County will distribute the revised EA for public review and conduct a public meeting during the review period. NEPA requires a 30 day public review period, and the County, following consultation with the NMDOT, will adhere to the typical NEPA protocol and 30 day review period. The provision of Spanish translators and translations was discussed in a previous section of this letter.

Again, thank you for your interest in the project. We understand and appreciate your concern for doing the right thing for your community. We believe that by working cooperatively, we have improved the project and mitigated its impacts. If you have any additional questions or concerns, please send them to me in writing at the above address or via e-mail at rleichwald@berncogov.

Sincerely,



Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Roger A. Paul, Bernalillo County
Nolan Bennett, Bernalillo County
J. Don Martinez, FHWA
Matthew Tejada, FHWA
Greg Heitmann, FHWA
Blake Roxlau, NMDOT
Peter Hinckley, URS





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January 22, 2014

Deanna M. Baca
Via e-mail bacadeanna@gmail.com

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
E-mail dated September 29, 2013

Dear Ms. Baca:

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your e-mail. We understand that the San Jose and Mountain View communities have experienced a long history of pollution, health, environmental and economic problems that have impacted the quality of life in those communities. The comments received from the public have led to expanded environmental analyses to investigate potential impacts of the proposed project, which will be documented in a revised Environmental Assessment (EA) that will inform agency decision making. Your memo raises a few concerns that we have attempted to address below. This response follows the chronology of your memo, with your main points paraphrased here.

No contact about the Sunport Boulevard project between February 2013 and August 2013 except for neighborhood association meeting on May 16, 2013. *During this period of time, the County and its consulting engineer were conducting meetings with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) to determine the course of action that would be followed in revising the Environmental Assessment (EA); were developing conceptual plans and a construction cost estimate for improvements to Woodward Road between 2nd Street and Broadway; and were beginning an update of the EA document. In addition, the County requested a meeting with the Neighborhood Association (NA) on February 27, 2013 via the NA's email address. A response was received from Ms. Colbert of the NA on March 8, 2013 indicating the NA would like to meet and would be back in touch about a time. The County also requested to speak with the NA via email about the project on May 7, 2013; the County was then invited to the May 16, 2013 NA board meeting. Also, on July 10, 2013 the County was requested to give a briefing on the status of the project which took place at the meeting on August 8, 2013.*

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County did not allow people attending the meeting in September to voice their questions. *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. The format of the September meeting was intended to allow for detailed one-on-one discussions between agency and project staff and members of the public with concerns and questions. All of the input received at the meeting was documented, including on large tablets that were visible to all attendees. This information is part of the project record, included in the EA and thus available for public review. The newspaper advertisement that mentioned the question and answer period was prepared before the meeting format was finalized. The question and answer opportunity was provided in the small group / information station setting.*

Lady from the County who was not aware of where the County wants to place the road. *As we have explained in e-mails between you and Rodrigo Eichwald, the person to whom you were speaking was apparently a member of the general public, not a representative of Bernalillo County.*

Don't want the Sunport Boulevard built on Alt. A, do not need more pollution, traffic, hurt. *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 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 to the 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.*

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. The following are the key measures of pollution prevention that were addressed in the development of the project and/or the EA.

- *Air Quality—An Air Quality Impact Analysis report (AQIA) (Cienega, December 2011) has been prepared for the project. The findings of this report are that the US Environmental Protection Agency's health-protective National Ambient Air Quality Standards for Carbon Monoxide (the pollutant that is typically generated by motor vehicles and would change as the direct result of the implementation of the proposed project) would not be exceeded.*
- *Water Quality—Surface water quality would be maintained with the use of detention ponds; two ponds are currently planned on the project. These ponds would directly collect the stormwater*

runoff from the roadway and contain it, along with anything else that runs off from the roadway such as grease or oil, preventing the conveyance of debris and pollutants into downstream waterways. The ponds themselves would be cleaned by Bernalillo County maintenance staff.

- *Groundwater Remediation—There is a major groundwater remediation system currently operating in the vicinity of Woodward Road, east of Broadway, to clean up a portion of the South Valley Superfund Site. This system is cleaning up industrial pollution in deep groundwater, several hundred feet below the surface. Although the proposed Sunport Boulevard extension would require some minor relocation of injection and extraction wells and associated pipelines, the system would continue to operate and groundwater remediation would not be affected or delayed by the project.*
- *Land Use—Bernalillo County and their planning consultant have developed the draft San Jose / Mountain View Design Overlay plan, a planned regulatory document that provides more detailed requirements than in current zoning regulations for site, building, parking, and landscape standards that will be applicable to all new development, and any addition to an existing building that is 1,000 square feet or more. 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.*

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 grow considerably by 2035, even without the project being implemented. MRCOG's findings are summarized below regarding future traffic in the area:

