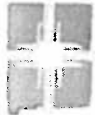


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NMDOT, ENVIRONMENTAL SECTION



**NEW MEXICO DEPARTMENT OF TRANSPORTATION  
CATEGORICAL EXCLUSION**

NMDOT

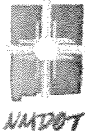
Version Date: December 2012

<b>Project Number:</b>	<b>Control Number:</b> S100282	<b>NMDOT District:</b> 5
<b>Title of Proposed Project:</b> Santa Fe Rail Trail Segment 4		
<b>Location (Route and Milepost):</b> From Avenida Vista Grande @ MP 6.5 to Avenida Eldorado @ MP 4.86		<b>County:</b> Santa Fe
<b>Land Ownership:</b> NMDOT Railroad right of way.		
<b>Engineer or Project Proponent:</b> Santa Fe County	<b>Environmental Section Staff or T/LG Project Manager:</b> Colleen Baker	
<b>Engineer Contact and Company:</b> Scott Belonger, P.E., Loris and Associates, Inc.		
<b>Environmental Consultant:</b> John Pittenger, Senior Ecologist, Blue Earth Ecological Consultants, Inc.		
<b>Federal Funding for Project:</b> <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		

This document has been prepared pursuant to 23 CFR 771.117, FHWA Technical Advisory T6640.8, and the latest Programmatic Categorical Exclusion agreement between FHWA and NMDOT. The proposed project will have no significant impact on the quality of the human or natural environment, either singularly or cumulatively, provided stipulations identified during this analysis are met. Supporting documentation is available at the NMDOT Environmental Section.

 Environmental Specialist		5/12/14 Date	 NMDOT Project Engineer Project Proponent Tribal/Local Government Authority	5/21/14 Date	Approved as to form Santa Fe County Attorney By: Date: 5/10/14
 Environmental Section Manager		7-3-14 Date	 FHWA NM Division Administrator		3/5/14 Date

- ☒ Project location map with aerial photography as background layer attached as following page.
- ☒ STIP page attached.
- ☒ Project area photos attached.
- ☒ Environmental Commitments included in this project.



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### PROJECT PURPOSE & NEED:

The purpose of the project is three-fold: 1) to improve the existing trail to bring it into compliance with federal safety requirements for a trail along an active railroad; 2) to correct drainage and erosion problems along the trail corridor; and 3) to make the trail more accessible to a wider range of users as a primary multi-modal recreational trail. The project will improve the trail surface quality, reduce surface erosion, meet minimum railroad setback requirements and reduce trail grades in some areas to provide a more sustainable and accessible trail to a wide range of users.

### DESCRIPTION OF PROPOSED PROJECT:

The Santa Fe Rail Trail is a regional, unpaved, natural surface, multi-modal recreational trail that runs along the historic Atchison, Topeka, Santa Fe Railway from downtown Santa Fe, NM to Lamy, NM. The portion of the trail that is managed by Santa Fe County is approximately 12 miles long and runs from I-25 to NM 285. The County constructed the section of the trail between I-25 and Rabbit Rd. in 2010 as a separate project. Santa Fe County hired Loris and Associates, Inc. to design the trail from Rabbit Rd. to NM 285. The design was broken into 6 Segments to provide flexibility in funding the construction. The County completed the construction of Segment 1 in 2012. The cost estimate for construction of segments 2 and 3 of the trail combined is \$1,063,984. The County is in the process of bidding segments 2 and 3 for construction. Segment 4, from Avenida Vista Grande at MP 6.5 to Avenida Eldorado at MP 4.86, estimated construction cost \$471,212, is scheduled for construction in fall 2014. The County received a notice of award from the New Mexico Department of Transportation for \$113,294 in Federal Transportation Alternatives Program (TAP) funding with a local match of \$374,415 from County gross receipts tax revenues. Segment 5, from Avenida Eldorado at MP 4.86 to Spur Ranch Road at MP 3.35, estimated construction cost \$300,784, anticipated construction fall 2015. Segment 6, from Spur Ranch Road at MP 3.35 to US 285, estimated construction cost \$366,704, anticipated construction fall 2017.

The current project involves construction of Segment 4 from Avenida Vista Grande (MP 6.5) to Avenida Eldorado (MP 4.86). The total length of the proposed improvements is approximately 1.7 miles (8,800 linear feet). This portion of the trail is located within the NMDOT right-of-way of the Santa Fe Southern Railway. Santa Fe County has an easement for the trail within the NMDOT right-of-way. No additional right-of-way will be acquired for this project. No utilities will be impacted by this project. The trail crosses 2 arroyos within this 1.7 mile stretch that have been identified as Waters of the US. No trail improvements will be constructed within the ordinary high water mark of the channels. Trail users will cross through the unimproved arroyo channels. The design of the trail works with the existing topography as much as possible so as not to impede natural drainage patterns, using drainage features such as grade dips and rock rip rap slope protection. There are 5 locations where culverts will be installed in order to allow surface drainage to pass under the trail because the finished trail grade is higher than the existing topography. ~~The Santa Fe Rail Trail is designed to accommodate pedestrians, bicyclists and equestrians. The trail is closed to motorized vehicle use.~~ *None of these culverts will be placed within waters of the U.S.*

The trail surface will be improved by importing a 6 inch thick crusher fines trail surface comprised of locally available materials. The material was selected to provide a natural looking trail surface that is less susceptible to becoming muddy and slippery in wet conditions compared to the existing site materials.

Approximately .7 miles (3,400 linear feet) of the proposed improvements will be located on the current trail alignment. In these areas, the existing surface materials will be removed and replaced with imported crusher fines material. Only the top 4 to 6 inches of the existing surface materials are expected to be disturbed along the current trail alignment for the 8 foot trail width.

Approximately .2 miles (1,200 linear feet) of the proposed improvements will be located on a new trail alignment within the railroad right of way, at approximately the existing grade. In these areas, the existing surface materials will be removed and replaced with imported crusher fines material. Only the top 4 to 6 inches of the existing surface materials are expected to be disturbed along the new trail alignment for the



## NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION

8 foot trail width.

