

Categorical Exclusion Worksheet

This Worksheet will assist grantees in complying with the National Environmental Policy Act. This worksheet will also help identify C or D list Categorical Exclusions and provide grantees with a template for documenting a D list Categorical Exclusion. Please contact Region 6 at 817-978-0550 or your FTA Planner if you need any assistance with filling out this form.

Section I:

Project Title: *Albuquerque Rapid Transit (ART) Project*

Project Description (Include the following information in the description):

Reason for the proposed project

The purpose of the proposed project is to improve transit service along Central Avenue, and to improve access to major activity and employment centers located within the project area. The factors that support the need for the proposed Albuquerque Rapid Transit (ART) project are summarized below.

- *Central Avenue is ABQ RIDE’s highest ridership corridor. Three transit routes currently serve Central Avenue: Route 66, Route 766 (Red Line), and Route 777 (Green Line).*
 - *Route 66 provides local bus service between Unser Boulevard and Tramway Boulevard and currently has 67 eastbound and westbound trips per weekday with a service span from about 5:30 a.m. until 12:00 a.m. A total of 66 eastbound and 67 westbound stops are served. Service headways average 15 minutes until 8:00 pm, at which time the headways are every 30 minutes. Annual ridership on this route for FY 2014 was 2,806,230.*
 - *Route 766 is part of ABQ RIDE’s Rapid Ride system and operates as limited stop service along Central Avenue. This route serves the area from the Uptown Transit Center on Louisiana Boulevard north of Central, and then on Central between Louisiana Boulevard and Unser Boulevard. Service is at approximate 16 minute headways from 5:45 AM. to 9:30 PM. and includes a total of 16 eastbound and 17 westbound trips each weekday. Annual ridership in FY 2014 was 1,449,807.*
 - *Route 777 is also part of the Rapid Ride system and serves the portion of Central Avenue from Tramway Boulevard to Downtown. Service is at approximate 16 minute headways from 5:30 a.m. to 9:00 p.m. and has a total of 13 eastbound and 13 westbound trips each weekday. Annual ridership in FY 2014 was 1,113,280.*
- *Collectively, Routes 66, 766, and 777 accounted for approximately 41% of the total annual ridership on ABQ RIDE in FY 2014. While these routes are heavily used, the efficiency of service is hampered by traffic and delays at intersections. In addition, dwell times are excessive due to on-board fare collection and slow boarding times, especially for mobility impaired riders and riders transporting bicycles. Sample data collected to evaluate current peak load factors show 95% for Route 66, 90% for Route 766, and 83% for Route 777. These estimates are based on an assumed vehicle capacity of 1.5 times the number of seats.*
- *The Central Avenue corridor provides direct transit and vehicular access to two major employment/ activity centers including the University of New Mexico (UNM) and the Albuquerque Downtown/*

Central Business District area (Downtown). The UNM central, north, and south campuses have a student, faculty, and staff population of about 39,500 when school is in session. The vast majority of these are located on the UNM central campus, which is bounded on the south by Central Avenue. Central Avenue also provides indirect access to the north and south campuses via other local transit routes that connect to those operating on Central Avenue.

- *Central Avenue passes through the heart of the Downtown area and is within one to four blocks of almost every major building in the Central Business District (CBD). It is also proximate to the regional convention center, city and county government complex, and the Alvarado Transportation Center – a multimodal center that connects the regional commuter rail system with the ABQ RIDE Transit system. Downtown has an employment base of approximately 25,000.*
- *In addition to the major employment centers, the project area also includes two major entertainment districts (Downtown and Nob Hill), and the Old Town area and BioPark Complex, both of which are located on Central Avenue and are popular destinations for tourists and locals. The Bio Park Complex is the most visited attractions in the State of New Mexico. Expo New Mexico (state-owned lands used for large special events) and the Albuquerque Downs Race Track and Casino are also on Central Avenue. These facilities generate significant traffic.*

Project size or scale

The proposed rapid vehicle route extends from the Unser Transit Center (northwest corner of Central Avenue and Unser Boulevard) on the west side of Albuquerque to Tramway Boulevard on the east side — an overall length of approximately 14 miles. Within this area, exclusive lanes for rapid vehicles will be constructed from Coors Boulevard to Louisiana Boulevard — a distance of approximately 8.75 miles.

The construction area — Coors Boulevard to Louisiana Boulevard — will include a two lane busway located in the center of Central Avenue, except: through the Downtown area where rapid vehicles will operate in mixed flow traffic; from San Pasquale to 10th Street in west Downtown where a single, reversible rapid vehicle lane is proposed; and, from Broadway Boulevard to Interstate 25 and from University Boulevard to Girard Boulevard where a bi-directional rapid vehicle lane is proposed. A total of 20 stations will be constructed including 15 median stations and five curbside platforms.

Enhanced transit service will be provided at the west and east ends of the construction area. Rapid vehicles will operate in mixed flow traffic between Unser Boulevard and Coors Boulevard (a distance of approximately one mile) and between Louisiana Boulevard and Tramway Boulevard (a distance of 4 miles). Rapid vehicles will also operate on Louisiana Boulevard between Central Avenue and Indian School Road to connect with the Uptown Transit Center (a distance of approximately 1.8 miles). Rapid vehicles will use existing Rapid Ride stations within the enhanced service areas.

The proposed service will operate at approximate 7.5 to 10 minute headways depending on time of day. The weekday span of service will be from 5:45 AM to 9:30 PM.

Scope of Work

The specific major design features of the proposed project include:

In general, the proposed project includes the construction of a rapid transit system on an arterial street within the Albuquerque metropolitan area. The ART system includes the construction of a rapid vehicle guideway within the street median and stations spaced at approximate ½ to 1 mile intervals. All proposed construction is within the operational right-of-way of Central Avenue. In general, all station platforms will include level/elevated boarding platforms (approximate dimensions of 10 feet to 14 feet wide by 65 feet long), an overhead canopy, seating, ticketing equipment, security lighting and equipment, and other similar equipment

consistent with BRT service. To avoid a potential adverse effect to historic districts, overhead canopies will not be installed at the Walter Street station, the 15th Street station, and the Rio Grande Boulevard station. The traffic signal system for Central Avenue within the project limits will be modified to provide traffic signal priority for ART vehicles.

Rapid vehicles will operate at approximate 7.5 to 10 minute headways depending on time of day. Hours of operation will be from 5:45 AM until 9:30 PM on weekdays.

The design concepts for the specific improvements for each major segment of the project are summarized below and illustrated in Appendix A (Albuquerque Rapid Transit Project Preliminary Design Plans):

- From Unser Boulevard to Coors Boulevard rapid vehicles will operate in mixed flow traffic; no construction will occur in this segment.
- Coors Boulevard to Atrisco Drive – two exclusive rapid vehicle lanes will be constructed within the existing roadway median. Left-turn/U-turn and pedestrian access will be allowed at nine signalized intersections. In addition to the rapid vehicle lanes, the street section will include two westbound and two eastbound traffic lanes and on-street bicycle lanes. Median stations will be located at Coors Boulevard, Yucca Avenue, and Atrisco Drive.
- Atrisco Drive to San Pasquale Avenue – two exclusive rapid vehicle lanes will be constructed within the existing roadway. Left-turn/U-turn and pedestrian access will be allowed at five signalized intersections. In addition to the rapid vehicle lanes, the street section will include two westbound and two eastbound traffic lanes and on-street bicycle lanes (limited to the segment between Atrisco Drive and New York Avenue). Median stations will be located west of New York Avenue and east of Rio Grande Boulevard. A reduction of one westbound and one eastbound traffic lane is proposed.
- San Pasquale Avenue to 10th Street – a single reversible rapid vehicle lane will be constructed within the existing roadway median. Rapid vehicles will operate in the rapid vehicle lane in the peak traffic direction (eastbound in the a.m. and westbound in the p.m.). The off-peak service will operate within the mixed flow traffic lane. Left-turn/U-turn and pedestrian access will be allowed at four signalized intersections. In addition to the busway, the street section will include one westbound and one eastbound traffic lane and on-street bicycle lanes. A median station will be located near 15th Street.
- In the downtown area, from 10th Street to 1st Street, construction is limited to five curbside stations. Rapid vehicles will operate in mixed flow traffic lanes. The ART route will follow Copper Avenue (one block north of Central Avenue) for westbound service and Gold Avenue (one block south of Central Avenue) from 8th Street to 1st Street for eastbound service. Curbside stations will be located on 1st Street just north of Central Avenue, 2nd Street and 6th Street on Copper Avenue, 6th Street on Gold Avenue, and on 1st Street just south of Central Avenue.
- 1st Street to Interstate 25 – one bi-directional rapid vehicle lane will be constructed within the existing roadway median. Left-turn/U-turn and pedestrian access will be allowed at three signalized intersections. In addition to the rapid vehicle lane, the street section will include a single westbound and a single eastbound traffic lane. A median station will be located at Walter Street. A reduction of one westbound and one eastbound traffic lane is proposed.
- Interstate 25 to University Boulevard – two rapid vehicle lanes will be constructed within the two center travel lanes. Left-turn/U-turn and pedestrian access will be allowed at two signalized intersections. In addition to the rapid vehicle lanes, the street section will include a single westbound and a single eastbound traffic lane. A median station will be located at Cedar Street. A reduction of one westbound and one eastbound traffic lane is proposed.
- University Boulevard to Girard Boulevard – one bi-directional rapid vehicle lane will be constructed

within the existing westbound lanes. Left-turn/U-turn and pedestrian access will be allowed at five signalized intersections. In addition to the rapid vehicle lane, the street section will include two westbound and two eastbound traffic lanes. Median stations will be located at University Boulevard and Cornell St.

- *Girard Boulevard to San Mateo Boulevard – two rapid vehicle lanes will be constructed within the existing roadway median. Left-turn/U-turn and pedestrian access will be allowed at six signalized intersections. In addition to the rapid vehicle lane, the street section will include one westbound and one eastbound traffic lane. Median stations will be located at Bryn Mawr Drive, Solano Drive, and Washington Street. A reduction of one westbound and one eastbound traffic lane is proposed.*
- *San Mateo Boulevard to Louisiana Boulevard – two rapid vehicle lanes will be constructed within the two center travel lanes. Left-turn/U-turn and pedestrian access will be allowed at five signalized intersections. In addition to the rapid vehicle lanes, the street section will include two westbound and two eastbound traffic lanes. Median stations will be located at San Mateo Boulevard and west of Louisiana Boulevard. A reduction of one westbound and one eastbound traffic lane is proposed in this segment.*
- *Louisiana Boulevard to Tramway Boulevard – in this section, rapid vehicles will operate in mixed flow traffic lanes and will use existing Rapid Ride stations. No construction will occur in this segment.*
- *Louisiana Boulevard between Central Avenue and Indian School Road – this segment connects the rapid vehicle service on Central Avenue with the Uptown Transit Center. Rapid vehicles will operate in mixed flow traffic lanes and will use existing Rapid Ride stations. No construction will occur in this segment.*

In addition to the design elements described above, the ART project will include the following changes to the existing roadway:

- *Existing pavement on Central Avenue will be milled, overlaid, and restriped throughout the project construction limits. Depth of mill and overlay will be approximately 2 inches.*
- *Some of the existing medians will be removed to accommodate rapid vehicle lanes. Depth of reconstruction will be up to 36 inches and will affect the following segments of Central Avenue: Coors Boulevard to Sunset Avenue; Tingley Drive to Rio Grande Boulevard; Broadway Boulevard to Interstate 25; and, Girard Boulevard to San Mateo Boulevard.*
- *Sidewalks will be widened and curbside landscaping will be added where right of way is available in the following segments: Coors Boulevard to Atrisco Drive; Broadway Boulevard to I-25; and Girard Boulevard to San Mateo Boulevard. Sidewalk widening/landscaping will vary from 2 feet to 6 feet, depending on right-of-way availability.*
- *Sidewalk ramps at street and drive pad intersections will be reconstructed to meet ADA standards from Coors Boulevard to 10th Street and from Broadway Boulevard to Louisiana Boulevard.*
- *Landscaped medians will be reconstructed and reconfigured at several locations including: Tingley Drive to Rio Grande Boulevard; University Boulevard to Girard Boulevard; and, San Mateo Boulevard to Louisiana Boulevard.*
- *Existing street lights will be relocated from medians to curb side from Coors Boulevard to Atrisco Drive and from San Mateo Boulevard to Louisiana Boulevard. Vertical clearance conflicts between the new street lighting and the existing power lines may occur in some areas. The affected utility is owned by the Public Service Company of New Mexico (PNM). If conflicts occur, the height of the power lines will be increased. Actual conflicts, if any, will not be known until a lighting plan is developed during final design. Coordination with PNM regarding this issue is underway.*

Responsibility for relocating affected power lines will be determined as part of the lighting plan.

- *Construction staging area(s) and the need for temporary construction easements have not yet been identified. The locations of staging areas and TCEs will be identified during project design. It is anticipated that staging areas will be within existing City of Albuquerque properties.*

Attach an image of the project site. If the project involves construction include:

- **Project location or map**

See attached Exhibit 1 on page 25 for a project vicinity and location map.