- *Traffic volume on Woodward Road is forecast to grow from approximately 6,000 vehicles per weekday currently, to about 16,000 vehicles per weekday in 2035, with no Sunport Boulevard project. Traffic volume on Broadway north of Woodward Road is forecast to grow from approximately 17,000 vehicles per weekday currently to about 48,000 vehicles per weekday by 2035, i.e. by a factor of almost three times the existing traffic, without the Sunport Boulevard project.*
- *Traffic volumes are predicted to grow even more significantly on Woodward Road if the Sunport Boulevard Extension project is built; traffic volumes on Woodward Road are expected to increase to about 23,000 vehicles per day(44% more) with the project vs. without the project (23,000 vehicles per weekday with the project vs. 16,000 vehicles per weekday without the project).*
- *Traffic volumes on other area roadways, such as those close to the San Jose neighborhood, are predicted to increase considerably less if the project is built. Broadway north of Woodward is forecast to increase to 38,000 vehicles per weekday (about 21% less) if the project is built; traffic on Gibson east of Broadway is forecast to increase to 26,000 vehicles per weekday if the project is built vs. 38,000 vehicles per weekday if the project is not built. The reason for these reduced volumes is that traffic would have another alternative to use, i.e. Sunport Boulevard.*

In summary, traffic volumes are predicted to increase on all area roadways in the future, with or without the Sunport Boulevard project. Traffic increases will be greatest on Woodward Road, and on Broadway south of Woodward Road, however, on the roadways close to residential neighborhoods, traffic is predicted to increase considerably less if the project is built.

Bernalillo County understands that the San Jose Community has experienced pollution, health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is very important in improving the vitality of the area and communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties in 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.

If you have any additional questions or concerns, please send them to me in writing at 2400 Broadway SE, Albuquerque NM 87102 or via e-mail at rleichwald@bernco.gov .

Sincerely,
Rodrigo L. Eichwald, P.E.
Bernalillo County



Engineer

Copies: Roger A. Paul, Bernalillo County
Nolan Bennett, Bernalillo County
Peter Hinckley, URS





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January 22, 2014

Olivia and Donnie Greathouse
Via email greathousedonnie02@gmail.com

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
E-mail dated September 29, 2013

Dear Mr. and Mrs. Greathouse:

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your e-mail. We understand that the San Jose and Mountain View communities have experienced a long history of pollution, health, environmental and economic problems that have impacted the quality of life in those communities. The comments received from the public have led to expanded environmental analyses to investigate potential impacts of the proposed project, which will be documented in a revised Environmental Assessment (EA) that will inform agency decision making. Your memo raises a few concerns to which we respond below.

'Too much pollution already / don't need any more that will come with this road'. 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. The following are the key measures of pollution prevention that were addressed in the development of the project and/or the EA.

- Air Quality—An Air Quality Impact Analysis report (AQIA) (Cienega, December 2011) has been prepared for the project. The findings of this report are that the US Environmental Protection Agency's health-protective National Ambient Air Quality Standards for Carbon Monoxide (the pollutant that is typically generated by motor vehicles and would change as the direct result of the implementation of the proposed project) would not be exceeded.

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- **Water Quality**—Surface water quality would be maintained with the use of detention ponds; two ponds are currently planned on the project. These ponds would directly collect the stormwater runoff from the roadway and contain it, along with anything else that runs off from the roadway such as grease or oil, preventing the conveyance of debris and pollutants into downstream waterways. The ponds themselves would be cleaned by Bernalillo County maintenance staff.
- **Groundwater Remediation**—There is a major groundwater remediation system currently operating in the vicinity of Woodward Road, east of Broadway, to clean up a portion of the South Valley Superfund Site. This system is cleaning up industrial pollution in deep groundwater, several hundred feet below the surface. Although the proposed Sunport Boulevard extension would require some minor relocation of injection and extraction wells and associated pipelines, the system would continue to operate and groundwater remediation would not be affected or delayed by the project.
- **Land Use**—Bernalillo County and their planning consultant have developed the draft *San Jose / Mountain View Design Overlay* plan, a planned regulatory document that provides more detailed requirements than in current zoning regulations for site, building, parking, and landscape standards that will be applicable to all new development, and any addition to an existing building that is 1,000 square feet or more. 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.