The remaining .8 miles (4,200 linear feet) of the proposed improvements will be located on a new trail alignment within the railroad right of way with some changes in grade. The grade changes will vary but will primarily be on the order of 1 – 2 feet. A few short areas may require grade changes of up to 4 feet. The width of disturbance in these areas will generally be 12 feet to 20 feet in width.

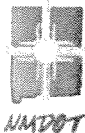
Construction activities will include grading and placement of fills, base preparation, placement of base course in selected areas, construction of drainage features, slope protection, fencing, site restoration, and signage. The proposed work will involve operation of mechanized equipment along the trail corridor in the project area. Construction equipment may include: skid-steer, bulldozer, tractor, grader, front end loader, back blade, pick-up trucks ( $\frac{1}{2}$  to 1-ton), dump truck, water-tank truck, steel-wheeled roller, lay-down machine (for placement of crushed-rock surfacing material), and rubber tire roller. The proposed action is expected to take approximately 180 working days to complete. Construction is expected to take place during the period from August 2014 through June 2015.

**DESCRIPTION OF EXISTING FACILITY:** Include the Functional Classification of the roadway and the current infrastructure conditions.

The existing trail is an unimproved dirt path or two-track dirt road. Santa Fe County has a Grant of Trail Easement from NMDOT within the right of way of the Santa Fe Southern Railroad for the Santa Fe Rail Trail. The easement is 20 feet wide by 11.6 miles long (US 285 at MP 1.7 to I-25 at MP 13.32), and encompasses approximately 28.2 acres. *The trail is closed to motorized vehicle use.*

**DESCRIPTION OF CURRENT, OBSERVED RIGHT-OF-WAY AND ENVIRONMENTAL SURROUNDINGS:**

The project area consists of undeveloped, dirt trail and adjacent juniper savanna habitat with residential development. Elevation in the project area ranges from 6,890 to 6,610 feet above mean sea level. The trail corridor traverses a landscape of undulating hills and valleys as it crosses a network of southwest-flowing intermittent drainages. The principal drainages in the project area, from north to south, are Arroyo Hondo, Cañada del Rancho, Cienega Creek, Cañada de las Minas, Cañada Ancha, Gallina Arroyo, Pueblo Cañon, and Cañada de los Alamos. Land use in the vicinity of the project area is dispersed residential housing. The trail corridor itself is railroad right of way. Soils of upland sites, which compose approximately 83 percent of the project area, range are loams and sandy loams with gravelly loams on steeper slopes. Prominent upland soils in the project area include Alire loam, Tanoan-Encantado complex, Predawn loam, and Khapo fine sandy loam). Floodplain and terrace sites composed 13 percent of the project area. Soils of these sites include loamy sand, coarse sandy loam, and gravelly sandy loam. Characteristic soils on floodplain and terrace sites are Buckhorse-Altzano complex and Altzano loamy sand. Drainage channel sites compose the remaining four percent of the project area. Soils at channel sites are dominated by sand and range from loamy sand to coarse gravelly sand. Characteristic soils at channel sites include Levante-Riverwash complex and DeVargas-Rio Vista-Riverwash complex. Based on dominant species and plant community structure, vegetation in the project area can be classified as juniper savanna, which is an ecotone between woodland and grassland. One-seed juniper was the dominant species in the tree stratum in the project area and blue grama was the most common herbaceous plant throughout the project area. Common shrub species in the project area included four-wing saltbush, tree cholla, soapweed yucca, and rubber rabbitbrush. Rubber rabbitbrush was particularly abundant on floodplain and terraces associated with arroyos. Pale desert-thorn was a common shrub in the southern half of the project area. No wetlands or riparian plant communities occur in the project area.



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1. **OTHER LAND JURISDICTION(S):** Select the appropriate land management entity from the list below. The appropriate land management agency shall be contacted to address the potential impacts, alternatives and possible mitigating measures for the proposed action. The Environmental Commitments section should reflect any mutually agreed upon stipulations or mitigation measures determined through coordination with the land management entity.

- ☐ Bureau of Land Management, BLM Field Office:
- ☐ U.S. Forest Service, USFS Forest and Ranger District:
- ☐ Bureau of Indian Affairs
- ☐ Tribal Entity:
- ☐ U.S. Fish and Wildlife Service
- ☐ National Park Service
- ☐ Bureau of Reclamation
- ☐ Department of Defense
- ☐ New Mexico State Land Office
- ☐ New Mexico Department of Game and Fish
- ☐ New Mexico State Parks
- ☐ Federal Aviation Administration
- ☐ Private
- ☒ Other: Santa Fe County Grant of Trail Easement

Provide additional information regarding communication with land management entities below.

2. **CULTURAL RESOURCE INVESTIGATIONS:** Conduct cultural resource investigations as directed by the NMDOT Environmental Section.

NMCRIS records check date: 5/31/13

Cultural resource inventory conducted? ☐ No ☒ Yes Concurrence date: 6/24/14

- ☐ The proposed project would have no potential to affect cultural resources. (See attached letter or email from NMDOT Environmental Section.)
- ☐ The proposed project would have no effect to cultural resources. (See attached letter or email from NMDOT Environmental Section.)
- ☒ The proposed project would have no adverse effect to cultural resources. (See attached concurrence letter.)
- ☐ The proposed project would have an adverse effect to cultural resources. (See attached concurrence letter.)
  - ☐ MOA for mitigation has been developed under Section 106 of NHPA.
  - ☐ A project-specific Programmatic Agreement has been developed under Section 106 of NHPA.
- ☐ Special properties of concern (listed SRCP or NRHP properties, historic districts, historic bridges, etc) are present. Specify:
- ☐ Refer to the Environmental Commitments section for cultural resource treatment measures.



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**3. TRADITIONAL CULTURAL PROPERTIES:** Contact the NMDOT Native American/Tribal Coordinator in the Environmental Section.

- ☒ The proposed project has no potential to impact Traditional Cultural Properties based on coordination with NMDOT Native American/Tribal Coordinator.
- ☐ Traditional Cultural Properties identified, management recommendations developed, and coordination with land management agencies and Tribal/State Historic Preservation Officer completed.
- ☐ See attached documentation from the NMDOT Native American/Tribal Coordinator.
- ☐ Refer to the Environmental Commitments section for cultural resource treatment measures.