- **Basic construction site plan** showing access points and construction site boundaries

Appendix A provides the preliminary design plans for the overall project including the rapid vehicle lanes, station locations, access locations, and right-of-way needs.

Section II: Answer the following questions:

Will the project **significantly** impact the natural, physical, social, and/or economic environment?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
 No, continue

Potential direct, indirect, and cumulative impacts from the proposed project have been evaluated and no significant impacts are anticipated.

- *Natural Environment – The project is located within an urban setting and will be constructed entirely within the operational right-of-way of Central Avenue. Property acquisition will be minor and limited to narrow slivers of property at major intersections. No loss of wildlife habitat is expected. Adverse impacts to water quality and air quality are not anticipated.*
- *Physical Environment – The proposed service will replace the Rapid Ride bus system already operating within the corridor. While the frequency of service will increase, the net change in the number of bus operations is negligible when the overall traffic volume is considered. Thus, noise will not change. Existing landscaping within some median areas will be removed, but will be replaced by high quality landscaping within each major segment of the corridor. Traffic capacity will be reduced in some segments as a result of traffic lane reductions; however, adequate capacity will remain on Central Avenue and in parallel corridors to accommodate existing and projected traffic demand. On-street parking is preserved through the majority of the corridor, Between 15th Street and Washington Street less than 20 on-street parking spaces may be lost or relocated to accommodate ART stations;. Changes to land use as a result of redevelopment near station areas are consistent with adopted land use plans.*
- *Impacts to community cohesion, neighborhood access, or other community impacts are not anticipated. The project will provide enhanced transit service to access jobs, schools, and services for transit dependent populations, low income households, and minority populations.*
- *The rapid vehicle lanes will have limited access to other vehicles. Thus, access to the businesses and other development on Central Avenue will be less than currently exists. Reasonable access to all businesses will be maintained with left turn/U-turn access provided at signalized intersections. In general, left-turn/U-turn access is spaced approximately every one quarter mile from Coors Boulevard to Louisiana Boulevard*

Is the significance of the project’s natural, physical, social, and/or economic impact unknown?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
 No, continue

The impacts on the natural, physical, social, and economic environment are based on investigations and analyses prepared for the proposed project. The assumptions, data sources, and findings of the analyses are summarized in several technical supplements submitted as documentation for the CE. The analyses and impacts identified in the technical supplements assume a specific project footprint regarding rapid vehicle lanes and station dimensions, and operating schedule. As the project advances to final design and more detail is known, the footprint may be smaller and the operating schedule may be reduced. If this occurs, project impacts may be less than those described in the supplements. These supplements are on file with the FTA and ABQ RIDE and are listed below.

- *Technical Supplement No. 1 – Existing Land Use and Zoning*
- *Technical Supplement No. 2 – Traffic Assessment*

- *Technical Supplement No. 3 – Business Access*
- *Technical Supplement No. 4 – Noise and Vibration Impacts*
- *Technical Supplement No. 5 – Environmental Justice*
- *Technical Supplement No. 6 – Biological Evaluation*
- *Technical Supplement No. 7 – Preliminary Environmental Site Assessment*

Is the project likely to generate intense public discussion, concern, or controversy, even though it may be limited to relatively small subset of the community?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
 No, continue

Public meetings and other outreach activities started early in the study phase and included six public open house meetings in early October 2014. Following the six public open houses, ABQ RIDE continued to meet with neighborhood groups, property owners and other groups to discuss concerns. These efforts did not identify intense public concern. While public feedback included questions and concerns over the loss of median landscaping, access to businesses, and pedestrian safety, measures to replace landscaping, maintain reasonable access to businesses and neighborhoods, and provide safe pedestrian crossings have been integrated into the preliminary design. A summary of the public outreach efforts in support of the Categorical Exclusion are included as Appendix B.

Will the project have disproportionately high and adverse impacts on minority/low income populations?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
 No, continue to Section III

The census tracts proximate to the project area have minority and low income populations that are higher than state and county averages for these groups. The project will provide improved job, school, and service access to these populations; therefore, the impacts of the project are positive and not adverse. Also, the acquisition of private property to implement the proposed project is minimal. The amount of property at any one location will be slivers and will not adversely affect any business or residential land use. Thus, adverse impacts to minority and/or low income populations will not result from the project.

Will the project be located on historic property or within the vicinity of a historic district?

- Yes, contact Region 6, this project may require consultation with the SHPO.
 No, continue to Section III

The project area is located along the historic Route 66 corridor within Albuquerque. In addition to historic Route 66, four distinct historic districts exist within the project limits. The potential effects of the proposed project on the historic districts was evaluated in consultation with the New Mexico State Historic Preservation Officer and are described in the document “Cultural Resource Inventory Report for the Albuquerque Rapid Transit (ART) Project”. This document is on file with the FTA and ABQ RIDE. See discussion under Section IV -- Historic/Cultural Resources.

Will the project be located within a 100-year floodplain?

- Yes, contact Region 6, this project may require further evaluation under Executive Order 11988.
 No, continue to Section III

Several 100-year floodplains are crossed by the project. However, at the locations where Central Avenue crosses floodplains, the floodplains are confined to drainage structures. The proposed improvements will not alter any 100-year floodplain.

Section III: Select the most appropriate C or D list Categorical Exclusion

Note: More information on Categorical Exclusions can be found [here](#) (Adobe Page 20) and [here](#) (Adobe Page 13). These numbers are from the regulations, so some numbers are omitted (reserved).

C-List Categorical Exclusion(s)

- (1). Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.
- (2). Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.
- (3). Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, AND
 - Employs construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.
- (4). Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.
- (5). Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.
- (6). Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife

management areas) AND

Does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

(7). Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

(8). Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint AND

Do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

(9). Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) AND

Uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

(10). Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project AND

Do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

(11). The following actions are for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

(i) Emergency repairs under 49 U.S.C. 5324; and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is

in operation or under construction when damaged and the action:

- (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
- (B) Is commenced within a 2-year period beginning on the date of the declaration.

Note: (c)(11) should be used for Emergency Actions only.

(12). Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

(13). Federally-funded projects:

(i) That receive less than \$5,000,000 of Federal funds; or

(ii) With a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.

(14). Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

(15). Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.

(16). Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

**If your project falls within one of the above categories,
you may stop and proceed to the signature block.**

D-List Categorical Exclusion(s)

If your project falls within any of the categories listed below, please mark the appropriate category and proceed to Section IV.

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
- (4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.
- (5) *Reserved for future use.*
- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.
- (8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.
- Other: General exclusion (no specific activity category applies, but the project is still exempt per the conditions of 23 CFR 771.118(a) and (b))

**If your project does not meet the C- or D-list criteria listed above,
it may not qualify for a Categorical Exclusion.
Contact Region 6 for more information.**

Section IV: The purpose of this section is to check to make sure criteria for D-List Categorical Exclusions are satisfied and that **significant** environmental effects will not result.

Land Use/Zoning:

- Attach a land use map showing the project location and its surrounding parcel's land use classification.

See figures included in Technical Supplement No. 1 – Land Use and Zoning (on file with the FTA and ABQ RIDE).

- Attach a zoning map showing/describing the project's zoning classification.

See figures included in Technical Supplement No. 1 – Land Use and Zoning (on file with the FTA and ABQ RIDE).

Traffic:

- Describe potential parking/traffic impacts, if any?

Parking impacts are negligible and limited to the potential loss of some on-street parking spaces near the stations located between 15th Street and Washington Street – a distance of approximately 4.0 miles. No more than 20 spaces would be eliminated over this area, which is a negligible reduction in the total amount of on-street parking in this part of the project area. In addition, five parking spaces located on Central Avenue west of Cornell Street will be relocated to the east side of the Central and Cornell intersection. This change is a distance of 100-200 feet and will not affect the business customers that use these spaces.

Traffic will be affected by three aspects of the proposed project including: (1) the reduction of general purpose traffic lanes in the portion of the project between Atrisco Drive and Rio Grande Boulevard, and the project area between Broadway Boulevard and Louisiana Boulevard; (2) changes to the traffic signal system on Central Avenue to integrate a signal priority system for preferential rapid vehicle operations; and, (3) median closures that will shift left-turns and U-turns at existing median openings to signalized intersections.

The effects of the above changes on traffic flow along Central Avenue were evaluated using a VISSIM micro-simulation traffic model developed for the overall project length. The methodologies, data sources, assumptions, and findings of the traffic analysis are summarized in Technical Supplement No. 2 – Traffic Assessment. This document is on file with the FTA and ABQ RIDE.

VISSIM model simulations were developed for three traffic alternatives specific to Central Avenue.

- *The first traffic alternative represents the existing condition (2014 base year) for the roadway and intersection lane geometry, traffic signal timing and phasing, and traffic volumes. Traffic volume data were collected in 2013 and 2014 for all existing signalized intersections on Central Avenue within the project limits. The volume data collected included counts including link volumes coverage and turn-movements*
- *The second traffic alternative evaluated the 2017 No Build condition — the planned implementation year for the ART project. This scenario assumes the same roadway and intersection geometry as the 2014 Existing Condition Alternative but includes traffic growth for the three year period beyond 2014. Annual growth rates were developed based on historical average daily traffic volumes provided by the Mid-Region Council of Governments (MRCOG) to estimate the 2017 peak-hour traffic flows.*

- *The third traffic alternative evaluated the 2017 Build condition. The Build Alternative represents the roadway and intersection geometry with the proposed rapid vehicle lanes and stations included in the roadway. The street and station area configuration is as described in the project description summarized on pages 3 and 4 of this document. This alternative assumes the implementation of a traffic signal priority system for the rapid vehicle lanes. Traffic volumes for this alternative were the same as used for the 2017 No-Build Alternative except that some diversion of traffic on Central Avenue was assumed for the east half of the project limits between Broadway Boulevard and Juan Tabo Boulevard. A maximum of 250 vehicles during the PM peak hour (eastbound) were assumed to divert from Central Avenue to parallel arterial streets and/or shift to a time outside of the peak hour. The arterial streets parallel to this segment of Central Avenue include the Lead Avenue/Coal Avenue one-way pair approximately ¼ mile south of Central Avenue, and Lomas Boulevard, a six-lane principal arterial north of Central Avenue. For most of the eastern half of the ART corridor, Lomas Boulevard is within ½ mile of Central Avenue, although it is further away as the corridor extends to the east beyond Louisiana Boulevard. According to volume-to-capacity data obtained from the MRCOG, Lomas Boulevard and Lead Avenue/Coal Avenue have adequate capacity to accommodate the traffic diverted from Central Avenue.*

A summary of the traffic analyses for each of the signalized intersections within the project limits is provided in Exhibits 2-A and 2-B. The findings represent the overall level of service (LOS) during the AM and PM peak hours for each intersection under each traffic alternative. The findings for specific turn movements within each intersection are available in the Traffic Assessment Report.

As shown in Exhibit 2-A, during the AM peak hour all but two signalized intersections on Central Avenue within the project limits will operate at LOS D or better. Two intersections, including Central Avenue at Unser Boulevard and Central Avenue at Rio Grande Boulevard, will operate at LOS E or worse. None of the intersections will operate worse under the Build Alternative when compared to the No Build Alternative.

During the PM peak hour, all of the signalized intersections on Central Avenue within the project limits (Coors Boulevard to Louisiana Boulevard) will operate at LOS D or better (see Exhibit 2). The design shown in the preliminary design plans in Appendix A for the intersection of Rio Grande Boulevard and Central Avenue would result in the intersection LOS being reduced to LOS F. However by adding a right turn lane from westbound Central Avenue to northbound Rio Grande Boulevard the LOS will remain at LOS D. ABQ Ride is committed to maintaining the current intersection LOS and will incorporate the right turn lane into the ART plans.

Measures to mitigate the traffic impacts that may occur as a consequence of the proposed ART project will be investigated during project design in collaboration with the Traffic Engineering Division of the City of Albuquerque, Department of Municipal Development. As described earlier in this section, traffic diversion was assumed for Central Avenue in the eastern half of the project corridor. Because few alternative routes are available in the western half of the corridor and because Central Avenue is one of limited river crossings in the metropolitan area, no diversion of traffic was assumed. While Interstate 40 is used as an egress route from the downtown area during the evening commute, it is a congested corridor and is therefore not a viable alternative route to Central Avenue.

- **Indicate whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic.**

The proposed ART service will replace buses currently in operation on Central Avenue including Routes 766 and 777. The total number of buses on Central Avenue will increase in some areas; however, the net change is minor. West of Downtown, Route 766 operates at 15 to 16 minute headways — an

equivalent of 8 bus trips per hour. With a proposed headway of 7.5 minutes during peak hours, the proposed bus service will result in 16 bus trips per hour, an increase of 8 bus trips per hour.

The segment of Central Avenue between Downtown and Louisiana Boulevard is served by both Routes 766 and 777 with each route operating at 15 to 16 minute headways for a total of 16 bus trips per hour. With a proposed headway of 7.5 minutes during peak hours, the proposed bus service will also have 16 bus trips per hour. East of Louisiana, a total of 8 bus trips per hour currently occur with Route 777. The new service is proposed to be the same (15 minute headways) east of Louisiana Boulevard; thus the number of bus trips will not change.

