

U.S. Department of Transportation  
Federal Aviation Administration  
Southwest Region

**ADOPTION OF FINAL ENVIRONMENTAL ASSESSMENT and FINDING OF NO  
SIGNIFICANT IMPACT**

US 62/180 (Montana Avenue)  
From Global Reach Drive to FM 659 (N. Zaragoza Road)  
Land Release

**El Paso International Airport**

February 2019

**1. INTRODUCTION**

The Texas Department of Transportation (TxDOT) issued a Final Environmental Assessment in August 2018 to make improvements to U.S. Highway (US) 62/180 (Montana Avenue) from Global Reach Drive to Farm-to-Market (FM) 659 (N. Zaragoza Road) in the City of El Paso, El Paso County, Texas. On August 23, 2018, TxDOT issued a Finding of No Significant Impact for the proposed project. As part of the proposed project, the project would construct three, controlled-access main lanes and frontage roads in each direction along US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road). The typical main lane section would include 116 feet of pavement, with 58 feet in each direction, separated by a 2-ft flush median with a continuous longitudinal barrier. Each direction would be configured with three 12-foot main lanes, a 11-foot inside shoulder, and a 10-foot outside shoulder. Due to this proposed project, TxDOT would acquire 17.9 acres of land from El Paso International Airport (Airport). The acquired land would accommodate the proposed project.

According to Section 8-2 of FAA Order 1050.1F, FAA may adopt, in whole or in part, another Federal agency's draft or final EA, the EA portion of another agency's EA/FONSI, or EIS in accordance with 40 CFR § 1506.3 of the Council on Environmental Quality (CEQ) Regulations if certain criteria are met. The responsible FAA official must determine, based on an independent evaluation, that the document, or portion(s) thereof, to be adopted: (1) adequately address(es) the relevant FAA action(s); and (2) meet(s) the applicable standards (i.e., for an EA or EIS) in the CEQ Regulations and this Order.

**2. PURPOSE AND NEED**

The purpose of the proposed project is to reduce congestion and improve mobility on US 62/180 (Montana Avenue) between the intersections with Global Reach Drive and FM 659 (N. Zaragoza Road). The proposed project is needed because the capacity and operational efficiency of US 62/180 (Montana Avenue) between the intersections with Global Reach Drive

and FM 659 (N. Zaragoza Road) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of the highway.

### **3. PROPOSED ACTION AND FEDERAL ACTION**

#### **3.1 Proposed Action**

Approximately 141 acres of additional right-of-way (ROW) would be required to construct the proposed project. Of the 141 acres of additional ROW, approximately 17.9 acres would be acquired from the Airport.

For additional details regarding the Proposed Action, refer to Section 2.2 of the attached EA.

#### **3.2 Requested Federal Action**

The requested FAA actions include the following:

- The purpose of the Federal Aviation Administration (FAA) action in connection with the proposed action is to ensure that the proposed land acquisition and alteration to the airport does not adversely affect the safety, utility, or efficiency of the airport. The FAA action is necessary in connection with the project proposed by the TxDOT. Pursuant to 49 U.S. Code (USC) §47107(a)(16), the FAA Administrator (under authority delegated from the Secretary of Transportation) must approve any revision or modification to an Airport Layout Plan (ALP) before the revision or modification takes effect. The Administrator's approval includes a determination that the proposed alterations to the airport, reflected in the ALP revision or modification, do not affect adversely the safety, utility, or efficiency of the airport.
- The requested Federal action is the approval of the proposed modification to the ALP.

### **4. ALTERNATIVES**

Two preliminary alternatives that were considered, but eliminated, from further consideration, therefore, the alternatives considered are the Build and No Build (described in Section 4.1 and 4.2 of the attached EA).

### **5. ENVIRONMENTAL CONSEQUENCES**

FAA evaluated the potential impacts associated with the Proposed Action by following the guidance in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *the National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* in accordance with NEPA and CEQ regulations. FAA Orders require the evaluation of specific environmental impact categories. Chapter 5 of the EA provides an analysis of anticipated environmental impacts resulting from the proposed action.