**4. BIOLOGICAL COMMUNITY:** Conduct biological investigations as directed by the NMDOT Environmental Section.

Biological report prepared? ☐ No ☒ Yes Date: January 2013  
If no, explain:

Federally listed threatened, endangered, or proposed species and/or critical habitat or proposed critical habitat present within or adjacent to the project area? ☒ No ☐ Yes

- ☒ The proposed project would have no effect to federally listed threatened, endangered, or proposed species and/or modify critical habitat or proposed critical habitat.
- ☐ The proposed project may affect, is not likely to adversely affect federally threatened, endangered, or proposed species and/or adversely modify critical habitat or proposed critical habitat.
- ☐ The proposed project may affect, is likely to adversely affect federally threatened, endangered, or proposed species and/or adversely modify critical habitat or proposed critical habitat. (If selected, verify NEPA level of effort with NMDOT.)
- ☐ Consultation with regulatory agencies completed (see attached correspondence).  
Describe consultation process:

Is the proposed project expected to impact state-listed species, tribal-listed species, or other agency species? ☒ No ☐ Yes If yes, explain:

Are there migratory bird concerns associated with the proposed project? ☐ No ☒ Yes  
If yes, explain: Bluebird nest houses have been installed throughout the project area. If any nest houses are in the proposed trail improvement construction area, they will be relocated. Relocation of nest houses would occur when there is no bird nesting activity.

Are there wildlife issues associated with the proposed project? ☒ No ☐ Yes  
If yes, explain:

Are noxious weeds, as recognized by the NM Dept. of Agriculture, present? ☐ No ☒ Yes  
If yes, identify noxious weed species, classification (A, B, C), and explain mitigation measures: Two Class C species occur in scattered locations in the project area in arroyos: Russian olive (*Elaeagnus angustifolia*) and Siberian elm (*Ulmus pumila*). Revegetation of disturbed areas with native species is proposed, which will reduced the potential for spread of these two noxious weed species.

Are New Mexico Rare Plants present within the project area? ☒ No ☐ Yes

Is revegetation of the project area needed after construction is completed? ☐ No ☒ Yes



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If no, explain:

☐ Revegetation plan developed. Date:

Additional information regarding the biological community:

☐ Refer to the Environmental Commitments section for biological community mitigation measures.

**5. WATER RESOURCES:** Evaluate impacts to water resources within and adjacent to the project area.

Are floodplains present within the project area? ☐ No ☒ Yes

If yes, explain: Associated with 2 arroyo crossings.

Is a designated Wild and Scenic River present within the project area? ☒ No ☐ Yes

If yes, explain:

Is an acequia or irrigation ditch present within the project area? ☒ No ☐ Yes

If yes, explain:

Are Outstanding National Resource Waters or Impaired Surface Waters present within the project area?

☒ No ☐ Yes

If yes, explain:

**Clean Water Act (CWA) Permitting:** Determine if Waters of the United States, subject to jurisdictional authority under the CWA, would be impacted by the proposed project.

Are wetlands present within the proposed project area? ☒ No ☐ Yes

Are the wetlands expected to be impacted? ☒ No ☐ Yes

If yes to either question above, explain:

☐ Wetland determination and delineation report prepared. Date of report:

☐ U.S. Army Corps of Engineers CWA §404 Maintenance Exemption applies to the proposed project.

☐ CWA §404 Nationwide Permit applies: Pre-construction Notification required? ☐ No ☐ Yes

☐ CWA §404 Individual Permit required (If selected, verify NEPA level of effort with NMDOT.)

☐ CWA §401 certification required from: ☐ NMED ☐ EPA ☐ Tribal Entity:

Additional CWA permitting information: No fill will be placed within the ordinary high water mark of the arroyo channels that have been determined to be waters of the U.S.

Are there any impacts to non-jurisdictional waterway within the project area? ☒ No ☐ Yes

If yes, explain:

**Erosion and Sediment Control:** Determine if the provisions of the NPDES Construction General Permit (CGP) issued by the EPA applies to the proposed project. Contact the NMDOT Drainage Section with questions regarding CWA §402.

☐ The proposed project would disturb less than 1 acre of land, CGP does not apply.

☐ The proposed project would disturb less than 1 acre of land, but the project area is located near a perennial stream, therefore, a Temporary Erosion and Sediment Control Plan is being developed.

☒ The proposed project would disturb more than 1 acre of land, therefore a Stormwater Pollution Prevention Plan will be prepared in accordance with the CGP.

☒ Action area map is attached.



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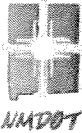
☐ Map of identified federally-listed species and/or critical habitat is attached.

Applicable Endangered Species Protection Criterion (for the 402 permit application): Criterion A - no federal or state listed species would be affected by the proposed action and the project area does not include any designated or proposed critical habitat (see biological technical memo for project).

Are there portions of the project area that should be avoided for BMP implementation? ☒ No ☐ Yes

If yes, explain:

☐ Refer to the Environmental Commitments section for water resources mitigation measures.



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- 6. RIGHT-OF-WAY REQUIREMENTS:** Determine if new NMDOT rights-of-way, construction maintenance easements (CME), temporary construction permits (TCP), work permits, federal land transfers, or acquisitions are necessary.

Are any of the above types of right-of-way required for the proposed project? ☒ No ☐ Yes  
If yes, complete the table below.

Estimated number of -	Quantity	Property Details
Parcels affected		
Acres required for CME(s)		
Acres required for TCP(s)		
Acres required for work permit(s)		
Acres required for acquisition		
Acres required for federal land transfer		
Relocations (residential or business) If selected, verify level of effort with NMDOT.		

☐ Proposed right-of-way map attached (required).  
Additional right-of-way information:

- 7. AIR QUALITY ANALYSIS:** Determine if the proposed project would impact air quality.

Is a Fugitive Dust Control Permit required for the proposed project? ☒ No ☐ Yes

Is the proposed project area within any of the following areas?

- ☐ Bernalillo County  
☐ Sunland Park  
☐ Anthony

☐ A non-attainment or maintenance area not listed above. If checked, explain:

If none of the four boxes above are checked, air quality conformity requirements are met.

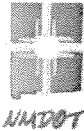
If one of the geographic areas above is checked, complete the section below.