While the total number of buses operating on Central Avenue will increase with the proposed service, buses will operate in dedicated bus lanes for most of the route. Consequently, they will not impact the capacity of the remaining general purpose lanes.

- Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.

The proposed service will interface with several other local and commuter ABQ RIDE routes, the commuter rail services operated by Rio Metro Regional Transit District, and the shuttle services operated by the University of New Mexico. Connections with ABQ RIDE routes and the New Mexico Rail Runner include a direct connection at the Alvarado Transportation Center in Downtown Albuquerque. In addition, the proposed station locations will provide direct transfer points with north south routes operating on Coors Boulevard, Rio Grande Boulevard, University Boulevard, San Mateo Boulevard, Louisiana Boulevard, Wyoming Boulevard, Eubank Boulevard, and Juan Tabo Boulevard. The proposed station at Cornell Drive is within two blocks of the UNM shuttle stop at Yale Boulevard. Coordination with UNM and Rio Metro has occurred at key decision points of the project.

- If the project will modify an existing roadway configuration include a map/diagram.

Changes to the lane configuration of Central Avenue are shown in Exhibit 3 on page 30 of this CE.

Noise:

Note: Refer to [FTA's Noise and Vibration Manual](#)

Does the project have the potential to increase noise?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 4-1 of FTA's Noise and Vibration Manual.

Yes, please attach a general noise assessment.

Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

A screening noise assessment was conducted following the procedures in the FTA Noise and Vibration Manual. The analysis found that the increased noise level due to the project is 1 dB. The cumulative noise level, assuming an existing background level of 67 dBA (as determined by field measurement), is estimated at 60 dBA to 61 dBA, a level that is below the moderate impact threshold. Thus, the proposed project is not anticipated to result in operational noise impacts. The results of the screening assessment are summarized in Technical Supplement No. 4 – Noise and Vibration Assessment. This document is on file with the FTA and ABQ RIDE.

Vibration:

Note: Refer to [FTA's Noise and Vibration Manual](#)

Does the project cross or have the potential for vibration impacts?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 9-2 of FTA's Noise and Vibration Manual.

Yes, please include a general vibration assessment.

Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

A vibration screening assessment was conducted following the procedures in the FTA Noise and Vibration Manual. The three primary factors that are likely to result in vibration impacts, as specified by the FTA methodology, are not present in the proposed project. Thus, vibration impacts are not anticipated. The results of the screening assessment are summarized in Technical Supplement No. 4 – Noise and Vibration Assessment. This document is on file with the FTA and ABQ RIDE.

Environmental Justice:

Note: Refer to [FTA's Circular on Environmental Justice](#)

- Determine the presence of minority/low-income populations within the project area.
The presence of minority and low-income populations within the project area was determined using data from the 2010 US Census and 2011 American Community Survey. Of the 24 census tracts proximate to the project area, 12 census tracts have minority populations that are substantially higher (more than 10%) than the overall percentage for Bernalillo County. Thirteen census tracts have low-income populations substantially higher (1.5 times) than the overall county average.
- Indicate whether the project will have disproportionately high and adverse impacts on minority/low-income populations.
Because the project has minimal right-of-way acquisition, special status populations will not be adversely impacted. Benefits to minority and low income populations will result from improved access to jobs, schools, health care and other services. The findings of the Environmental Justice analysis are summarized in Technical Supplement No. 5 – Environmental Justice. This document is on file with the FTA and ABQ RIDE.
- Describe any outreach efforts targeted specifically at minority/low-income populations
Of the 24 census tracts proximate to the project area, 12 census tracts have Hispanic populations that are substantially higher (more than 10%) than the overall percentage for Bernalillo County. For this reason, ABQ RIDE focused an extensive outreach effort to the Spanish-speaking population regarding ART public outreach meetings. Radio ads ran on all Spanish-language stations with an average rotation of three times per day for two weeks leading up to the meetings. During the second round of meetings, door hangers in both English and Spanish were distributed to 10,000 households along the Central Avenue corridor, concentrating on the minority businesses, residential areas, and low-income neighborhoods along the corridor.
ABQ RIDE's Public Information Officer conducted numerous interviews in Spanish for Univision and Telemundo — two local Spanish TV stations that reach an estimated 25,000 individuals each. These

interviews were conducted between October 2012 and October 2014.

ABQ RIDE has also made a concentrated effort to contact businesses along Central Avenue, to inform and answer questions from local businesses that will be affected by ART. Many of the smaller, locally-owned businesses cater to a bilingual clientele. Some ABQ RIDE staff members are bilingual and have conducted much of this business outreach in Spanish, as needed. In total, ABQ RIDE staff have met with nearly 300 businesses along the corridor, many of which are owned by minorities.

Historic/Cultural Resources:

Note: [Refer to Section 106 process and Section 4\(f\) Handbook](#)

- Describe any cultural, historic, or archaeological resource that is located in or around the immediate vicinity of the proposed project.

The cultural resource investigations identified 162 historic buildings, four historic districts, and a potential cultural landscape within the project area. The historic districts within the project area include Old Town, Huning Highlands, Aldo Leopold Neighborhood, and the 4th Ward districts. Fifteen of the historic buildings and 3 neon signs are listed on the National Register of Historic Places (NRHP) and/or the State Register of Cultural Properties (SRCP), 87 are eligible to the NRHP, 22 buildings have an undetermined eligibility recommendation, and one building has been de-listed from the NRHP. The remaining 34 buildings are not eligible to the NRHP under any of the four criteria. No known archaeological resources are located within the project area.

- Describe the potential for the project to affect that resource. (Attach any relevant documentation and correspondence). If the project has the potential to affect historic resources the Section 106 process must be followed. Contact your FTA planner for further guidance.

None of the historic buildings within the area of potential effect (APE) will be physically impacted by the proposed project. The investigations and consultation with SHPO have determined that the proposed project will have no adverse effect to the historic setting of the listed, eligible, and undetermined buildings.

The station locations are far enough removed from the 4th Ward District to avoid adverse effects to this district. In the Old Town, Huning Highlands, and Aldo Leopold Neighborhood districts, the stations will be designed without canopies to avoid the potential for visual intrusion within these historic districts and thereby avoid an adverse effect.

When considered in the context of the important historic developments of the area, the resources described above contribute to a cultural landscape that extends well beyond the APE of the current project area. Therefore, potential effects of the project to the cultural landscape were evaluated by considering the documented resources within the project APE. The proposed project would not significantly change the appearance of the area in the vicinity of rapid vehicle stations or along the route and would have no adverse effect to the potential cultural landscape.

Should unanticipated cultural resources be discovered during construction, work in the area shall cease and the SHPO, FTA, and ABQ RIDE shall be consulted.

These findings and determinations of effect have been developed in consultation with the SHPO (see attached consultation letter).

Section 4(f) Resources (Public Parks/Recreation Areas, Historic Sites):

Note: Refer to [Section 4\(f\) Handbook](#)

Is the project located in or adjacent to a publicly-owned park, recreation area or wildlife or waterfowl refuge, or a publicly or privately owned historic district/property?

No

Yes, describe the potential impacts to the park/recreation area

There are two types of 4(f) properties within the project limits — public parks and historic properties. A use could involve purchasing all or a portion of a 4(f) property, a temporary occupancy of the property, or a constructive use of the property. If the use involves only a minor portion of the property and satisfies additional criteria, the use would be classified as de minimis. The potential uses of 4(f) properties along the Central ART corridor are discussed below.

Central Avenue passes through the City of Albuquerque Bosque Open Space (Rio Grande River) and is adjacent to Soldiers and Sailors Park (at Tijeras Ave.), Robinson Park (at 8th Street), and Yale Park (at Yale Blvd.). The project will not acquire property from any of these facilities, either temporarily or permanently, nor have any indirect impacts (e.g., noise and air quality) been identified for these properties. Thus, the ART project will not directly or indirectly change or affect the function of any of these properties. Therefore, the ART project will not have a 4(f) use on any of the public parks or open spaces within the project area.

There are 127 historic properties within the project APE that are listed, eligible for listing, or have an undetermined eligibility to the NRHP, four historic districts, and a potential cultural landscape. No property from any of the historic buildings will be directly impacted or altered by the project. As such, there will be no direct use or temporary use of the buildings. Additionally, Section 106 consultation with SHPO resulted in a determination of no adverse effect to historic properties so there would be no proximity impacts that would constitute a constructive use.

The project area passes through four historic districts. The stations in these districts have been designed without canopies to avoid any visually prominent features. SHPO has agreed that the stations would have no adverse effect under Section 106. As such, there would be no constructive 4(f) use. Similarly, there will be no right-of-way acquired in three of the four historic districts. However, in the Huning Highlands District, 553 square feet (0.013 acres) of a vacant parcel will be acquired and will be used for sidewalks. The parcel is currently a gravel lot that is not a contributing element to the historic district. Therefore, the property acquisition is not considered a 4(f) use.

The potential for a cultural landscape was also considered; however, the cultural landscape boundaries would extend well beyond the area of potential effect for the current project and a cultural landscape could not be definitively identified. As such, potential impacts to features that may contribute to a cultural landscape were evaluated. No property associated with contributing features would be used permanently or temporarily. Also, there would be no adverse effect to contributing features under Section 106. As such, there would be no proximity impacts that would constitute a constructive use.

Biological Resources:

Note: Refer to [U.S. Fish & Wildlife Service](#) and the [National Marine Fisheries Service](#)

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act?

No

Yes, describe any critical habitat, essential fish habitat or other ecologically sensitive areas

within or near the project area.

*Field surveys and a review of available records and data were performed in June 2014. No special status species were found in the project area, although potentially suitable habitat was found for four federally listed species: Rio Grande Silvery Minnow (*Hybognathus amarus*), Yellow-billed cuckoo (*Coccyzus americanus*), Southwestern willow flycatcher (*Empidonax traillii extimus*), and New Mexico Meadow jumping mouse (*Zapus hudsonius*). Because the proposed project construction and operation would take place within the existing roadway, the project would have no effect on federally listed species or designated critical habitat. While some existing landscape trees will be removed by construction, their size and location within the street median limits their use as suitable nesting habitat for birds protected by the Migratory Bird Treaty Act (MBTA). Trees removed by construction will be replaced on a 1:1 ratio. Nests for protected species were not identified during the field investigations. Because two or more years will have elapsed by the time construction commences, protected bird species could occupy trees within the project area. For this reason, trees that provide potential nesting habitat for MBTA protected species will be removed outside the nesting season (April 15 through September 15). If this avoidance measure is not practical, pre-construction surveys for MBTA species will be conducted and if occupies nests are found, a mitigation plan will be developed to comply with the requirements of the MBTA. The findings of the biological evaluation are summarized in Technical Supplement No. 6 – Biological Evaluation. This document is on file with the FTA and ABQ RIDE.*

Property Acquisition/Relocations:

Will property be acquired for this project?

No

Yes, indicate whether acquisition will result in relocation of individuals/businesses. Attach maps or graphs of affected parcel including relocations.

Approximately 0.57 acres of private property and 0.46 acres of publically-owned property will be converted to right-of-way over the length of the overall proposed project. In all instances, the affected property is limited to partial acquisitions and involves narrow slivers of property at intersections. The existing development on the affected parcels is not affected and no building takes or relocations will occur. The affected locations and quantity of private property to be acquired are listed below and shown in Figure 4 starting on page 31. The shaded rows in the table indicate private parcels. Unshaded rows are publicly-owned property.

The acquisition of private parcels will follow the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Location	Ownership and Existing Use	Quantity
• A portion of one parcel north side of Central Avenue east of Coors Boulevard.	Private; landscaped area of auto glass business	2,250 ft. ²
• Portions of five parcels north side of Central Avenue both east and west of 47 th Street	Private; landscaped areas and driveways of assorted businesses.	2,871 ft. ²
• Portions of two parcels on north and south sides of Central Avenue west of Atrisco Drive	Private; driveways and landscaped areas of large shopping centers.	11,573 ft. ²
• Portions of three parcels north side of Central Avenue east of New York Avenue	Private; parking lots and small landscaped areas of restaurant and motel.	2,584 ft. ²
• Portions of three parcels north side of	Private; landscaped and paved areas of	1,277 ft. ²

Central Avenue east and west of Rio Grande Boulevard	various retail uses and parking lots.	
• A portion of one parcel north side of Central Avenue west of Walter Street	Private; undeveloped dirt lot.	553 ft. ²
• Portions of five parcels north and south sides of Central Avenue west of San Mateo Blvd.	Private; parking lots and small landscaped areas of retail stores and restaurants.	3,532 ft. ²
• Portions of three parcels north side of Central Avenue west of New York Avenue	City of Albuquerque; graveled landscape area along roadway	9,796ft. ²
• A portion of one parcel north side of Central Avenue east of Rio Grande Boulevard	City of Albuquerque; landscaped area.	289 ft. ²
• Portions of two parcels north side of Central Avenue west of University Boulevard	State owned; landscaped area of University of New Mexico	6,305 ft. ²
• Portions of two parcels north side of Central Avenue west and east sides of Yale Boulevard	State owned; landscaped area of University of New Mexico	1,446 ft. ²
• Portions of two parcels north side of Central Avenue west and east sides of Cornell Drive	State owned; landscaped area of University of New Mexico	2,207 ft. ²
<i>*Shading indicates private parcels</i>		
Total Private Property		0.57 acres
Total City and State-owned Property		0.46 acres

Wetlands:

Note: Refer to [Wetlands Info Packet](#)

Will the project affect potential/on site/adjacent wetlands?