‘Don’t want the traffic that comes with this road’. 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 grow considerably by 2035, even without the project being implemented. MRCOG’s findings are summarized below regarding future traffic in the area:

- Traffic volume on Woodward Road is forecast to grow from approximately 6,000 vehicles per weekday currently, to about 16,000 vehicles per weekday in 2035, with no Sunport Boulevard project. Traffic volume on Broadway north of Woodward Road is forecast to grow from approximately 17,000 vehicles per weekday currently to about 48,000 vehicles per weekday by 2035, i.e. by a factor of almost three times the existing traffic, without the Sunport Boulevard project.
- Traffic volumes are predicted to grow even more significantly on Woodward Road if the Sunport Boulevard Extension project is built; traffic volumes on Woodward Road are expected to increase to about 23,000 vehicles per day(44% more) with the project vs. without the project (23,000 vehicles per weekday with the project vs. 16,000 vehicles per weekday without the project).
- Traffic volumes on other area roadways, such as those close to the San Jose neighborhood, are predicted to increase considerably less if the project is built. Broadway north of Woodward is

forecast to increase to 38,000 vehicles per weekday (about 21% less) if the project is built; traffic on Gibson east of Broadway is forecast to increase to 26,000 vehicles per weekday if the project is built vs. 38,000 vehicles per weekday if the project is not built. The reason for these reduced volumes is that traffic would have another alternative to use, i.e. Sunport Boulevard. In summary, traffic volumes are predicted to increase on all area roadways in the future, with or without the Sunport Boulevard project. Traffic increases will be greatest on Woodward Road, and on Broadway south of Woodward Road, however, on the roadways close to residential neighborhoods, traffic is predicted to increase considerably less if the project is built.

'Consider other routes, not route A'. Following an extensive analysis of alternatives to meet the need for a 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 public meetings throughout the planning process. Alternative D and Alternative H, located to the south of Woodward Road, both have critical engineering issues. 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.

Bernalillo County understands that the San Jose Community has experienced pollution, health and environmental concerns due to some of the past land uses and industries that have operated in the area. Appropriate land use is very important in improving the vitality of the area and communities. The Sunport Boulevard Extension could present a way to create a higher level of land use in the industrial zoned properties in 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.

If you have any additional questions or concerns, please send them to me in writing at 2400 Broadway SE, Albuquerque NM 87102 or via e-mail at rleichwald@bernco.gov .

Sincerely,
Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer



Copies: Roger A. Paul, P.E., Bernalillo County
Nolan Bennett, P.E., Bernalillo County
Peter Hinckley, URS



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January 24, 2014

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Lili Farhang, MPH

Sara Satinsky, MCRP, MPH

Human Impact Partners

Via e-mail lili@humanimpact.org, sara@humanimpact.org

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
Human Impact Partners Letter dated September 27, 2013

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Dear Ms. Farhang and Ms. Satinsky:

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your letter and your role as an advocate for improving the quality of decision making with consideration given to the health impacts of transportation and land use projects. We understand that the San Jose and Mountain View communities in the project area have experienced a long history of health, environmental and economic problems that have impacted the quality of life for residents in those communities.

Your letter raises a few questions and concerns that we address below. This response follows the chronology of your letter, with your topic headings paraphrased here.

1. Make data regarding existing traffic congestion on the arterials...publicly available.

Bernalillo County has listed the previous reports prepared for the Sunport Boulevard Extension project on the County's website, including the Alignment Study Report for the Sunport Boulevard Extension (URS, November 2011). The reports are identified as being available for review at the County Public Works Office, located at 2400 Broadway SW in Albuquerque. Data on "existing" traffic volumes (2008) and operational levels of service for the intersections of Sunport Boulevard / I-25 Ramps and at Broadway Boulevard / Woodward Road is shown in Section 3.2 of that report.

A Technical Memorandum that updates certain elements of the Alignment Study is being prepared and will be made available for public review upon completion. This Technical Memorandum focuses primarily on Woodward Road; however, traffic volume counts for area roads updated to 2011 and traffic volume forecasts for 2035 will also be included in the Technical Memorandum.

Traffic volumes are forecast to grow considerably in both the no-build and build scenarios in the future as forecast by the Mid Region Council of Governments (MRCOG). Traffic "congestion" is not currently a major issue with respect to Broadway Boulevard, Gibson Boulevard, or the east leg of Sunport Boulevard. Congestion does occur on Rio Bravo Boulevard and I-25. However, congestion will become a much more significant factor in 2035 than it is currently for these roadways. The scope of the Sunport study did not include an operational analysis of the area's arterial roadways for existing conditions. However, various other projects and studies have also been conducted by the NMDOT that may shed light on existing traffic volumes and congestion. The NMDOT can be consulted for further information on the following projects:

- NMDOT CN A300280, Alignment Study Report—I-25 / Rio Bravo Boulevard Interchange, Phase 1A Initial Evaluation of Alternatives (Gannett Fleming West, January 2013).
- NMDOT CN A301100, South I-25 Freeway Operations Study, Phase 1-A Alternative Analysis, (Parsons Brinckerhoff, draft). This report addresses the I-25 / Gibson Boulevard Interchange.