Is hotspot analysis required for the proposed project? ☐ No ☐ Yes

Describe the extent of project level air quality analysis that has been conducted for the proposed project and attach pertinent correspondence.

☐ Refer to the Environmental Commitments section for air quality mitigation measures.





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**8. NOISE ANALYSIS:** Determine if noise levels associated with the proposed project would impact receptors on nearby properties and determine if local noise abatement ordinances apply.

Is the proposed project considered Type 1 as defined by NMDOT's current Design Directive for Abatement of Highway Traffic Noise? ☒ No ☐ Yes

Are receptors (existing or permitted) present in the project area? ☒ No ☐ Yes

Based on consultation with NMDOT a traffic noise analysis is required. ☒ No ☐ Yes

If no, explain: The route is a trail for bicycles, pedestrians, and horseback riders. No motorized use is allowed.

If no, noise analysis is complete.

If yes, traffic noise analysis has been completed. Date of report:

Does the noise analysis identify noise impacts from the proposed project? ☐ No ☐ Yes

If yes, include applicable information in Section 17 Public Involvement.

If yes, have noise abatement measures been determined to be reasonable and feasible? ☐ No ☐ Yes

If no, explain:

☐ Refer to Environmental Commitments section for noise mitigation measures.

**9. SECTION 4(f):** Section 4(f) refers to situations where transportation projects use parks, recreation areas, wildlife and waterfowl refuges, and historic sites.

Will the proposed project use a Section 4(f) property? ☐ No ☒ Yes (If yes, verify the level of 4(f) documentation with the NMDOT Environmental Section.)

☐ Programmatic Section 4(f) evaluation has been signed and is in the project record.

Additional Section 4(f) information: This will be a net benefit 4(f) in consultation with NMDOT and FHWA.

**10. LAND USE:** For proposed projects that add new, or substantially modify existing, transportation infrastructure, verify whether the proposed project is compatible with urban policy and/or land use plans. For proposed projects that cross federal lands, check with the land management agency for applicable land use plan(s).

Is the proposed project consistent with land use plans or zoning? ☐ No ☒ Yes

If no, explain:

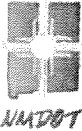
**11. HAZARDOUS MATERIALS ANALYSIS:** Determine if hazardous materials are located within or adjacent to the proposed project area.

☐ The EPA EnviroMapper database has been consulted and no additional investigations are required.

☐ The EPA EnviroMapper database has been consulted and additional investigations are required.

☒ The EGB has determined no additional investigations are required. See letter of 6/16/14.

☐ The EGB has determined additional investigations are required. The EGB will coordinate the effort.



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**12. SOCIOECONOMICS:** Determine potential impacts to social and economic resources resulting from the proposed project.

Would the proposed project result in an adverse impact to social or economic resources? ☒ No ☐ Yes  
(If yes, verify NEPA level of effort with NMDOT Environmental Section.)

Are relocations or displacements necessary to build the proposed project? ☒ No ☐ Yes

Would the proposed project result in a permanent change in access or access control? ☒ No ☐ Yes

Is the project expected to impact neighborhood continuity and/or community cohesion? ☒ No ☐ Yes

If yes to any of the questions above, explain:

**13. ENVIRONMENTAL JUSTICE:** Refer to FHWA Order 6640.23A to review key Environmental Justice definitions and policies. U.S. Census data may be a source to determine population characteristics.

Based on the definitions provided in FHWA Order 6640.23A, are the following populations located in or adjacent to the project area?

- ☒ Low income
- ☒ African American
- ☒ Hispanic or Latino
- ☒ Asian American
- ☒ American Indian or Alaskan Native
- ☐ Native Hawaiian and Other Pacific Islander

Would the proposed project cause disproportionately high and adverse effects on minority and/or low income populations? ☒ No ☐ Yes (If yes, verify NEPA level of effort with NMDOT Environmental Section.)

If yes, explain:

**14. VISUAL RESOURCES:** Determine whether the project would result in adverse impacts to visual resources, such as the landscape's foreground and background.

Would the proposed project require major cut/fills, bridges, or large retaining walls? ☒ No ☐ Yes

Would the proposed project change the vertical profile of an existing road or bridge? ☒ No ☐ Yes

Is the proposed project located along a designated Scenic Byway? ☒ No ☐ Yes

Would the proposed project result in an adverse impact to visual resources? ☒ No ☐ Yes

Additional visual resource information:

☐ Refer to the Environmental Commitments section for visual resource mitigation measures.

**15. MULTI-MODAL TRANSPORTATION:** Determine whether the project would impact pedestrians, bicyclists, or transit facilities.

Is the proposed project located along a proposed or designated bicycle route? ☐ No ☒ Yes

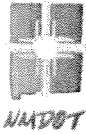
Would the proposed project impact pedestrian and/or bicycle access? ☒ No ☐ Yes

Would the proposed project impact transit facilities? ☒ No ☐ Yes

If yes to any question above, explain: The project area is the Santa Fe Rail Trail

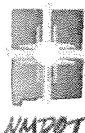
Is there an opportunity to improve multi-modal access with the proposed project? ☐ No ☒ Yes

If yes, explain: The project would make the existing unimproved trail more suitable for a wider variety of pedestrian, bicyclist, and equestrian users.



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- ☐ Refer to the Environmental Commitments section for pedestrian/bicyclist mitigation measures.



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**16. OTHER INFORMATION AND ANALYSIS:** Determine if any other resource issues apply to the proposed project that are not addressed in the previous sections.

- ☒ No other resource issues are identified and no additional coordination required.
- ☐ Paleontological resources (for projects on federal land only)
- ☐ Prime and Unique Farmland
- ☐ Properties protected by Section 6(f) of the Land and Water Conservation Act
- ☐ Other resource issues:

Additional resource analysis:

**17. PUBLIC INVOLVEMENT:** Determine the level of public involvement necessary for the proposed project. The determination should be based on the resource issues identified in the previous sections and the answers to the questions listed below.

Would the project add through traffic lanes, substantially change the layout or the function of the transportation facility or connected transportation facilities, including access limitations? ☒ No ☐ Yes

Would the project have an adverse impact on abutting property? ☒ No ☐ Yes

Would the project result in noise impacts? ☒ No ☐ Yes

Would the project result in socioeconomic, visual, environmental, or other impacts? ☒ No ☐ Yes

If the answer to any of the questions above is yes, a public meeting or an opportunity for a public meeting should be considered in consultation with NMDOT.