- No
- Yes, describe the impact and attach correspondence with the US Army Corps of Engineers
[Click here to enter text.](#)

Water Quality:

Does the project have the potential to impact water quality, including during construction?

- No
- Yes, describe potential impacts and best management practices which will be in place
Without preventative measures, work on the Central Avenue bridge deck over the Rio Grande and the adjoining segments of Central Avenue has the potential to impact water quality during construction. Best management practices and a Storm Water Pollution Prevention Plan (SWPPP) will be implemented during construction to avoid water quality impacts.

Will there be an increase in new impervious surface or restored pervious surface?

- No

Yes, describe potential impacts and proposed treatment for storm water runoff
Some increase in pavement will result from the busway construction in medians that are currently landscaped. The total increase over the route would be approximately 3 acres. Stormwater runoff will be handled by the existing stormwater system that serves Central Avenue.

Is the project located in the vicinity of an EPA-designated sole source aquifer?

No

Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also, include the approximate amount of new impervious surface created by the project.

[Click here to enter text.](#)

Air Quality:

Is the project located in an Environmental Protection Agency designated non-attainment or maintenance area?

No

Yes, indicate the criteria pollutant below and contact FTA to determine if a hot spot analysis is necessary.

Carbon Monoxide (CO)

Ozone (O₃)

Particulate Matter (PM_{2.5})

Particulate Matter (PM₁₀)

Nitrogen Oxide (NO_x)

Sulfur Dioxide (SO_x)

Describe any impacts to air quality resulting from the project.

Albuquerque is a limited maintenance area for CO and has not exceeded any state or federal standards since 1991. Recent year background concentrations of CO (8-hour) are less than 2 ppm at monitoring stations operated by the City of Albuquerque. Because the project is a congestion mitigation measure and is intended to reduce traffic, adverse impacts to air quality are not anticipated as a consequence of the proposed project.

Does the project require conformity analysis?

No, it is exempt from conformity analysis under 40 CFR Part 51 § 93.126

Yes, it is not exempt under §93.126 or §93.127

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

Not Applicable

No

Yes, Date of USDOT conformity finding: [Click here to enter a date.](#)

Albuquerque is a limited maintenance area for CO and a conformity analysis is not required for the TIP.

Hazardous Materials:

Is there any known/potential contamination at the project site?

Contamination may include lead/asbestos, above/underground storage tanks, or a history of industrial sites.

No, describe the analysis used to determine whether hazardous materials were present

[Click here to enter text.](#)

Yes, describe mitigation and clean-up measures that will be taken to remove hazardous materials. If the project includes property acquisition, a Phase I Environmental Site Assessment may be required for the land to be acquired. Contact the FTA planner to discuss the Phase I Environment Site Assessment requirements.

A Preliminary Phase I Environment Site Assessment (Technical Supplement no. 7, on file with the FTA and ABQ RIDE) was conducted to assess the presence of hazardous materials. The assessment identified 1,160 regulated facilities in the project area including 188 facilities identified as facilities of concern. These facilities consist of underground storage tanks, leaking underground storage tanks, RCRA hazardous waste generators, state cleanup sites, CERCLIS facilities, VCP facilities, manufactured gas plants, historical auto stations, and historical dry cleaners. Based on the report, 648 facilities were determined as potential environmental concerns as well as the potential for asbestos-containing utility conduit within the corridor.

A Phase I Environment Site Assessment will be conducted for the properties identified for acquisition during project design and prior to the start of the acquisition process. In addition, project contractors will be required to develop a plan for handling and disposing of hazardous material.

Prime and Unique Farmlands:

Note: Refer to [Farmland Protection Policy Act](#)

Does the proposal involve the use of any prime or unique farmlands?

No

Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

[Click here to enter text.](#)

Safety/Security:

Describe all measures that would need to be taken and that have been included for the safe and secure operation of the project after its construction.

ABQ RIDE will systematically organize its efforts to ensure the safe and secure design, construction and operation of the project through the development and maintenance of a Safety and Security Management

Plan (SSMP) and related component plans. Through the design, construction and testing phases, the SSMP will guide the following:

- *Safety and Security Certification Process,*
- *Hazard identification, analysis, assessment and resolution,*
- *Safety hazard, security threat, and vulnerability assessment mitigation,*
- *Construction safety and security, and*
- *Security and emergency preparedness*

As guided by the SSMP, during the design process the project team will establish safety and security design criteria based on national and local safety standards, codes and best practices. The project team will verify compliance of the project design with those criteria and then ensure through inspections, testing, and change control measures that construction conforms to those design specifications. The process of identifying, assessing and resolving safety hazards and security vulnerabilities will be ongoing throughout all phases of the project. In addition, the project team will develop testing procedures for the start-up phase and safety and security procedures for revenue operations, including appropriate training for operations and maintenance personnel and development of emergency preparedness plans.

Construction Impacts:

Describe temporary impacts associated with construction activities such as noise, air quality, sidewalk and road closures, traffic detour/access change, construction schedules (e.g., local ordinance may restrict late night work activity in residential neighborhoods). Describe mitigation measures to address the impacts, if applicable.

Temporary impacts will occur during construction. These impacts will be short term and transitory in nature and will cease upon completion of the project. Notable impacts will include:

- *Temporary delays and inconvenience as a result of construction activities and detours. These will affect motorists, transit service, bicyclists, and pedestrians who may be delayed and/or detoured to alternative routes within active construction zones. Traffic control plans that identify lane and sidewalk closures, and the routes and paths used to detour traffic and pedestrians will be developed as part of final design. In addition, information specific to lane closures and detour routes will be published by ABQ RIDE for the public.*
- *Temporary closures and/or rerouting of access to side streets and driveways within active construction zones. These closures will primarily affect businesses, institutions, and residential properties whose access is from Central Avenue. ABQ RIDE will discuss temporary access closures with the affected parties and will develop a plan that describes the approximate dates of closures, alternative access provisions, and advance notification requirements before temporary access changes occur.*
- *Residents and businesses within active construction areas will be exposed to temporary impacts from nuisance levels of noise, dust and light from construction vehicles, equipment, and activities.*

In addition to the specific measures described above, construction impacts will be minimized by requiring contractors to adhere to applicable federal, state, and city requirements for construction projects. If night construction occurs, a plan will be developed by ABQ RIDE/construction contractor to limit major noise-producing activities and/or noise levels during night-time hours (10:00 pm to 6:00 am).

Mitigation Measures:

Describe all measures, if any, to be taken to mitigate project impacts.

- *Measures to mitigate the traffic impacts that occur as a consequence of the proposed ART project will be investigated during project design in collaboration with the Traffic Engineering Division of the City*

of Albuquerque, Department of Municipal Development. Mitigation measures to be considered may include improvements to intersection geometry, signal timing and phasing, and modifications to rapid vehicle signal priority to increase the capacity at impacted locations.

- Modify the design of the intersection of Central Avenue and Rio Grande Boulevard to maintain LOS D for the intersection.
- A Phase I Environment Site Assessment and any needed site investigations will be conducted for the properties identified for acquisition during project design and prior to the start of the acquisition process.
- Public outreach and involvement will continue throughout project development and project construction. This will include efforts targeted specifically at minority and low income groups as well as the businesses, institutions, and residents directly affected by the project.
- Concerns with landscaping, pedestrian safety, and business access expressed by businesses and neighborhood groups during the planning phase of the ART project will continue to be discussed and evaluated during preliminary and final design.
- Existing landscape trees removed by construction will be replaced on a 1:1 ratio. The species and size of replacement trees will be determined during final design and in collaboration with stakeholders.
- Coordination with utility owners has commenced and will continue during final design and construction to minimize disruption to utility owners and utility users during project construction.
- Traffic control plans that identify lane and sidewalk closures, and the routes and paths used to detour traffic and pedestrians will be developed as part of final design. In addition, information specific to lane closures and detour routes will be published by ABQ RIDE for the public.
- A plan to maintain reasonable access to the businesses, institutions, and residents along Central Avenue during project construction will be developed in collaboration with these affected stakeholders. ABQ RIDE will discuss temporary access closures with the affected parties and will develop a plan that describes the approximate dates of closures, alternative access provisions, and advance notification requirements before temporary access changes occur.
- Trees that provide potential nesting habitat for Migratory Bird Treaty Act (MBTA) protected species will be removed outside of the nesting season (April 15 through September 15). If this avoidance measure is not practical, pre-construction surveys for MBTA species will be conducted and, if occupied nests are found, a mitigation plan will be developed to comply with the requirements of the MBTA.
- Contractors will be required to adhere to applicable federal, state, and city requirements for construction projects. If night construction occurs, a plan will be developed by ABQ RIDE and/or the construction contractor to limit major noise-producing activities and/or noise levels during night-time hours (10:00 pm to 6:00 am).
- Best management practices and a Storm Water Pollution Prevention Plan (SWPPP) will be implemented during construction to avoid water quality impacts.
- If buried archaeological or cultural deposits are discovered during construction, work in the area shall cease while the SHPO, FTA, and ABQ RIDE are consulted.
- The acquisition of private property will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Submitted by:



Title:

Director

Date:

08/17/2015

[Click here to enter a date.](#)

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Exhibit 1: Project Vicinity and Area Map

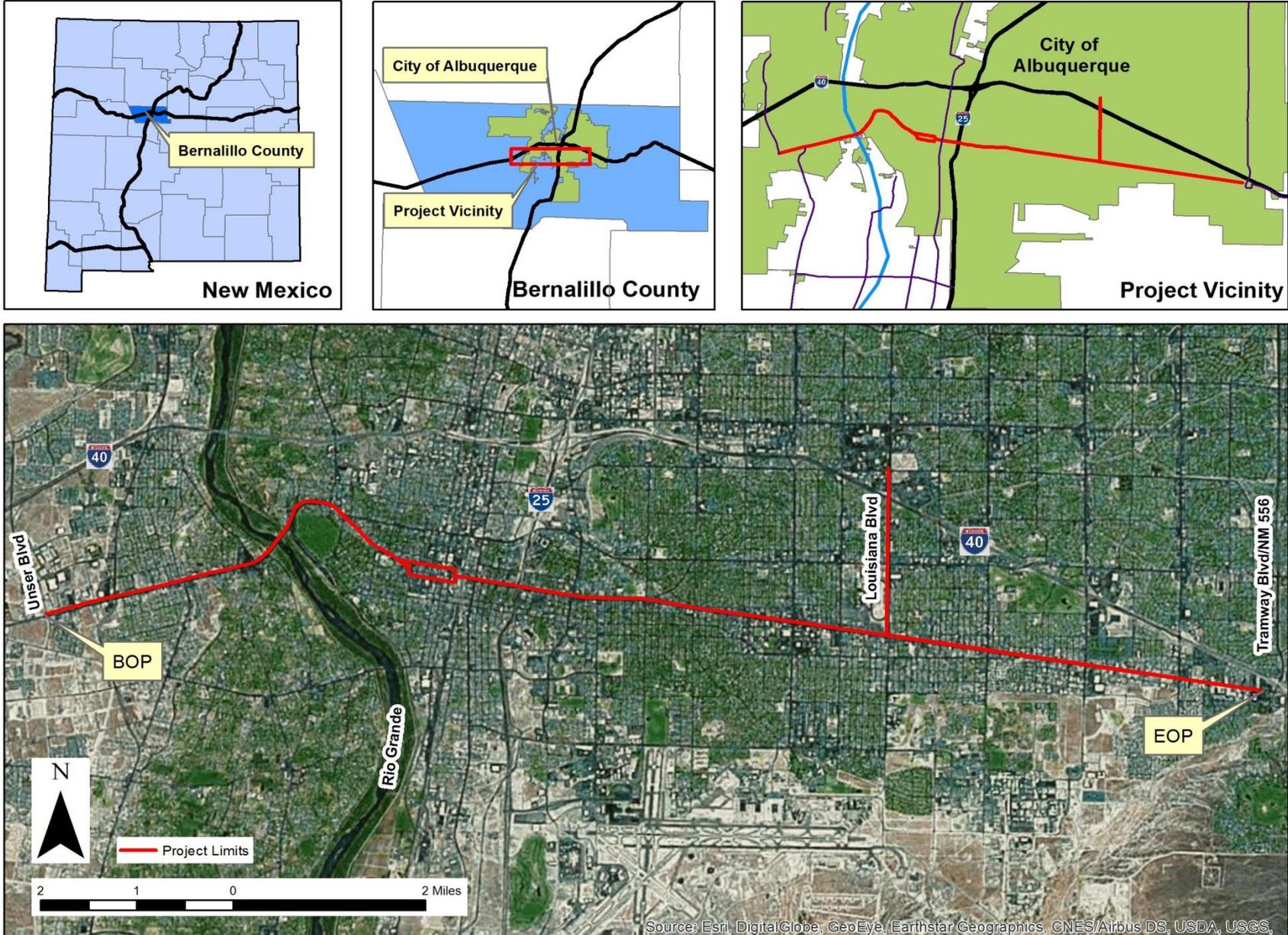


Exhibit 2: Comparison of Traffic Levels of Service (Tables 1 and 2)