In addition, another study conducted for the Sunport Boulevard Extension and for Bernalillo County, the Interchange Modification Report, addressed traffic volumes and operations for 2015, defined as the "opening day" forecast, for both the build and no build scenarios. These scenarios represent the traffic volumes predicted by MRCOG for Sunport Boulevard and the I-25 / Sunport Boulevard Interchange. The following draft report can be obtained from Bernalillo County:

- NMDOT CN A300160, Interchange Modification Report (IMR), Sunport Boulevard Extension (URS, May 2012 draft).

2. Provide an explanation of inputs and assumptions used in predicting traffic increases and changes in heavy truck traffic.

All traffic forecasts were developed by MRCOG. MRCOG is the agency with responsibility for transportation planning in the Albuquerque Metropolitan Planning Area (AMPA). As part of this responsibility, MRCOG develops a long range transportation plan, labeled as the Metropolitan Transportation Plan (MTP). Data used for traffic forecasts on the project came from MRCOG's 2035 MTP which uses a travel demand model based on future projections of population and employment growth, and employs accepted scenarios of where this population and job growth are most likely to occur. Since the MTP includes local plans for future transportation improvements from member governments, the Sunport Boulevard Extension is included in the MTP. For purposes of comparison of build and no build, Bernalillo County requested a no build scenario from MRCOG, removing the Sunport Boulevard Extension from the plan and rerunning the model to determine traffic assignment and distribution onto

other area streets. The 2015 and 2035 Build and No Build model data were thus directly provided by MRCOG for this project.

By design, the MRCOG models typically include those roadway network improvements that have been identified as part of the future MTP. One basic assumption of the 2035 MTP is that there are no new bridge crossings of the Rio Grande. East-west traffic volume growth crossing the Rio Grande is planned to be addressed with use of improved mass transit facilities. For the project study area, the current river crossings, Rio Bravo Boulevard and Bridge Boulevard, are assumed to be the only river crossings. MRCOG can be consulted for further definition of detailed assumptions and inputs within the travel demand model.

Future truck traffic on Sunport Boulevard was shown in the *Frequently Asked Questions* document as being 11% of the total traffic mix. Since the proposed new roadway extension of Sunport Boulevard does not exist today, there are no existing traffic counts or vehicle classification data for existing traffic. Future traffic on Sunport Boulevard has been *estimated* to contain 7% single unit trucks (non-trailers) and 4% semi-trailers, for a combined total of 11%. This number was estimated from comparisons with other existing roadways in the project study area, done in 2010 with 2008 and earlier data. Comparisons were made based on available data on the existing area roads. The closest physical comparison is on Broadway Boulevard, since Sunport Boulevard will terminate at Broadway. Traffic volumes on Broadway, north of Rio Bravo Boulevard were recently counted and classified by MRCOG in July 2013. The count / classification data on Broadway north of Rio Bravo is as follows: 11.87% single unit trucks, and 5.97% semi-trailer trucks. This current total is almost 18% trucks. (Note that this percentage is derived from a single point in time. This data represents the 24 hour average volume taken from a 48 hour count obtained on July 29-30, 2013.)

Truck traffic on Sunport Boulevard has been assumed (at 11%) to be somewhat less than that on 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 most critical factor in roadway design is the percentage of heavy trucks, i.e. the semi-trailers. With the range described above between 4% on Sunport Boulevard and 6% on Broadway, the difference between them (2%) is negligible for geometric design purposes; this precision would be important in pavement design only.

The Sunport Boulevard Extension will 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 and this grade, heavy trucks will be operating in fairly low gear, not getting up to efficient highway travel speeds which may reduce the use of Sunport Boulevard by heavy trucks. 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. There are no truck

volume prediction models in common use and truck traffic forecasting within small geographic areas such as the project study area is typically based on extrapolation of past use, unless some specific new facility or other attraction is added to the area.

3. Provide air quality modeling information for the six principal pollutants identified by the EPA. An Air Quality Impact Assessment (AQIA) for this project was prepared (Cienega Environmental, December 2011) to identify traffic related carbon monoxide (CO) levels from the proposed project (i.e. a "hot spot" analysis). 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 would 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.

Industrial pollutants have been addressed to some degree in the Air Quality Review report (Cienega Environmental, September 2013) that was prepared in response to public comment on this project. This report noted that there are 25 industries that are located within the area between I-25, Rio Bravo, Second Street, and Gibson, with air quality permits on record with the AQD. These permits identify the type and degree of pollutants from each operation. No modeling of other future scenarios relative to additional permits has been performed by this project since it would be speculative to assume any particular type or magnitude of development. The AQD would review new applications for air emissions permits in accordance with applicable laws and codes, including any requirements for modeling.