## 5.1 Air Quality

The proposed project is located within an area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for particulate matter (PM10).

A qualitative and quantitative assessment for Mobile Source Air Toxics (MSAT) emissions was conducted relative to the proposed project's Build and No-Build Alternatives. The qualitative assessment acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. Regardless of whether the No-Build Alternative or the Build Alternative is selected for the proposed project, the quantitative assessment indicates that total MSAT emissions are expected to be lower in 2040 versus 2015.

## 5.2 Socioeconomics

The Build Alternative would require approximately 141 acres of additional ROW located within 113 parcels, which would result in 4 potential residential displacements and 23 potential commercial displacements. Appendix C of the attached EA provides project schematics that show the existing and proposed ROW. Acquisition and relocation assistance would be in accordance with the TxDOT *Right-of-Way Acquisition and Relocation Assistance Program*. Consistent with the U.S. Department of Transportation (USDOT) policy, as mandated by the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970 ("Uniform Act"), TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination.

No displacements would occur in the area to be acquired from the Airport.

## 5.3 Cumulative Effects

Based on a *Risk Assessment for Cumulative Impacts* (TxDOT 2018i) that was prepared for the proposed project, the project would not have substantial direct or indirect impacts on any resource. Further, the project is not anticipated to have any impact on a resource that is in poor or declining health.

## 6. PUBLIC INVOLVEMENT

The CEQ regulation on implementing NEPA requires that agencies make a diligent effort to involve the public in preparing and implementing its NEPA procedures per 40 CFR Part 1506. Prior to the onset of construction, a notice of impending construction will be provided to owners of adjoining property, affected local governments, and public officials. The notice may be provided via a sign(s) posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website, as appropriate. Two public meetings and one public hearing were held. All comments were addressed *Documentation of Public Meeting/Hearing reports*.

## 7. ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS (EPIC)

As prescribed by 40 CFR § 1505.3, the FAA shall take steps as appropriate to the action, such as through special conditions in grant agreements, property conveyance deeds, releases, airport layout plan approvals, and contract plans and specifications and shall monitor these as necessary to assure that representations made in the EA and FONSI will be carried out. Thirty-five TxDOT specific conditions of approval (Environmental Permits, Issues, and Commitments) associated with this project must be fulfilled prior to, during, or post-construction (see Section 8 of the attached EA).

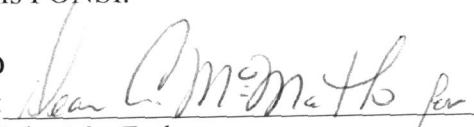
## 8. DECISION CONSIDERATIONS AND ADDITIONAL FINDINGS

Throughout the development of the airport, including the proposed action described above, the FAA has made every effort to adhere to the policies and purposes of NEPA, as stated in CEQ Regulations for Implementing NEPA, 40 CFR § 1500-1508. The FAA has concentrated on the truly significant issues related to the action in question. In its determination whether to prepare an Environmental Impact Statement (EIS) or process the EA as a FONSI, the FAA weighed its decision based on an examination of TxDOT's EA, comments from federal, state, and local agencies, as well as all other evidence available to the FAA.

The FAA determined that the August 2018 EA, prepared by TxDOT, adequately assessed the potential individual and cumulative environmental impacts of the proposed project, and that the scope and alternatives considered, and content of the EA are adequate. Based on the best available information and FAA's independent review, FAA has decided to adopt TxDOT's August 2018 EA.

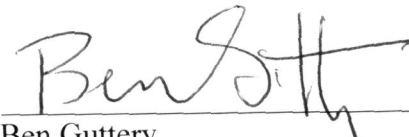
I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA has determined that preparation of an EIS is not necessary for this proposed action and are therefore issuing this FONSI.

RECOMMENDED  
FOR APPROVAL:

  
John MacFarlane  
Environmental Protection Specialist

DATE: 2/15/2019

APPROVED:

  
Ben Guttery  
Manager, Texas Airports District Office

DATE: 2/15/2019