Table 1: Overall Intersection Levels of Service for the AM Peak Hour

Cross Streets at Central Avenue	Alternative			No. of Through Lanes on Central Ave.	
	Existing	2017 No Build	2017 Build	No Build	Build
Unser Boulevard	D	E	E	2	2
Airport Drive	A	A	A	2	2
Coors Boulevard	C	C	C	2	2
Yucca Avenue	A	B	B	2	2
Old Coors Drive	B	B	B	2	2
47th Street	A	A	A	2	2
Atrisco Drive	C	C	D	3	2
Sunset Road	B	B	A	3	2
Tingley Drive	B	B	B	3	2
New York Avenue	A	B	B	3	2
Rio Grande Boulevard	C	E	E	3	2
San Pasquale Ave/Lomas Boulevard	D	D	C	1	1
Laguna Boulevard	A	A	B	1	1
14th Street	A	A	A	1	1
12th Street	A	A	A	1	1
10th Street	B	B	B	1	1
8th Street	A	A	A	1	1
7th Street at Gold Avenue	A	A	A	1	1
6th Street at Gold Avenue	A	A	B	1	1
5th Street at Gold Avenue	B	B	B	1	1
4th Street at Gold Avenue	A	A	A	1	1
3rd Street at Gold Avenue	A	A	A	1	1
2nd Street at Gold Avenue	B	B	B	1	1
1st Street at Gold Avenue	A	A	A	1	1
2nd Street at Copper Avenue	A	A	B	1	1
3rd Street at Copper Avenue	A	A	A	1	1
4th Street at Copper Avenue	A	A	A	1	1
5th Street at Copper Avenue	B	B	B	1	1
6th Street at Copper Avenue	B	B	B	1	1
Broadway Boulevard	C	C	C	2	1
Edith Boulevard	A	A	A	2	1
Locust Street	C	C	C	2	1
Oak Street	A	A	A	2	1
Cedar Street	B	B	C	2	1

Table 1 (Continued)

Cross Streets at Central Avenue	Alternative			No. of Through Lanes on Central Ave.	
	Existing	2017 No Build	2017 Build	No Build	Build
University Boulevard	C	C	C	2	1
Yale Boulevard	B	B	B	2	2
Cornell Drive	A	A	B	2	2
Stanford Drive	B	B	B	2	2
Princeton Boulevard	--	--	A	2	2
Girard Boulevard/Monte Vista Road	C	C	C	2	1
Richmond Drive	A	A	A	2	1
Wellesley Drive	A	A	A	2	1
Carlisle Boulevard	C	C	C	2	1
Morningside Drive	A	A	A	2	1
Washington Street	C	C	B	2	1
Monroe Street	A	A	A	2	1
San Mateo Boulevard	C	C	C	3	1
Alvarado Avenue	A	A	A	3	2
San Pedro Drive	B	B	B	3	2
Louisiana Boulevard	B	B	C	3	2
Pennsylvania Street	A	A	A	3	3
Wyoming Boulevard	C	C	C	3	3
General Chennault St/Zuni Rd	B	B	B	3	3
Moon Street	A	A	A	3	3
Eubank Boulevard	D	D	C	3	3
Juan Tabo Boulevard	C	C	C	3	3
Western Skies	A	A	B	3	3
Dorado Pl SE	A	A	B	3	3
Tramway Boulevard	C	C	C	3	3
Four Hills Road	B	B	B	1	1

Table 2: Overall Intersection Levels of Service for the PM Peak Hour

Cross Streets at Central Avenue	Alternative			No. of Through Lanes on Central Ave.	
	Existing	2017 No Build	2017 Build	No Build	Build
Unser Boulevard	D	E	E	2	2
Airport Drive	A	A	A	2	2
Coors Boulevard	D	D	D	2	2
Yucca Avenue	A	B	B	2	2
Old Coors Drive	C	C	C	2	2
47th Street	A	A	A	2	2
Atrisco Drive	B	C	C	3	2
Sunset Road	B	C	C	3	2
Tingley Drive	B	B	C	3	2
New York Avenue	B	B	C	3	2
Rio Grande Boulevard*	C	D	D	3	2
San Pasquale Ave/Lomas Boulevard	B	C	D	1	1
Laguna Boulevard	A	A	B	1	1
14th Street	B	A	B	1	1
12th Street	A	A	A	1	1
10th Street	B	C	C	1	1
8th Street	A	A	A	1	1
7th Street at Gold Avenue	B	B	A	1	1
6th Street at Gold Avenue	B	B	A	1	1
5th Street at Gold Avenue	B	B	B	1	1
4th Street at Gold Avenue	A	A	A	1	1
3rd Street at Gold Avenue	B	B	A	1	1
2nd Street at Gold Avenue	B	B	B	1	1
1st Street at Gold Avenue	A	A	A	1	1
2nd Street at Copper Avenue	C	C	B	1	1
3rd Street at Copper Avenue	A	A	A	1	1
4th Street at Copper Avenue	A	A	A	1	1
5th Street at Copper Avenue	B	B	B	1	1
6th Street at Copper Avenue	B	B	B	1	1
Broadway Boulevard	C	C	D	2	1
Edith Boulevard	A	A	C	2	1
Locust Street	C	C	C	2	1
Oak Street	B	B	A	2	1
Cedar Street	B	B	B	2	1

The design shown in the preliminary design plans would result in this intersection LOS being reduced to LOS F. However by adding a right turn lane from westbound Central Avenue to northbound Rio Grande Boulevard the LOS will remain at LOS D. ABQ Ride is committed to maintaining the current intersection LOS and will incorporate the design change during the ongoing design effort.

Table 2 (Continued)

Cross Streets at Central Avenue	Alternative			No. of Through Lanes on Central Ave.	
	Existing	2017 No Build	2017 Build	No Build	Build
University Boulevard	D	D	D	2	1
Yale Boulevard	C	C	B	2	2
Cornell Drive	B	B	A	2	2
Stanford Drive	B	B	B	2	2
Princeton Boulevard	--	--	A	2	2
Girard Boulevard/Monte Vista Road	C	C	C	2	1
Richmond Drive	A	A	B	2	1
Wellesley Drive	A	A	A	2	1
Carlisle Boulevard	C	C	D	2	1
Morningside Drive	A	A	B	2	1
Washington Street	D	D	C	2	1
Monroe Street	A	A	A	2	1
San Mateo Boulevard	C	C	C	3	1
Alvarado Avenue	A	A	A	3	2
San Pedro Drive	C	C	D	3	2
Louisiana Boulevard	C	C	D	3	2
Pennsylvania Street	A	A	A	3	3
Wyoming Boulevard	C	C	D	3	3
General Chennault St/Zuni Rd	B	B	B	3	3
Moon Street	A	A	A	3	3
Eubank Boulevard	D	D	E*	3	3
Juan Tabo Boulevard	D	D	D	3	3
Western Skies	A	A	A	3	3
Dorado Pl SE	A	A	A	3	3
Tramway Boulevard	D	D	D	3	3
Four Hills Road	B	B	B	1	1

**After evaluating the potential for ART service from Unser Boulevard to Tramway Boulevard, it was determined that ART Project improvements would be built from Coors Boulevard to Louisiana Boulevard. From Louisiana Boulevard to Tramway Boulevard the ART vehicles will operate in mixed flow and use the existing Rapid Ride stations. Therefore the LOS for intersection of Eubank Boulevard and Central Avenue will not be affected by the ART Project and remain at LOS D.*