Were scoping letters mailed for this project? ☐ No ☒ Yes

If no, explain:

What type of public involvement has been provided? Select the appropriate item(s) below. Attach documentation identifying the notice of opportunity for a public meeting, date and location of the meeting, a summary of comments, and responses to substantive comments.

☒ Public notice attached. Date published: 3/22/14, 3/30/14

☒ Formal public meeting. Date: 4/1/14

☐ Open house. Date:

☐ Neighborhood meeting. Date:

☒ Agency coordination and/or meeting. Date: 6/6/13

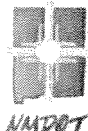
☐ City Council Meeting. Date:

☐ Other:

☒ Public meeting notes attached.

☐ Summary of public and/or agency comments attached.

Additional public involvement information:



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### 18. ENVIRONMENTAL COMMITMENTS

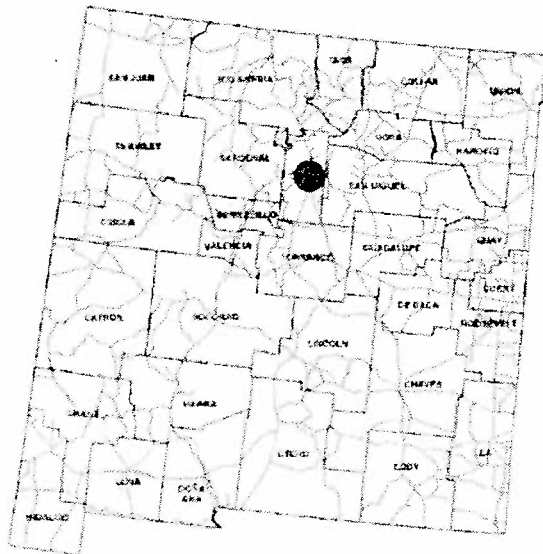
The following environmental commitments shall be included in the final construction plans for the project:

1. The contractor shall minimize vegetation and soil disturbance for all locations where equipment will be parked during construction, and the contractor shall acquire environmental and cultural resources clearances for these sites in accordance with Section 107.14 of the 2007 edition of the NMDOT Standard Specifications for Highway and Bridge Construction.
2. The contractor shall prepare and implement a storm water pollution prevention plan (SWPPP) and a temporary erosion and sediment control plan (TESCP) in compliance with Section 402 of the Clean Water Act. Best Management Practices (BMP's) shall be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants in storm water runoff from entering Waters of the U.S. Temporarily disturbed areas will be re-vegetated after construction to limit erosion potential.
3. To prevent the spread of noxious weeds, the contractor shall thoroughly clean all equipment with a high pressure washer prior to entering and leaving the project area. Materials transported into or out of the project area shall be carefully inspected to avoid the introduction of additional noxious weed species. Material sources containing noxious weed seeds shall not be utilized by the contractor. Mulch and compost used on the project must be certified noxious weed free, as required by Section 632 of the 2007 edition of the NMDOT Standard Specifications for Highway and Bridge Construction.
4. If buried archeological or cultural deposits are discovered during construction, work in the area shall cease while the SHPO, the NMDOT, and Santa Fe County are consulted.
5. If any of the bluebird nest houses that have been installed within the railroad ROW will be negatively impacted by the construction of the trail improvements, they shall be relocated. The relocation of nest houses must occur outside of the bird nesting season, April 15 - September 1.
6. Subsequent phases of the Santa Fe Rail Trail will be certified separately as funding for construction becomes available.