Additional monitoring of air quality in the immediate project area, and modeling of future air quality with and without the project in place, using the latest USDOT prescribed methodology is being performed within the next few weeks. This modeling will be performed in accordance with requirements for a transportation project. Additional modeling of other non-transportation related pollutants is considered outside of the scope and applicable level of investigation for this project.

4. Make available online the "Frequently Asked Questions" document and any other materials for attendees of the September 18, 2013 meeting.

The Frequently Asked Questions document and the slide show / power point presentation were both placed on the County's website shortly after the public meeting and receipt of your comment letter. The County has endeavored to make project information readily available to the public in an effort to promote better understanding of the project issues and findings.

Lili Farhang & Sara Satinsky
January 24, 2014
Page 5

If you have any additional questions or concerns, please send them to me in writing at 2400 Broadway SE, Albuquerque NM 87102 or via e-mail at rleichwald@berncos.gov.

Sincerely,



Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Roger A. Paul, P.E., Bernalillo County
Nolan Bennett, P.E., Bernalillo County
Peter Hinckley, P.E., URS





County of Bernalillo State of New Mexico

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COUNTY MANAGER

Tom Zdunek

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Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

February 28, 2014

Colonel Tom D. Miller, USAF
Commander
377 ABW/CC
2000 Wyoming Blvd SE
Kirtland AFB, NM 87117-5000

Re: **Sunport Boulevard Extension Project**
Bernalillo County Proj. No. TS 09-06
NMDOT CN A300160

Dear Colonel Miller:

Thank you for the comments in your letter dated Oct 28, 2013 that your office submitted regarding the Sunport Boulevard Extension Project. Bernalillo County offers the following in response to the two major comments that were identified in the letter.

1. Future Development

The land uses that have been established decades ago in the vicinity of runway 8-26 have been a challenge for Bernalillo County for quite some time. In many ways, we are fortunate, in that the vast majority of the zoning designations and land uses are of an industrial nature and residential development is far less prevalent. In many of the land use planning documents for this area of the county, information has been provided regarding the location of the runway and the associated sound contours. Much of this data was provided as a means of disclosure to county staff and public or private interests that may be considering development scenarios for the area.

Today, we are in a position where much of the area under discussion has entitled property rights that are constitutionally protected which makes it extremely difficult to change the land use designations. However, the JULUS study contains some very specific recommendations that allow for notification and communication between KAFB and Bernalillo County with regard to the types of land uses that are, or may be, proposed in this area in the future.

The staff at the Planning and Development Services Department is available at any time to begin to coordinate a process whereby KAFB can be notified of development proposals in those areas of concern. There is currently a system for notification and distribution of land use proposals that Bernalillo County uses to notify adjacent jurisdictions and neighborhoods associations that can be modified to allow KAFB to be updated with current land use, planning and development scenarios for the area of concern.

2. Railroad Easement

As you are aware, the preferred roadway alignment alternative for this project is Alternative A, the northerly-most alternative, and one that does not physically cross the Kirtland railroad spur track. However, you raise issues of possible drainage impacts resulting from the project. A Preliminary Drainage Report was prepared for this project by Bernalillo County's consulting engineer, URS Corporation, dated February 2011. (A copy of this report is enclosed.) We believe that this report generally provides the answers to the drainage questions that have been raised in your letter. To that end, we have asked our engineering consultant to review the Preliminary Drainage Report and they have provided the following specific responses to the comments.

The Sunport Boulevard Extension between I-25 and the San Jose Drain will not increase runoff to the San Jose Drain or to the existing mainline railroad tracks to the west of the project, or the railroad spur tracks that are the subject of your comments. The watershed sub-basins for the existing situation appear on Figure 4 in the Preliminary Drainage Report; proposed sub-basins on shown in Figure 5 of the same report.

The existing total flow that reaches the Broadway/Woodward intersection is 22.6 cfs. This is the sum of unrouted existing runoff from sub-basins XM, XQ, XR, XP, XS taken from the Table 4.1 of the report. Please note that sub-basins XC, XG, and XJ do not contribute runoff that reaches the Broadway/Woodward intersection.

After the Sunport Boulevard Extension project is constructed and the associated drainage improvements are in place, the combined flow into the Woodward Road storm drain will be approximately 13 cfs (*for a decrease of approximately 10 cfs*). The summary of routed flows (with the effect of proposed detention basins) are shown on Table 5.2 of the report. These flows are based on the Arid Lands Hydrology Model (AHYMO) analysis that was provided in Appendix C of the report.