Exhibit 3: Traffic Lane Reduction

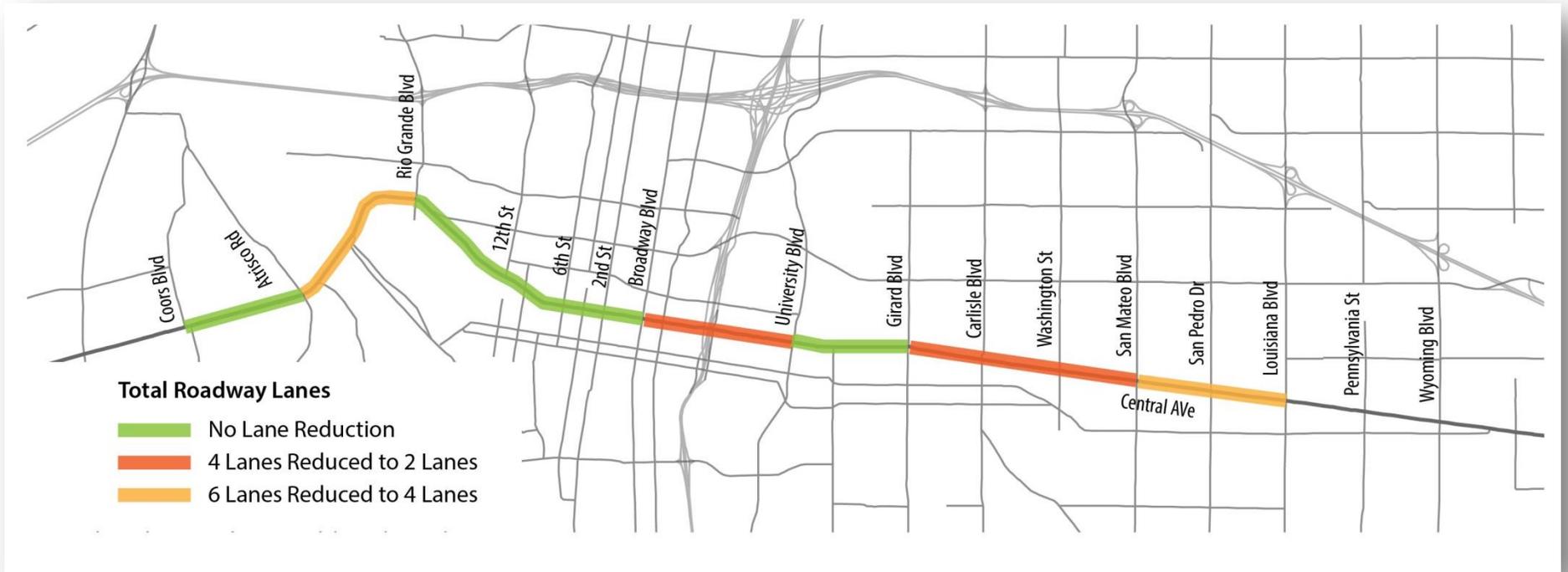
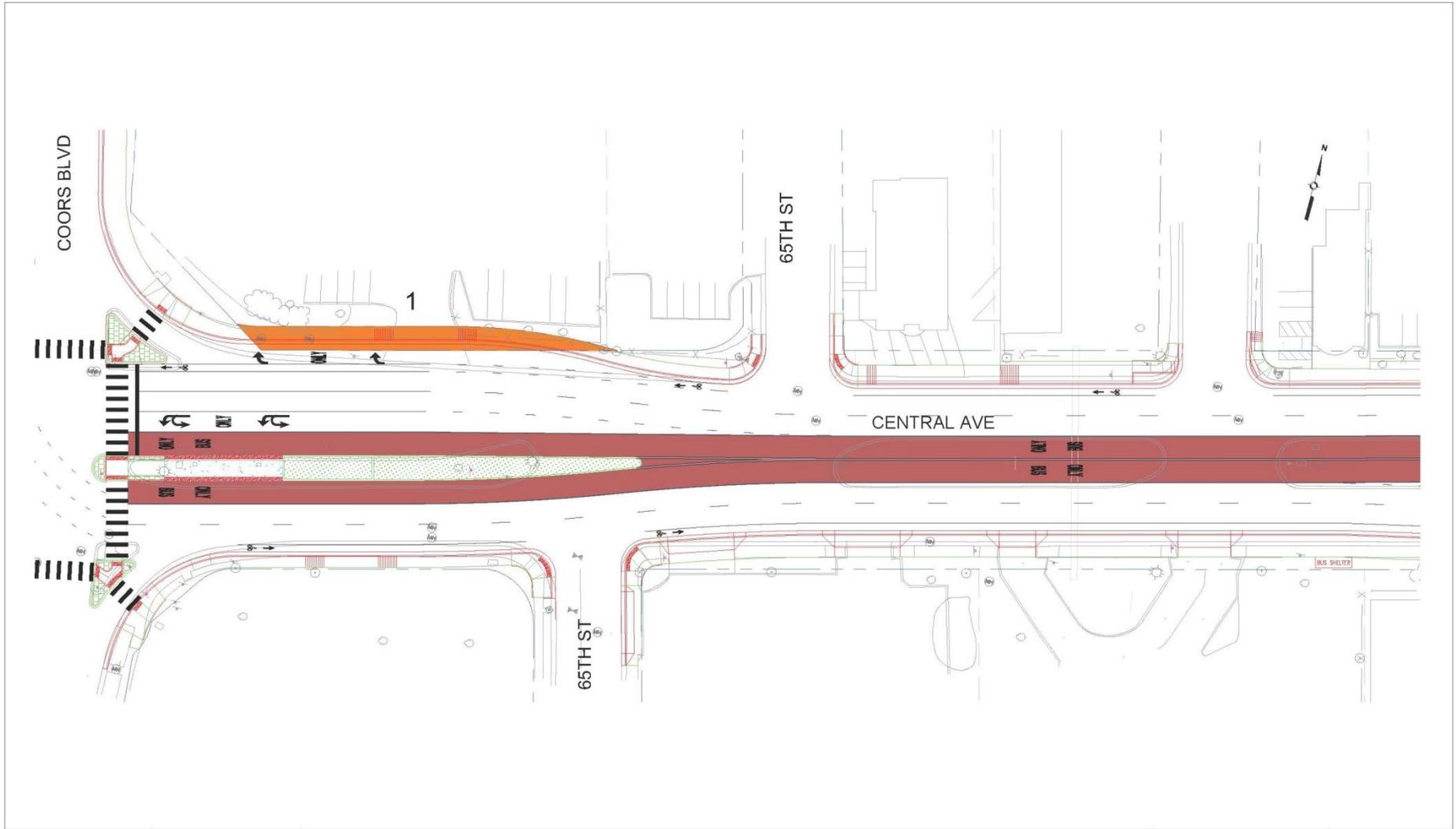
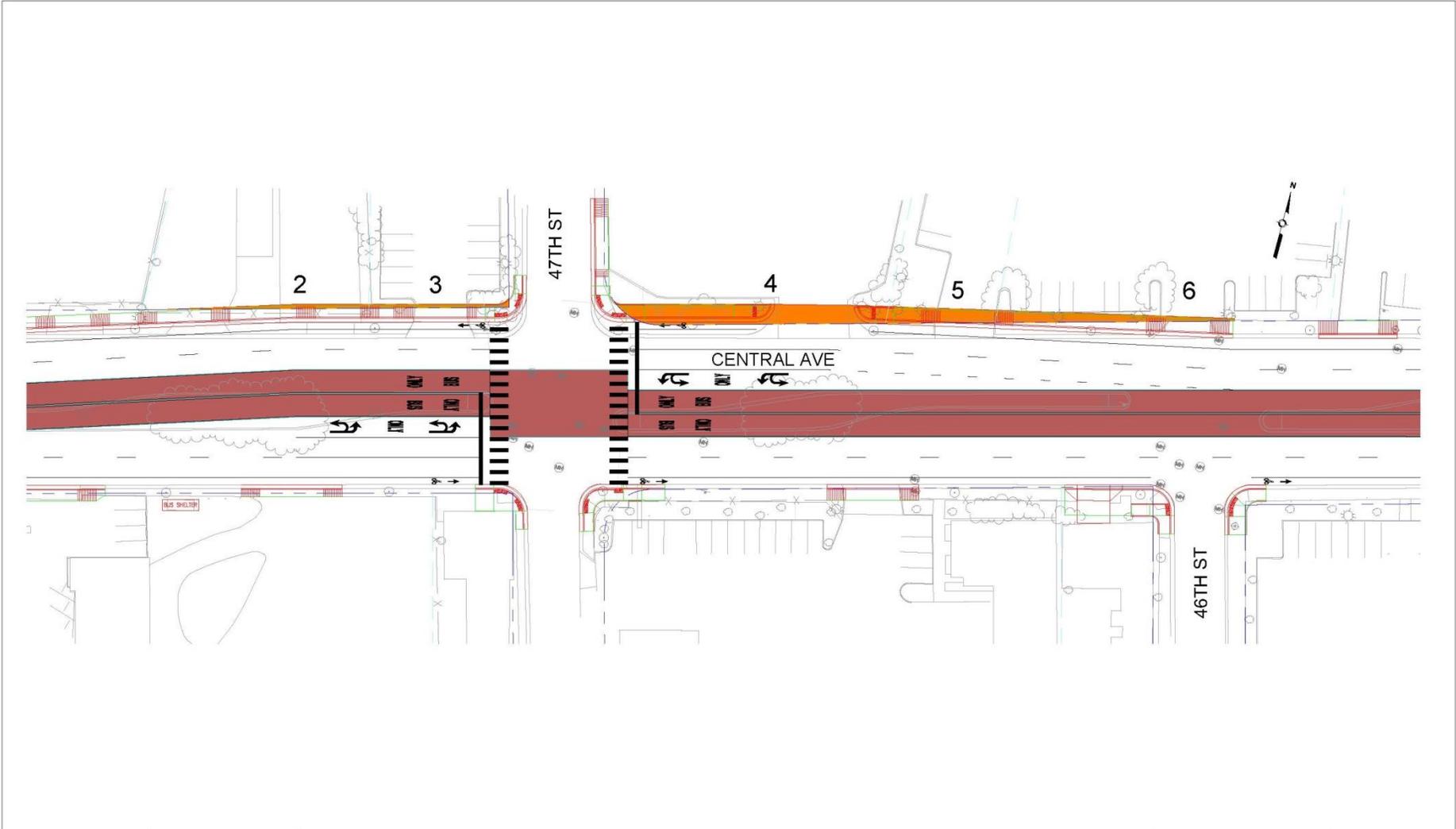


Exhibit 4: Property Acquisitions



		<p>ALBUQUERQUE RAPID TRANSIT PROJECT CENTRAL AVENUE CORRIDOR COORS BLVD</p>	<p>LEGEND ART LANES ART STATION LANDSCAPED MEDIAN ROW TAKES EXISTING ROW</p>	<p>DATE 07/2015 FIGURE 1</p>
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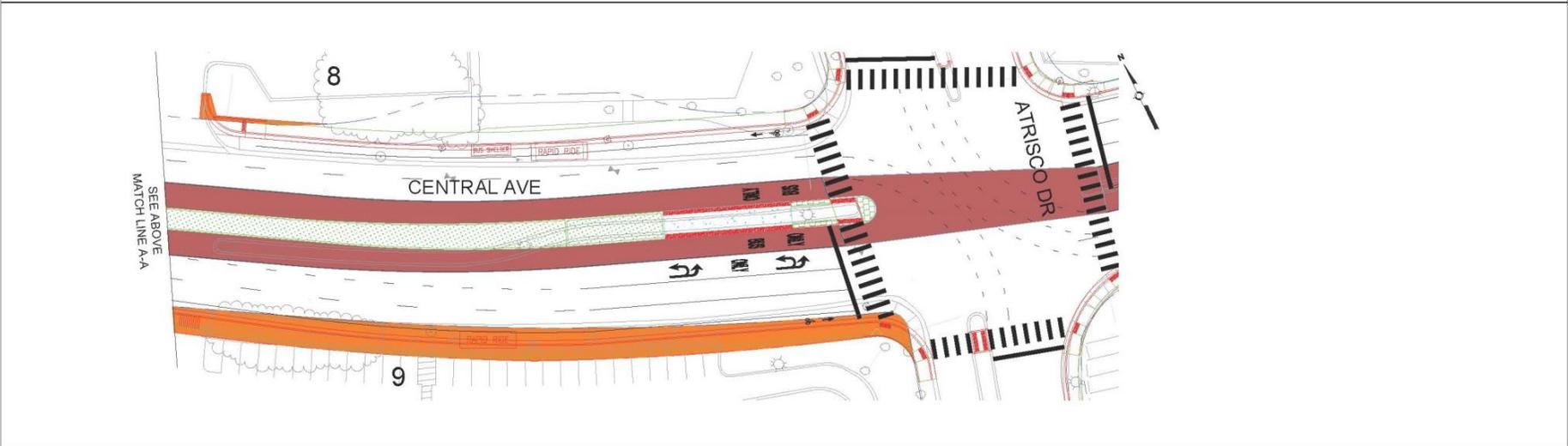
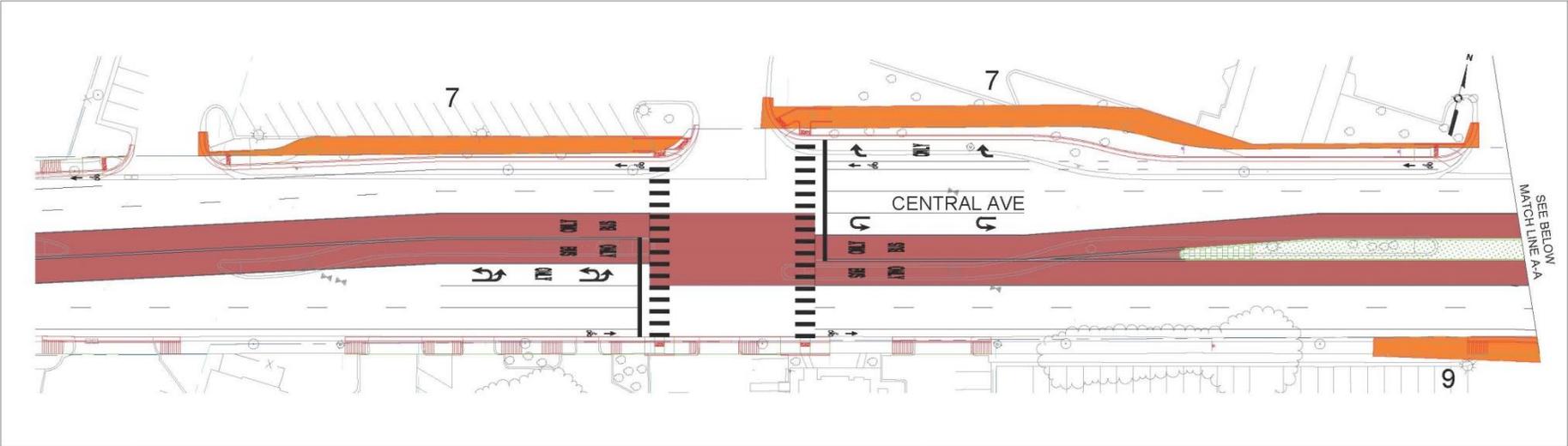


ALBUQUERQUE RAPID TRANSIT PROJECT
 CENTRAL AVENUE CORRIDOR
 47TH STREET

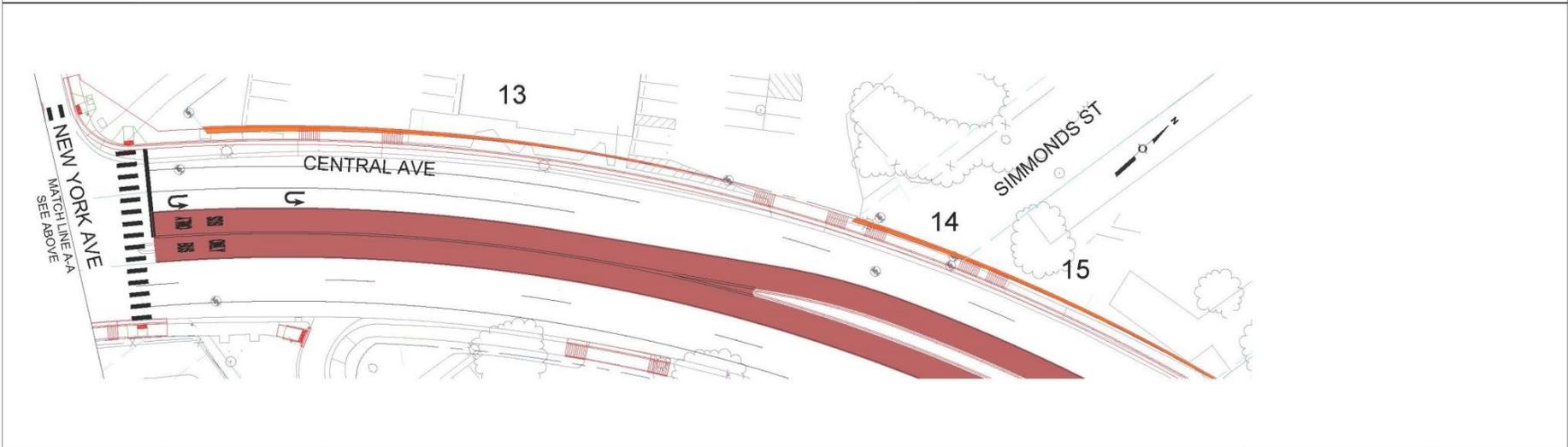
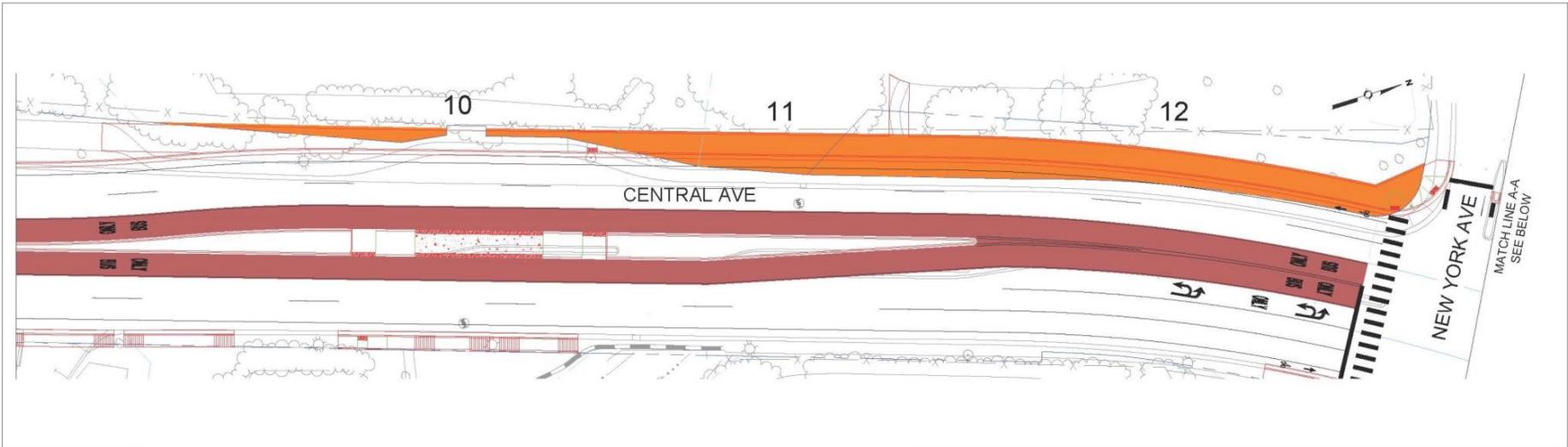
- LEGEND
- ART LANES
 - ART STATION
 - LANDSCAPED MEDIAN
 - ROW TAKES
 - EXISTING ROW