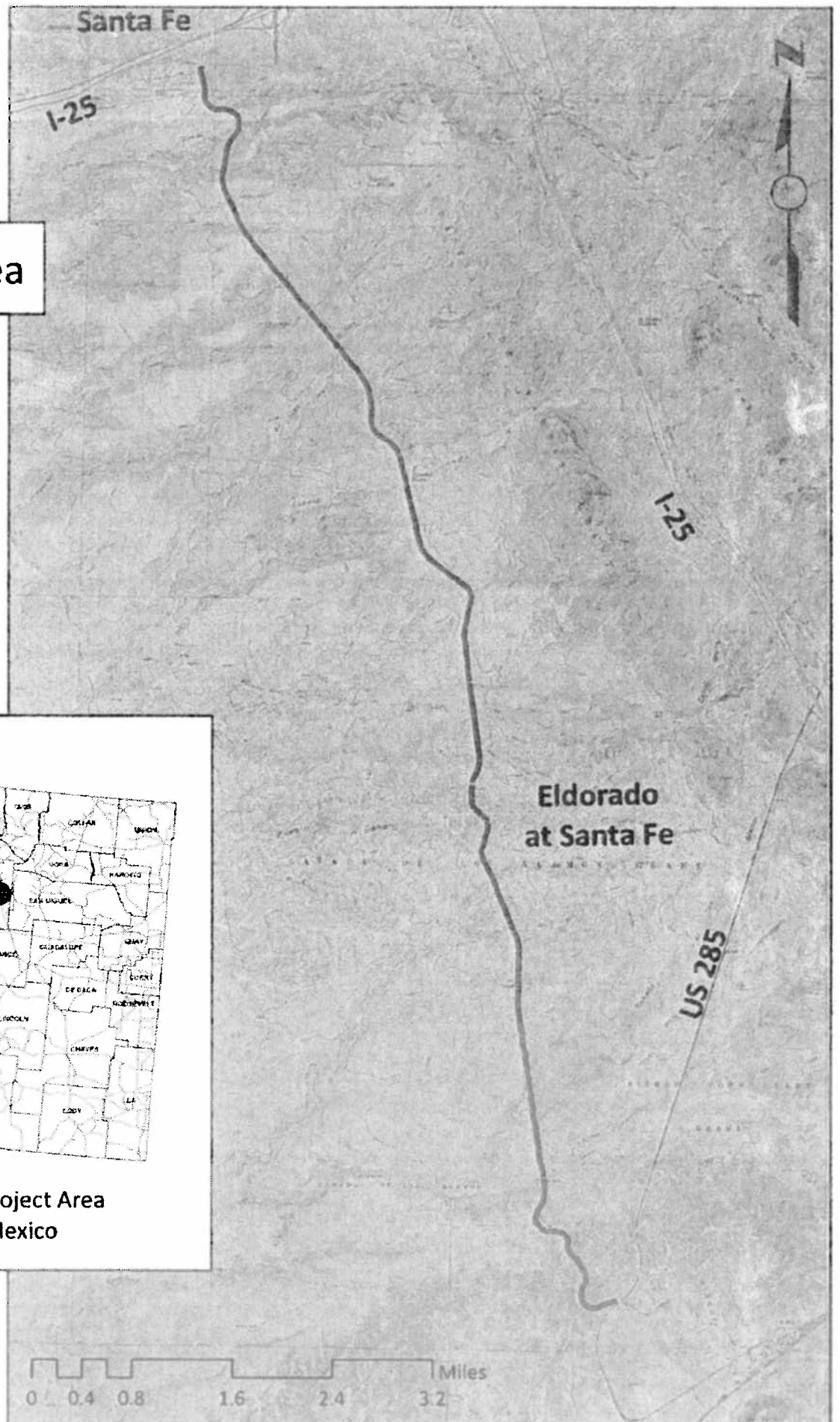
**END OF CHECKLIST**

~ Action Area

No federally  
listed species  
and/or  
critical habitat  
occur in the  
action area



Location of Project Area  
in New Mexico





July 3, 2014

J. Don Martinez  
Division Administrator  
Federal Highway Administration  
4001 Office Court Drive Suite 801  
Santa Fe, New Mexico 87505

Attention: Greg Heitmann:

RE: Section 4(f) net benefit determination for the construction of Phase 4 of the Santa Fe Rail Trail,  
Santa Fe County, New Mexico, CN S100282

Dear Mr. Martinez:

Santa Fe County, utilizing federal funds from the Federal Highway Administration (FHWA), proposes to construct Phase 4 of a trail adjacent to the historic Santa Fe Southern Railway railroad that begins at Avenida Vista Grande and will currently end at Avenida Eldorado in the community of Eldorado. The trail will be surfaced with gravel crusher fines. Construction activities will include cut and fill, headwall construction, and placement of treads are required in some locations. The trail is designed to avoid all aspects of the rail line. No alteration of the existing railroad, or its associated features, will occur in association with this project. All construction will be within the adjacent shoulders outside the engineered ROW. The trail will be constructed beneath existing trestles, with no alternation to those structures, and no alteration of the drainage channels at those points of intersection. FHWA has consulted with the New Mexico State Historic Preservation Officer (SHPO) and the SHPO has concurred with FHWA's recommendation of "no adverse effect" to the historic property (HPD log 99357, June 24, 2014).

The Santa Fe Southern Railway railroad and right of way is owned by NMDOT. Santa Fe County has obtained a Grant of Trail Easement from NMDOT to construct and maintain the trail.

In order to obtain Federal Highway Administration approval of the environmental document, as required by the National Environmental Policy Act and Section 4(f) of the USDOT Act of 1966, we request your concurrence that the planned trail adjacent to the Santa Fe Southern Railway railroad will not adversely affect and will, in fact, result in a "net benefit" to the qualities that make the historic property eligible to the National Register of Historic Places. FHWA has developed a nationwide programmatic Section 4(f) evaluation for certain federally-assisted transportation improvement projects on existing or new alignments that will use a Section 4(f) property, such as a park, recreation area, wildlife or waterfowl refuge or historic property, and when the Administration and official(s) with jurisdiction over the Section 4(f) property view the use of the Section 4(f) property as a net benefit to that property.

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

Commission

*Kenneth White*  
Secretary  
District 1

*Robert R. Wallach*  
Commissioner  
District 2

*Pete K. Rahn*  
Chairman  
District 3

*Ronald Schmeits*  
Vice Chairman  
District 4

*Butch Mathews*  
Commissioner  
District 5

*Jackson Gibson*  
Commissioner  
District 6

A "net benefit" is achieved when the transportation use, the measures to minimize harm, and the mitigation incorporated into the project, result in an overall enhancement of the Section 4(f) property when compared to both the future do-nothing or avoidance alternatives and the present condition of the Section 4(f) property, while considering the activities, features, and attributes that qualify the property for Section 4(f) protection. A project does not achieve a "net benefit" if it will result in a substantial diminishment of the function or value of that makes the property eligible for Section 4(f) protection.

The proposed construction of Phase 4 of the Santa Fe Rail Trail will improve the user's experience of and appreciation for railroad and transportation history in New Mexico. Pedestrians and cyclists will be able to access and view the railroad and associated features using the improved trail surface. Since the trail will be constructed using native soils and earth-tone gravel crusher fines, the visual appearance of the historic railway will not be significantly altered. Re-vegetation efforts associated with trail construction will help prevent soil erosion in and around historic features. There will be no direct impacts to the railroad or any of its associated historic features. Therefore, we are requesting your concurrence with our recommendation that the "net benefit" determination is applicable.

Sincerely,



R. Blake Roxlau  
NMDOT Environmental Section Manager

For: Tom Church  
NMDOT Cabinet Secretary

Concurrence:



Date:

3 JUL 14





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

99357  
New Mexico Division  
4001 Office Court Dr., Ste. 801  
Santa Fe, NM 87507

In Reply Refer To:  
ENVI 2  
CN S100282

June 3, 2014

Dr. Jeff Pappas  
State Historic Preservation Officer  
Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501

RECEIVED  
JUN - 6 2014  
HISTORIC PRESERVATION DIVISION

Re: FHWA request for SHPO consultation regarding Santa Fe County's proposed Rail Trail Phase 4

Dear Dr. Pappas:

Santa Fe County, in cooperation with the Federal Highway Administration (FHWA) and the New Mexico Department of Transportation (NMDOT), is proposing to construct Phase 4 of a multi-use trail along the Santa Fe Southern Railway. This phase is located between Avenida Eldorado and Avenida Vista Grande, in Santa Fe County, New Mexico (CN S100282). This project is funded, in part, by FHWA. Santa Fe County is the project proponent and funding recipient, FHWA is the lead federal agency for Section 106 consultation, and the NMDOT is acting as the reviewing and certifying agency on behalf of FHWA.