The runoff along Woodward Road between the San Jose Drain and Broadway Boulevard will increase from 5.8 cfs to 6.7 cfs. An undetermined portion of the existing runoff presently bypasses the San Jose Drain. However, all of the proposed runoff will be captured by new curb & gutter and storm drain inlets along the improved roadway. After the roadway and drainage improvements are in place, all of the runoff from Woodward Road will be collected and will discharge into the San Jose Drain. Therefore, the *amount of flow that would reach the railroad should decrease.*

Colonel Tom Miller
Sunport Boulevard Extension
February 28, 2014
Page 3

Since all of the runoff from the roadway improvements will be captured by either the South Diversion Channel or the San Jose Drain, there will be no increase in runoff that reaches the Kirtland railroad spur due to the project. The Final Drainage Report (to be prepared as part of the future final design phase of the project) should include an additional figure that shows the side-by-side comparison of flows at key points to clarify the positive effects of the project. These findings will also be discussed in a similar manner in the Conclusions chapter of the Final Drainage Report.

Thank you for your comments and we look forward to working with you more on this project and others.

Sincerely,



Rodrigo Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Peter Hinckley, URS
Nolan Bennett, BCPWD
Roger Paul, BCPWD
Enrico Gradi, BCZBPD





County of Bernalillo State of New Mexico

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January 24, 2014

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Jim Wible, CCIM
Rich Diller, CCIM, SIOR
Keith Meyer, CCIM, SIOR
Maestas & Ward
6801 Jefferson Street NE, Suite 200
Albuquerque, New Mexico 87109

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
Maestas & Ward Letter dated October 15, 2013

COUNTY MANAGER

Tom Zdunek

Dear Messrs. Wible, Diller and Meyer:

ELECTED OFFICIALS

Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

Thank you for the comments in your letter dated Oct 15, 2013 that you submitted regarding the Sunport Boulevard Extension Project. 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. 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.

If you have any additional questions or concerns, please send them to me in writing at the above address or via e-mail at rleichwald@bernco.gov.

Sincerely,

Rodrigo L. Eichwald, P.E.
Bernalillo County Project Engineer

Copies: Roger A. Paul, P.E., Bernalillo County
Nolan Bennett, P.E., Bernalillo County
Peter Hinckley, P.E., URS



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January 24, 2014

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Lonnie C. Talbert, Member
District 4

Wayne A. Johnson, Member
District 5

Jacque M. Garcia, MHP

Bernalillo County Place Matters / New Mexico Voices for Children
625 Silver Avenue SW, Suite 195
Albuquerque, New Mexico 87102

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
BCPMT Letter dated September 29, 2013

Dear Jacque:

COUNTY MANAGER

Tom Zdunek

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your letter and your role as an advocate for improving the health of the community and in addressing land use policies that relate to public health. 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. The comments received throughout this Environmental Assessment (EA) process have led to additional analyses that will be documented in the upcoming revised EA.

Your letter raises many concerns that we address below. This response follows the chronology of your letter, with your topic headings paraphrased here.

'NEPA process was not followed'. *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 conducted public meetings in a variety of formats, individual stakeholder meetings, and attended neighborhood meetings throughout the EA process. Your letter specifically notes a concern that at the September 18, 2013 meeting, "opportunity was not provided for community residents to collectively discuss suggestions and concerns in order that all in attendance could become aware of their issues apart from those presented by URS Corp. representatives and Bernalillo County Staff". The format of that particular meeting was intended to allow for detailed discussions between agency and project staff and members*

ELECTED OFFICIALS

Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
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Dan Houston
Sheriff

Manny Ortiz
Treasurer

of the public with concerns and questions. All of the input received at the meeting was documented, including on large tablets that were visible to all attendees. This information is part of the project record, included in the EA and thus available for public review. Previous opportunities for public comments in front of the entire meeting audience were provided 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 the project issues.

'New Environmental Impact Study was not considered rather than just a do-over of the EA'. *The EA process for the Sunport Boulevard Extension has been underway for the past three years; the September 18, 2013 public meeting is part of the EA process that began with public meetings held in 2010 and 2011. An initial EA was signed on September 15, 2011, and made available to the public for comment. The EA is being revised to include expanded analysis in direct response to public comment received throughout the process. 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 of 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 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.*

'Consideration of Environmental Justice Communities was not addressed'. *The presentation made at the Sept. 18, 2013 public meeting focused on traffic forecasts, alternatives considered and evaluated, impacts to Woodward Road, air quality and the overall status of the project. The analysis in the EA has been expanded for Environmental Justice in direct response to public comments. Once the revised EA is publicly available, there will be additional opportunities for the public to review and provide comments, both at a public hearing and in writing.*

'Community health and welfare requires rezoning'. *The zoning process is established and implemented by local governments, in this case, Bernalillo County and the City of Albuquerque. Zoning changes within either the County or City would require a formal and lengthy process that is beyond the scope of this transportation project. However, Bernalillo County is 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. Transportation projects are considered for compatibility with local land use plans, which is addressed in the EA dated September 15, 2011 and will be addressed in 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.