DATE
 07/2015

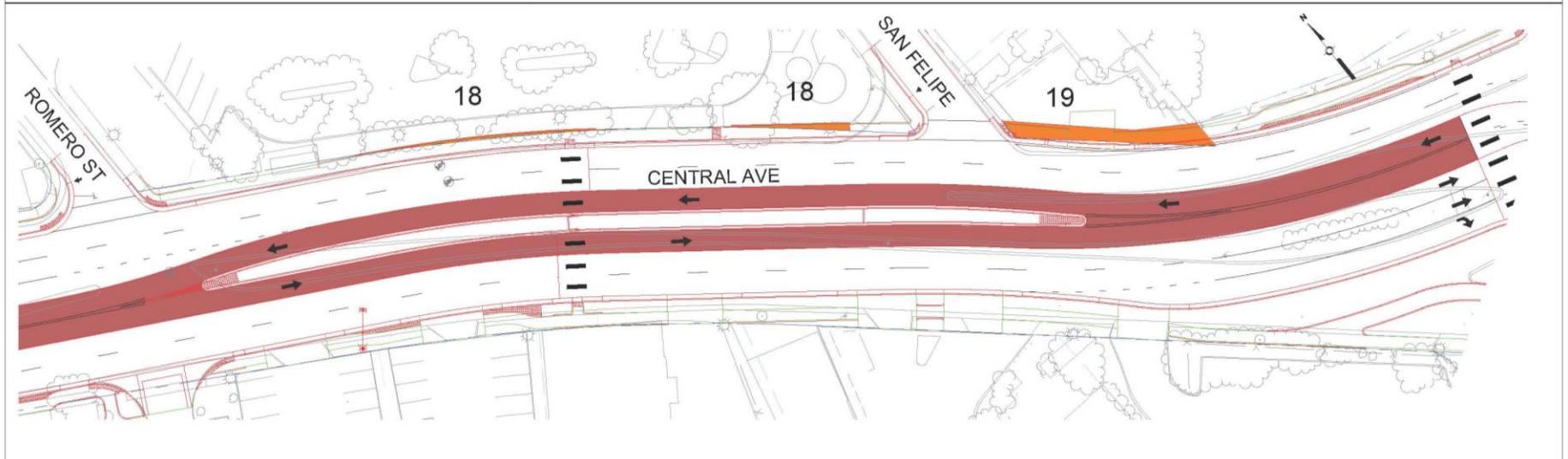
FIGURE
 2



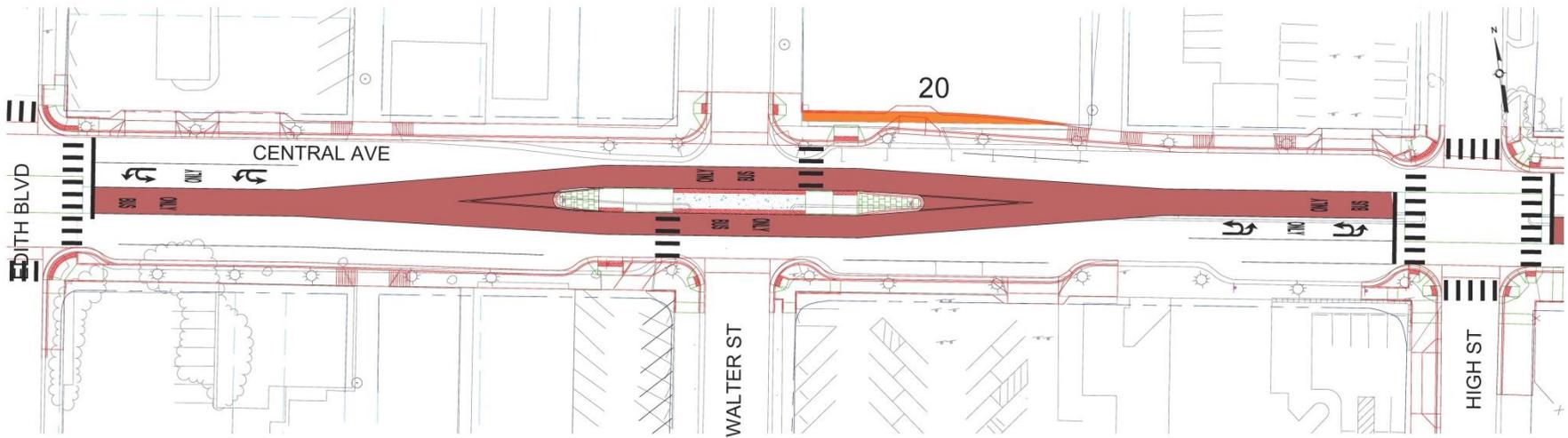
		<p>ALBUQUERQUE RAPID TRANSIT PROJECT CENTRAL AVENUE CORRIDOR ATRISCO DRIVE</p>	<p>LEGEND</p> <ul style="list-style-type: none"> ART LANES ART STATION LANDSCAPED MEDIAN ROW TAKES EXISTING ROW 	<p>DATE 07/2015</p> <p>FIGURE 3</p>
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		<p>ALBUQUERQUE RAPID TRANSIT PROJECT CENTRAL AVENUE CORRIDOR NEW YORK AVENUE</p>	<p>LEGEND</p> <ul style="list-style-type: none"> ART LANES ART STATION LANDSCAPED MEDIAN ROW TAKES EXISTING ROW 	<p>DATE 07/2015</p> <p>FIGURE 4</p>
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		<p>ALBUQUERQUE RAPID TRANSIT PROJECT CENTRAL AVENUE CORRIDOR RIO GRANDE BOULEVARD</p>	<p>LEGEND ART LANES ART STATION LANDSCAPED MEDIAN ROW TAKES EXISTING ROW</p>	<p>DATE 07/2015 FIGURE 5</p>
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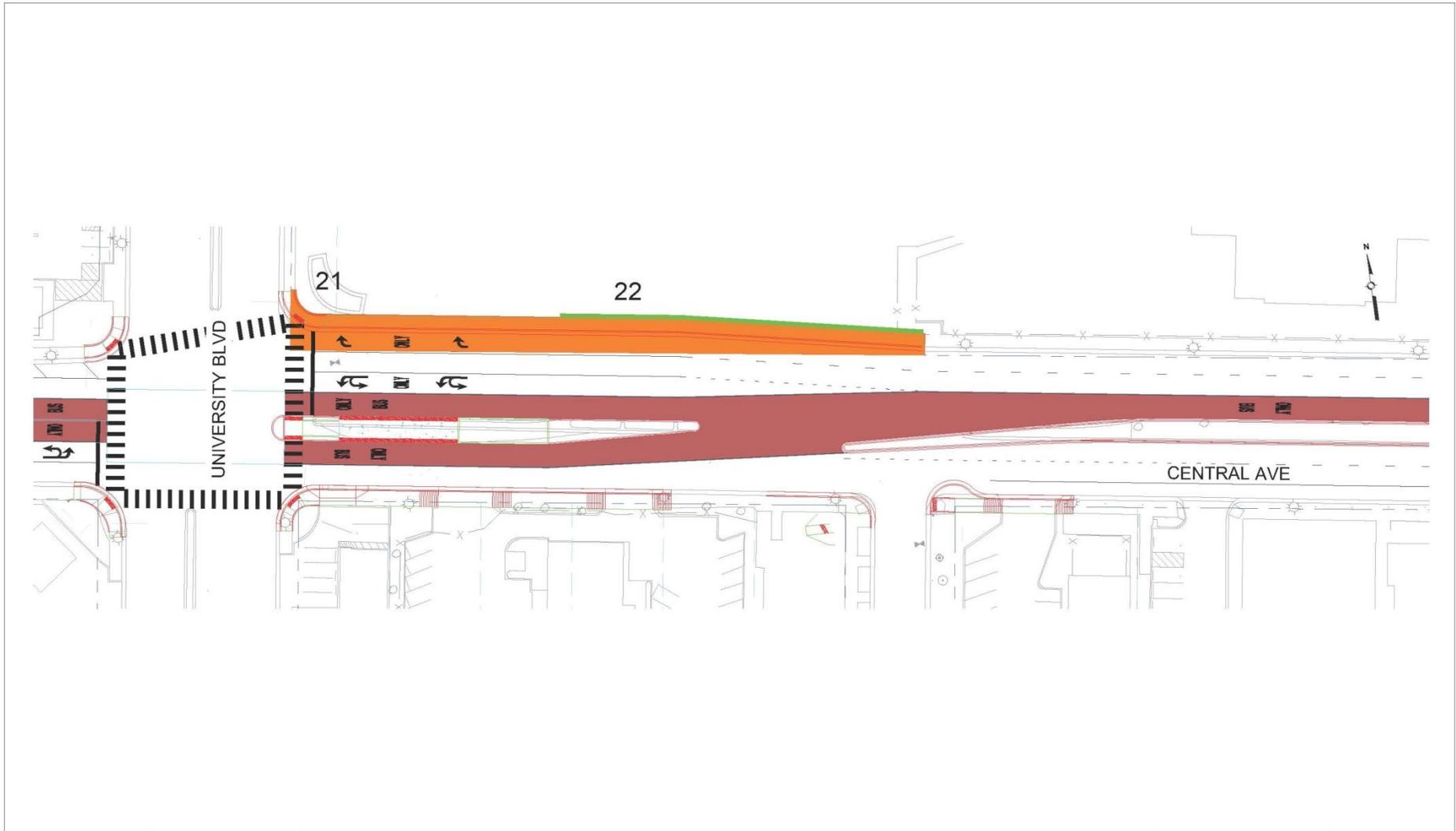
ALBUQUERQUE RAPID TRANSIT PROJECT
CENTRAL AVENUE CORRIDOR