The FHWA is taking the administrative lead in completing the coordination with funding and land managing agencies in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992, and in accordance with 36 CFR 800.7 (August 5, 2004). This proposed project is located on NMDOT-owned land.

Santa Fe County retained the services of Townsend Archaeological Consultants (TAC) to conduct a 100% intensive survey of Segments 2-6 for a length of 10.34 miles. Although Segment 1 has already been constructed, Santa Fe County requested TAC to conduct a thematic reconnaissance of that segment to be combined with the cultural resources survey for Segments 2-6. The trail will be 8 feet wide and maximum width of ground disturbance will be 25 feet.

In August 2013, FHWA consulted with your office regarding Segments 2-3 (see attached letter dated August 28, 2013, HPD Log 97602, CN S100040). At that time we submitted a preliminary report on these segments and your office concurred with a no adverse effect. For the current consultation, we are submitting the completed cultural resources report for Segments 2-6 titled *A Cultural Resources Inventory of the Proposed Santa Fe Rail Trail Corridor from Rabbit Road to US 285, and an Assessment of the Railroad Related Resources in Segment 1, Santa Fe County, New Mexico* (NMCRIS 129887; TAC).

The project area of potential effect (APE) includes approximately 125.35 acres. Survey was conducted from the railroad to fencing or other right of way markers. A 100-foot buffer beyond the right of way was visually inspected for historic standing structures, buildings, or objects that might be affected by the proposed project, of which there were none.

The survey thoroughly documented the Santa Fe Southern Railway railroad, HCPI 31944, and its 92 related features. A total of 62 isolated occurrences also were documented, the majority of which are likely associated with the railroad. Two previous surveys in 2004 and 2013 focused on the adjacent archaeology, but did not record the railroad and its engineering features. At that time, two sites were recorded, LA 144958 and LA 144959, neither of which could be found during the current survey.

The Santa Fe Southern Railway railroad is considered eligible to the National Register under criteria a and c. Under criterion a, the railroad is a clear expression of the westward expansion related to railroad construction. This spur tied the City of Santa Fe to the Atchison Topeka and Santa Fe Railroad at Lamy, New Mexico. Under criterion c, the railroad exhibits period-specific workmanship and use of materials.

Tribal consultation letters were sent April 16, 2013. To date, no comments have been received.

Construction activities will avoid the railroad and all associated features. The trail will not impose a visual element that detracts from the historic character of the railroad. Subject to your concurrence, we have determined that the proposed undertaking will have *no adverse effect* on historic properties. Should cultural materials be exposed during construction, all work will cease in that area and Santa Fe County will notify your office.

Sincerely,



Gregory L. Heitmann  
FHWA Environmental Specialist  
For: J. Don Martinez, FHWA Division Administrator



Laurel T. Wallace  
NMDOT Cultural Resources Coordinator  
For: Tom Church, NMDOT Cabinet Secretary

CONCURRENCE:

  
New Mexico Historic Preservation Division

DATE: June 24, 2014

COMMENTS: \_\_\_\_\_



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

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

In Reply Refer To:  
ENVI 2  
CN A300753 3100040

August 28, 2013

97602

Dr. Jeff Pappas  
State Historic Preservation Officer  
Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501

RECEIVED  
700 AUG 28 2013  
HISTORIC PRESERVATION DIVISION

Dear Dr. Pappas:

Please find enclosed for your review a copy of the report *A Preliminary Report on the Inventory of Segments 2-3 of the Proposed Santa Fe Rail Trail, Avenida Vista Grande to Spur Trail, Santa Fe County, New Mexico* (NMCRIS 128533). Santa Fe County, in cooperation with the Federal Highway Administration (FHWA) and the New Mexico Department of Transportation (NMDOT), proposes to construct segments 2 and 3 of the Santa Fe Rail Trail, mile markers 6.5 through 11.5, (Avenida Vista Grande to Spur Trail). The trail will ultimately be constructed from US 285 to Rabbit Road, a distance of 13.2 miles. Segments 2-3 are located between Avenida Vista Grande in Eldorado (m.m. 6.5), and the Spur Trail (m.m. 11.5). The trail will be 10 feet wide and will be surfaced with crusher fines.

The inclusive surveyed area is entirely under the jurisdiction of the New Mexico Department of Transportation (NMDOT). Stephen Townsend, PI Townsend Archaeological Consultants completed the inventory on August 24-25, 2013. Ms. Colleen Baker, Program Manager, Santa Fe County Open Space and Trails requested the survey. Santa Fe County is the project proponent. The project will utilize construction funds from the Federal Highway Administration (FHWA), the federal lead agency for compliance with Section 106 of the National Historic Preservation Act. The NMDOT is coordinating project certification efforts on behalf of FHWA.

Because of time constraints directly related to FHWA construction funding, this report is preliminary in nature. It therefore lacks a detailed pre-field record review, environmental and cultural/historical summaries. A finalized document will follow, prepared in accordance with NMDOT and New Mexico State Historic Preservation Division (SHPO) guidance and regulation. The survey, as contracted by Santa Fe County, is a larger effort, and includes the linear distance from the US 285 crossing to Rabbit Road in Santa Fe County. Because the current funding is only for segments 2 and 3, only those segments are reported here. A final document including all six segments of the proposed trail (including segment 1, already constructed), will be produced in the near future. The document will be submitted to your office for final review.

Santa Fe County does not intend to acquire additional easement outside of the fenced NMDOT corridor within segments 2 and 3. The trail will occupy the west ROW (west of the tracks) in this area, with the exception of a crossing to the Nine Mile trailhead at the south end of segment 2, and a crossing to the east side of the ROW within segment 3, at m.m. 7.00. Between Avenida Vista Grande, (m.m. 6.5) and m.m. 7.0, the trail will occupy the east ROW of the fenced railroad corridor. Within segments 2-3 the fenced railroad corridor is 200' or greater in width. Therefore, survey of the proposed trail, with the required buffers in those segments was accomplished by covering 100' wide survey units east of the tracks from m.m. 6.5 to m.m. 7.00, and west of the tracks from m.m. 7.00 to m.m. 11.5. At m.m. 9.4 an access trail will pass from the Nine Mile trailhead east of the tracks, beneath a trestle to the

west side of the tracks. A total of 56.97-acres (23.06-hectares) were surveyed within segments 2-3 in support of this project. All features of the railroad were recorded regardless of the proposed trail location.