A plan of funding sources and phases is needed to assure that related improvements such as Woodward Road are actually made. *Bernalillo County will request that the Mid Region Council of Governments (MRCOG) incorporate a project for improvements to Woodward Road in their Transportation Improvement Program (TIP). The TIP is a constantly updated 6-year funding and phasing plan for transportation in the Albuquerque metropolitan area. Projects included in the TIP are those that are sponsored by local governments and that are considered as high priorities for the receipt of funding. The TIP serves as the plan of funding and phasing for future projects and the TIP is considered fiscally constrained.*

All connecting and related roadways that will be impacted by traffic should be improved prior to the Sunport Extension. *The Sunport Boulevard Extension has been in the local transportation planning process since the late 1980's, when the easterly segment of Sunport Boulevard was planned and then constructed to the airport. This current project is intended to complete a planned link in the transportation network. Transportation funding priorities are determined by a joint effort between local governments and the MRCOG. Other related roadways such as 2nd Street have not been determined to be of as high a priority by the County, City or MRCOG and are currently not funded. Widening of 2nd Street is shown in the MRCOG Long Range Transportation Plan; Woodward Road is being addressed as discussed in the preceding paragraph. The need for these related improvements is reduced if Sunport Boulevard is not extended; therefore improving other roadways prior to the Sunport Extension is not considered an appropriate use of limited public transportation funds.*

The Frequently Asked Questions flyer did not address economic benefit or impact in San Jose. *Economic impacts will be discussed in the revised EA document.*

In closing, 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 the area and communities. Sunport Boulevard could be a catalyst to establish a higher quality of land use in the industrial properties in 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.

Jacque Garcia / Place Matters

January 24, 2014

Page 4

If you have any additional questions or concerns, please send them to me in writing at the above address or via e-mail at rleichwald@bernco.gov .

Sincerely,



Rodrigo L. Eichwald, P.E.

Bernalillo County Project Engineer

Copies:

- Roger A. Paul, P.E., Bernalillo County
- Cathy Lopez, Bernalillo County
- Councilor Isaac Benton, Albuquerque City Council
- Diane Dolan, Asst to Councilor Benton
- State Senator Jerry Ortiz Y Pino
- State Representative Henry Kiki Saavedra
- Katie Richardson, US Senator Martin Heinrich's office
- Cal Curley, US Senator Tom Udall's office
- US Representative Michelle Lujan Grisham
- Blake Roxlau, NMDOT
- Greg Heitmann, FHWA
- Peter Hinckley, P.E., URS





County of Bernalillo State of New Mexico

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January 23, 2014

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Maggie Hart Stebbins, Member
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Lonnie C. Talbert, Member
District 4

Wayne A. Johnson, Member
District 5

Juan Reynosa
Southwest Organizing Project (SWOP)
211 10th Street SW
Albuquerque, New Mexico 87102

Re: **Sunport Boulevard Extension Project**
NMDOT CN A300160
Bernalillo County Project No. TS 09-06
SWOP E-mail with attachment dated September 27, 2013

Dear Juan:

COUNTY MANAGER

Tom Zdunek

ELECTED OFFICIALS

Tanya R. Giddings
Assessor

Maggie Toulouse Oliver
Clerk

Willow Misty Parks
Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

Thank you for your interest in the Sunport Boulevard Extension project. Bernalillo County appreciates the concerns that were raised in your e-mail and your role as an organizer for the community. 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. Your e-mail raises many concerns that we address below. This response follows the chronology of your e-mail, with your topics paraphrased here.

No opportunity given for the public to share thoughts except in an isolated environment at the designated stations. *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 conducted public meetings in a variety of formats, individual stakeholder meetings and attended neighborhood meetings throughout the EA process. The format of the September 18, 2013 meeting was intended to allow for detailed discussions between agency and project staff and members of the public with concerns and questions. All of the input received at the meeting was documented, including on large tablets that were visible to all attendees. This information is part of the project record, included in the EA and thus available for public review. Previous opportunities for public comments in front of the entire meeting audience were provided 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.*

APPENDIX J

PETITIONS OF SUPPORT FOR PLANNED EXTENSION

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.

FRANK A. DURAN

Name

Address: 500 Tierra Montana Loop, Bernalillo, NM 87004

Business Name: WE THE PEOPLE, LLC

24

NOTICE OF MEETING

Woodard Extension Project

(Planned extension from I25 to 2nd St.)

This is a positive project for our area as

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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.

Name Erick Eklund

Address: 3209 Broadway SE ALBUQUERQUE NM 87105

Business Name: Western

22

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

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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.