WALTER ST

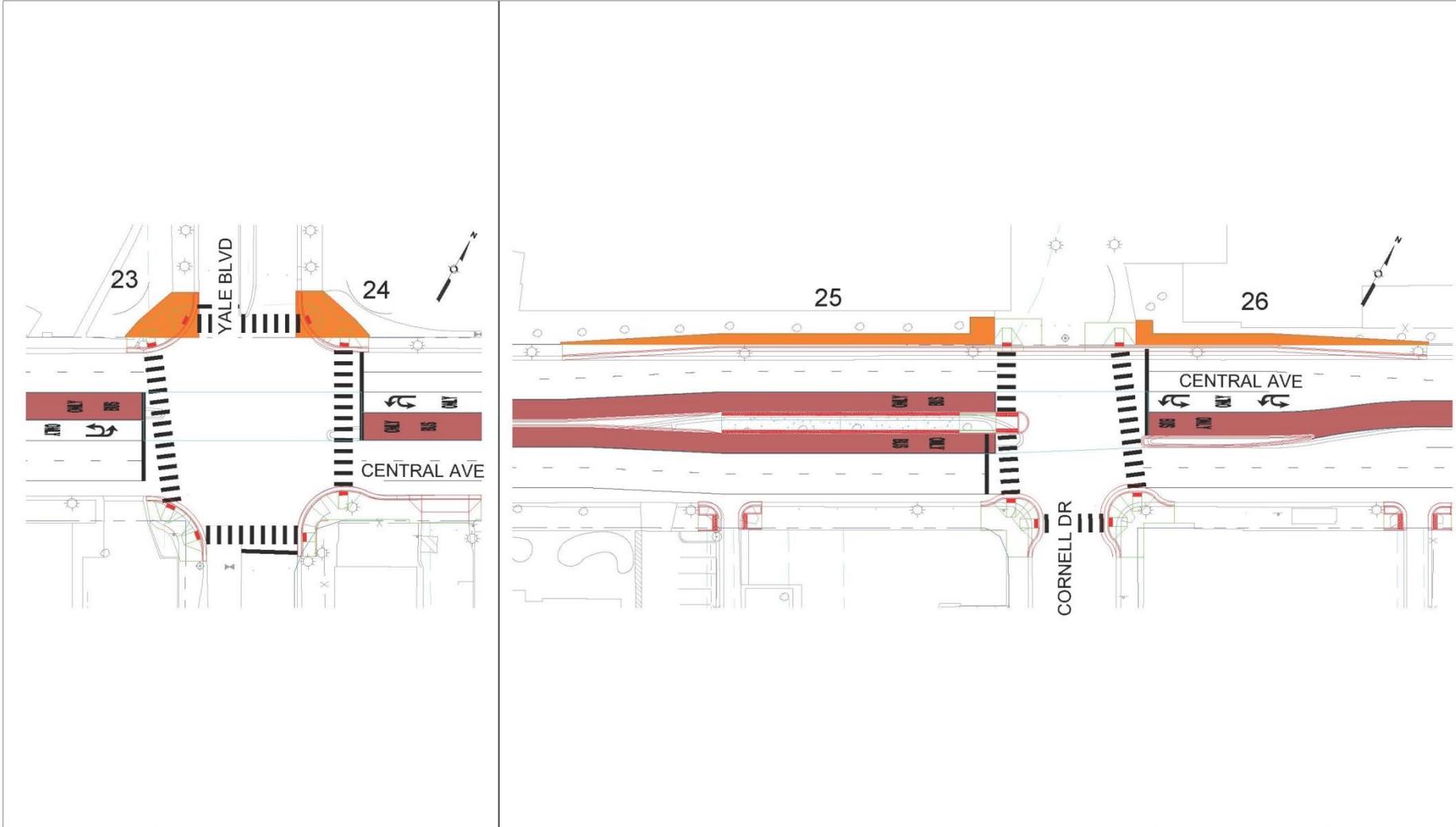
- LEGEND
- ART LANES
 - ART STATION
 - LANDSCAPED MEDIAN
 - ROW TAKES
 - EXISTING ROW

DATE
07/2015

FIGURE
6



		<p>ALBUQUERQUE RAPID TRANSIT PROJECT CENTRAL AVENUE CORRIDOR</p> <p>UNIVERSITY BOULEVARD</p>	<p>LEGEND</p> <ul style="list-style-type: none"> ART LANES ART STATION LANDSCAPED MEDIAN ROW TAKES EXISTING ROW 	<p>DATE 07/2015</p> <p>FIGURE 7</p>
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ALBUQUERQUE RAPID TRANSIT PROJECT
 CENTRAL AVENUE CORRIDOR
 YALE BOULEVARD AND CORNELL DR

- LEGEND
- ART LANES
 - ART STATION
 - LANDSCAPED MEDIAN
 - ROW TAKES
 - EXISTING ROW

DATE
 07/2015
 FIGURE
 8



ALBUQUERQUE RAPID TRANSIT PROJECT
CENTRAL AVENUE CORRIDOR

SAN MATEO BLVD

LEGEND	
■	ART LANES
○	ART STATION
▨	LANDSCAPED MEDIAN
■	ROW TAKES
---	EXISTING ROW

DATE	07/2015
FIGURE	9

ALBUQUERQUE RAPID TRANSIT																								
ROW IMPACTS - UNSER BLVD TO LOUISIANA BLVD																								
LOCATION		LANE CONFIGURATION										DIMENSIONS							IMPACTS	ISSUES	RECOMMENDATION			
SEGMENT	INTERSECTION WITH CENTRAL AVE.	DRIVING LANES		AUXILIARY LANES			ART LANES		BIKE LANES			STATION LOCATION		EXHIBIT	PARCEL ID	PROPERTY OWNER	PROPERTY ADDRESS	MAILING ADDRESS				LENGTH LF	WIDTH LF	AREA SF
		NO.	WIDTH, LF	NO.	WIDTH, LF	TYPE	WIDTH, LF	NO.	WIDTH, LF	NO.	WIDTH, LF	LOCATION	WIDTH, LF	NO.										
1	COORS BLVD	4	11	2	11	LEFT TURN RIGHT TURN	13	2	4			EAST	14	1	101005752228110205	GORDON THOMAS	100 COORS BLVD NW ALBUQUERQUE, NM 87105	100 COORS BLVD NW ALBUQUERQUE, NM 87105	200.0	13.0	2249.63	Landscape		
1	47th Street	4	11	2	11	LEFT TURN	13	2	4					2	101205703742920808	VALLES ABDON & VALLES MAGDA	4711 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	6751 VENTANA HILLS RD, ALBUQUERQUE, NM 87114	111.0	2.3	178.55	Driveway		
														3	101205703743320811	GRIG & FRANCIS PACHECO	4703 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	4703 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	76.8	2.0	157.58	Driveway		
														4	101205705943620903	DFC LLC	4617 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	PO BOX 57133, ALBUQUERQUE, NM 87187	146.9	10.9	1510.13	Landscape, Driveway		
														5	101205706944820904	PEP BOYS MANNY/MOE/JACK	4603 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	3111 WEST ALLEGHENY AVE, PHILADELPHIA PA 19132	59.4	8.2	481.38	Driveway		
														6	101205708044020906	PEP BOYS MANNY/MOE/JACK	4523 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	3111 WEST ALLEGHENY AVE, PHILADELPHIA PA 19132	131.2	5.0	543.53	Landscape, Driveway, 13 Parking Spaces		
1	ATRISCO	4	11	2	11	LEFT TURN	11	2	4			WEST	14	7	101205722915021301	CENTRAL AVE & ATRISCO PROS REAL EST LLC ATTN: MICHAEL A PROVENZANO JR	4201 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	1700 S. DE SOTO PL, ONTARIO, CA 91761	637.5	8.5	4887.77	Landscape		
														8	101205721119221302	CENTRAL AVE & ATRISCO PROS REAL EST LLC ATTN: MICHAEL A PROVENZANO JR	4101 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	1700 S. DE SOTO PL, ONTARIO, CA 91761	63.4	2.2	161.33	Landscape	Building at edge of sidewalk through widening on Westside of intersection. Could have issues with tying into building door	Look at lane width reduction on west side of intersection - East side of intersection drop bike lanes at intersection - East side of intersection drop bike lanes at intersection
														9	101205717241520778	HAROLD J. WARD & ANN J. REDHEAD	4208 CENTRAL AVE NW, ALBUQUERQUE, NM 87105	201 3RD ST NW, STE 300 ALBUQUERQUE, NM 87102	469.5	16.8	6524.15	28 Parking Spaces, Driveway & Landscape		
2	NEW YORK AVE	4	11	2	11	LEFT TURN	13	2	4			WEST	14	10	101205837021010101	CITY OF ALBUQUERQUE	2625 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	PO BOX 2248, ALBUQUERQUE, NM 87103	299.0	22.3	6476.12	Landscape		
														11	101205841323710150	CITY OF ALBUQUERQUE	2625 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	PO BOX 2248, ALBUQUERQUE, NM 87103	73.7	21.2	1388.76	Landscape		
														12	101205837021010101	CITY OF ALBUQUERQUE	2625 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	PO BOX 2248, ALBUQUERQUE, NM 87103	286.4	10.8	1931.24	Landscape		
														13	101205845530910514	ANGEL INC	2437 CENTRAL AVE, ALBUQUERQUE, NM 87104	1705 SAN CRISTOBAL RD SW, ALBUQUERQUE, NM 87104	343.7	8.4	2364.66	Landscape	Building at edge of sidewalk through widening on Eastside of intersection. Could have issues with tying into building door	
														14					58.5	3.1	175.62	Driveway		
														15	101205843831610401	AGLIMO INVESTMENTS INC	2411 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	2411 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	48.1	1.4	43.96	Driveway		
2	RIO GRANDE BLVD	4	11	2	11	LEFT TURN	13					EAST	14	16	101305805830621111	PETERSON PROPERTIES C/O JIM PETERSON	2107 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	2325 SAN PEDRO DR NE, ALBUQUERQUE, NM 87110	64.1	4.2	271.64	Landscape		
														17	101305808030521105	PETERSON PROPERTIES % WALGREEN CO. RE PROPERTY TAX DEPT	2105 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	PO BOX 1159, DEERFIELD, IL 60015	92.8	1.5	199.33	Landscape		
														18	101305813527320405	CITY OF ALBUQUERQUE	2015 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	PO BOX 2248 ALBUQUERQUE, NM 87103	126.0	1.5	288.62	Landscape		
														19	101305815725120511	AVA BATTAGLIA	2011 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	2011 CENTRAL AVE NW, ALBUQUERQUE, NM 87104	102.4	7.3	806.11	Driveway		
3	WALTER ST	2	13				13					EAST	12	20	101405749838812302	TOWN CENTER LAND LLC	202 CENTRAL AVE SE, ALBUQUERQUE, NM 87102	601 CENTRAL AVE NE, ALBUQUERQUE, NM 87102	132.2	5.1	552.58	Dirt Parking Lot		
4	UNIVERSITY	4	11	3	11	LEFT TURN RIGHT TURN	13					EAST	14	21	101505746039012119	REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	25	20	573.7	Landscape		
	UNIVERSITY													22	101505746039012119	REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	322.9	18.7	5731.17	Landscape, wall		
	YALE	4	11	3	11	LEFT TURN	13							23	101505746039012119	REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	40.4	24.7	712.31	Landscape		
	YALE													24	101505746039012119	REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	40.5	25.4	733.3	Landscape		
	CORNELL	4	11	1	11	LEFT TURN	11					WEST	12	25		REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	237.3	6.1	1354.81	Landscape		
	CORNELL													26		REGENTS OF UNM REAL ESTATE DEPT	CENTRAL AVE NE, ALBUQUERQUE, NM 87131	MSC06-3595-1 UNIVERSITY OF NM, ALBUQUERQUE, NM 87131	160.0	6.2	851.72	Landscape		

LOCATION		LANE CONFIGURATION										DIMENSIONS							IMPACTS	ISSUES	RECOMMENDATION				
SEGMENT	INTERSECTION WITH CENTRAL AVE.	DRIVING LANES		AUXILIARY LANES			ART LANES		BIKE LANES		STATION LOCATION		EXHIBIT	PARCEL ID	PROPERTY OWNER	PROPERTY ADDRESS	MAILING ADDRESS	LENGTH LF				WIDTH LF	AREA SF		
		NO.	WIDTH, LF	NO.	WIDTH, LF	TYPE	WIDTH, LF	NO.	WIDTH, LF	NO.	WIDTH, LF	LOCATION	WIDTH, LF	PROPERTY NO.											
5	SAN MATEO	4	11	2	11	LEFT TURN	13					EAST	14	27	101705749720143802	RICHARD B DEVERICKS & ELLEN FRIEDERICH DEVERICKS TRUSTEES DEVERICKS 1994 RVFT	5115 CENTRAL AVE SE, ALBUQUERQUE, NM 87108	4363 SKYWALKER DR, SOMIS, CA 93066		153.5	2.7	273.94	Landscape, Driveway		
														28	101705752420743915	WALGREENS CO, TAX, MS# 1435	5201 CENTRAL AVE SE, ALBUQUERQUE, NM 87108	104 WILMOT RD, DEERFIELD, IL 60015		242	8.2	1870.9	Landscape		
														29	101705749416942908	AM 2 PN ABQ LLC	5110 CENTRAL AVE SE, ALBUQUERQUE, NM 87108	4071 VOYAGER WAY, SHINGLE SPRINGS, CA 95682		66.1	3.9	170.84	Landscape		
														30	101705751816742910	WILFRED J & W JOHN BRENNAN TRUSTEES TRUST B	5200 CENTRAL AVE SE, ALBUQUERQUE, NM 87108	PO DRAWER K ALBUQUERQUE, NM 87103		132.3	6.6	850.66	Landscape		
														31	101705753016642912	MACQUIRE CHERYLE & WELLS FARGO CO - TRUSTEES GALLO GST NON EXEMPT	5210 CENTRAL AVE SE, ALBUQUERQUE, NM 87108	111 W OCEAN BLVD, STE 200, LONG BEACH, CA 90802		106.9	6.6	635.91	Landscape		

Appendices to the Categorical Exclusion

Appendix A: Preliminary Design Plans

Appendix B: Summary of Public Involvement