Name Achille E Large

Address: 3209 S Broadway Albuquerque, NM 87105

Business Name: Western

NOTICE OF MEETING

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To be held at: **US FOODS Thursday April 2, 2015 6PM**

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

Steven Mesa (Transportation manager)

Name

Address: 3205 Broadway SE Albuquerque NM 87105

Business Name: Ben E Keith Foods

NOTICE OF MEETING

Woodard Extension Project

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To be held at: US FOODS Thursday April 2, 2015 6PM

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



Name DAVID L. DEGEER

Address: 3405 BROADWAY BLVD SE

Business Name: BROADWAY TRUCK SALVAGE, INC.

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.

Dixie Long

Name

Address: 3005 Broadway SE Ste A

Business Name: Winfield

NOTICE OF MEETING

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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.**

Name: *Thomas Tapa*
Address: *3005 Broadway Blvd Suite B*
Business Name: *TCE Tire Centers UC*

NOTICE OF MEETING

Woodard Extension Project

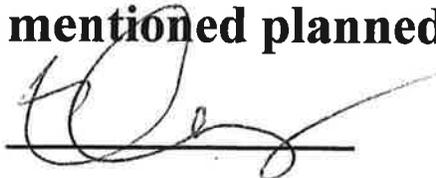
(Planned extension from I25 to 2nd St.)

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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 VICTOR LARRAÑAGA

Address: 3024 BROADWAY BLVD SE.

Business Name: AGUAMATIC LANDSCAPE, LLC

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.

Mark Barrow

Name *MARK BARROW*

Address: *3403 BROADWAY SE*

Business Name: *Southwest Tractor*

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 *Charles Noya*
Address: *3016 Broadway*
OF BUSINESS
Business Name: *Albino Steel Products*

26,000#

Q NOYA LAW.GMAIL

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.

WS Hoshi
Monte's Subs 'N MORE

Name

Address: 2801 Broadway, SE

Business Name: _____

17

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.

JASON BREOZ

Name

Address: 2800 BROADWAY BLVD SE
ALBQ NM 87102

Business Name: TOWN & COUNTRY TOWING

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.

A. Jabach

Name

Address: 2815 Broadway S.E.

Business Name: Takach Press CORP.

NOTICE OF MEETING

14

Woodard Extension Project

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

Arturo Gutierrez

Name

Address: 2826 Broadway Blvd. SE 87102

Business Name: Neighbor

NOTICE OF MEETING

15

Woodard Extension Project

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To be held at: US FOODS Thursday April 2, 2015 6PM**

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

Name Pat Reynolds + Mary Ann Reynolds

Address: 120 Woodward Rd SW

Business Name: Reynolds Auto

NOTICE OF MEETING

16

Woodard Extension Project

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

Name Hector C. Diaz for Mike Krepl
Address: 2855 2nd St SW Albuquerque, NM 87102
Business Name: AAA Pumping Service Inc.

NOTICE OF MEETING

17

Woodard Extension Project

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César Sierra

Name

Address: 2949 Broadway Blvd SE

Business Name: Delgado Wrought Iron

18,

NOTICE OF MEETING

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Miguel Padilla

Name

Address: 1101A SE

Business Name: Resident

NOTICE OF MEETING

19

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Name DAVID F Montoya

Address: 248 Woodward SE

Business Name: JTC Inc

NOTICE OF MEETING

20

Woodard Extension Project

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Name Dean Ford

Address: 248 Woodward S.E.

Business Name: STC, Inc.

NOTICE OF MEETING

21

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

JAVIER HERNANDEZ

Name

Address: 2945 BROADWAY SE.

Business Name: JUNIORS AUTO

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Survey -
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NOTICE OF MEETING

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John M. Solis John M. Solis
Name

Address: 2913 Broadway, S.E.

Business Name: Confidential

NOTICE OF MEETING

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Name A&E AUTO SALES (EMIGDIO BUSTILLOS)

Address: 2945 BROADWAY SE

Business Name: A&E A & E AUTO SALES

2945 BROADWAY SE
ALBUQUERQUE, NM 87102
PH: 505-764-9795

NOTICE OF MEETING

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Name

Address: 2516 Broadway Blvd SE

Business Name: Universal Castle Collision

NOTICE OF MEETING

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

Sergio Marquez

Name

Address: 2816 BROADWAY SE

Business Name: SERGIO'S AUTO REPAIR

NOTICE OF MEETING

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Name

Address: 2900 Broadway Blvd SE

Business Name: Empire Garage (505) 717-5368

27

NOTICE OF MEETING

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

JESUS REYES 550. ~~626~~⁶²¹⁰ E. Alvar

Name

Address: 2910 Broadway SE

Business Name: Reyes fson's concrete

NOTICE OF MEETING

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JOHN LORENTZEN

Name

Address: WOODARD ST

Business Name: ALB STORAGE PARTNER LLC