The inventory resulted in the documentation of HCPI 31944, the Santa Fe Southern Railway, and 38 related features, along with 25 isolated occurrences of cultural material. The 38 recorded railroad features, and the railroad itself, all have contributing value to the historic significance of HCPI 31944. While the trestles appear to have undergone some level of reconstruction, they are likely true to design, and retain integrity of feeling, setting and association. Therefore HCPI 31944 and the 38 associated features within segments 2 and 3 of the proposed Santa Fe Rail Trail are recommended eligible to the National Register of Historic Places under criteria a-d of 36 CFR 60.4. Under criterion "a" the westward expansion was directly related to railroad construction, and hence HCPI is an expression of a broad pattern in history. Under criterion b, it is highly likely that notable persons at a national level were not only involved in the construction of the spur, but also frequented it (additional research may confirm this aspect of eligibility). Under criterion c, many period specific construction methods are evident. These include the incorporation of such features as cast steel drain piles, rock-faced culverts, timber trestles, and artfully executed shaped masonry vaulted bridges. Under criterion d, it is clear that HCPI possesses additional data potential.

All construction activities will avoid the railroad and all associated features. The earthen trail with crusher fines surfacing will not impose a visual element that detracts from the historic character of the railroad structures. Therefore, the construction of segments 2 and 3 of the Santa Fe Rail Trail will result in *no adverse effect* to HCPI 31944, or its associated features.

The FHWA and the NMDOT request your concurrence on the aforementioned recommendations.

Sincerely,



Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency



Laurel T. Wallace  
NMDOT Cultural Resources Coordinator

For: J. Don Martinez  
FHWA Division Administrator

For: Tom Church  
NMDOT Cabinet Secretary

\br

Enclosures: TAC report and associated documents

Concurrence:

for

  
Dr. Jeff Pappas  
NM State Historic Preservation Officer



June 16, 2014

Ms. Colleen Baker, Project Manager (via e-mail)  
Santa Fe County Open Space and Trails  
P.O. Box 276  
Santa Fe, New Mexico 87501

Subject: EGS acceptance of an ISA Determination for segment 4 of the Santa Fe Rail Trail project, Santa Fe County, New Mexico, CN: S100282

Dear Ms. Baker,

Your June 13, 2014 ISA Determination letter for the project referenced above was received in this office. A Clarification of the project scope was received on this day. In accordance with the direction in the 2014 Tribal/Local Public Agency Handbook, the Environmental Geology Section (EGS) has reviewed your letter to verify that it meets the NMDOT's reporting requirements and industry-accepted standards for all appropriate inquiry. The EGS's review of this ISA Determination consists of our assessment of your opinions and conclusions given the scope of the project as described in your letter and based on the supporting information it contains.

Broadly, you described the scope of the CN S100282 project as "improvements to the existing Santa Fe Rail Trail" from Avenida Vista Grande to Avenida Eldorado. No additional right of way will be acquired and no utilities will be impacted by this project. During construction, the trail will be improved along its present alignment or will be relocated, although still within the ROW, by replacing the existing 4 to 6-inches of surface material with crusher fines. Where soil will be disturbed, the greatest depth could be as deep as four feet.

You conclude that a full ISA is unwarranted "since no additional right of way will be required, no utilities will be impacted, and the majority of the improvements will involve..." minimal soil disturbance. Based on the scope of work you described, the EGS adds that the triggers that would prompt a full ISA (property acquisition and/or significant soil disturbance) are not present for this project. As such, it is unlikely that even if a full ISA were performed, hazardous substances that might exist proximal to the trail would not be disturbed given the limited ground disturbance. Having said this, the area development (residential, undeveloped,

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

**Commissioners**

**Pete K. Rahn**  
Chairman  
District 3

**Ronald Schmeits**  
Vice Chairman  
District 4

**Dr. Kenneth White**  
Secretary  
District 1

**David Sepich**  
Commissioner  
District 2

**Butch Mathews**  
Commissioner  
District 5

**Jackson Gibson**  
Commissioner  
District 6

ISA Determination Acceptance Letter for CN S100282

Ms. Colleen baker

June 16, 2014

Page 2 of 2

and non-commercial rail) is not of the type typically associated with obvious sources of contamination.

The EGS agrees with your conclusion and therefore, the ISA Determination for CN S100282 is accepted. Based on the described scope of work, you have performed an appropriate level of inquiry. If you have questions regarding the content of this letter or have comments, do not hesitate to call my office at 505-827-1715.

Sincerely,

A handwritten signature in cursive script, appearing to read "Audrey Moore".

Audrey Moore, Manager  
Environmental Geology Section

CC (via e-mail): Gwyneth Duncan, Environmental Development Section  
Yolanda Roybal, P.E., North Regional Design Division  
EGS Project File (Local-Tribal Government Assistance, D-5, CN S100282)

**NEW MEXICO DEPARTMENT OF TRANSPORTATION  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

CN: S100281 Plan: 20142019-WRK-4 MPO/RPO: SANTA FE MPO - ID: 9009.14 NMDOT Dist.: 5 County: Santa Fe Municipality: City Of Santa Fe  
 Fed/State ID: S100281 Demo IDs: Lead Agency: OverSight: Delegated/State Administrated  
 RT: Project Location: SANTA FE RIVER TRAIL/E ALAMEDA ST PEDESTRIAN IMPROVEMENTS - FROM EL ALAMO TO CANYON ROAD Beg/End Mpsc: .000 - .000 Length: 0.000  
 Category: Facilities For Pedestrians & Bicycles, Preliminary Engineering PDE: NMDOT UNASSIGNED PDE Est Letting:  
 Project Scope: DESIGN AND CONSTRUCTION OF PEDESTRIAN IMPROVEMENTS INCLUDING NEW SIDEWALK, RETAINING STRUCTURES AND HANDRAIL ALONG EAST ALAMEDA STREET AND THE SANTA FE RIVER  
 Proj. Phases: Y Environ. Document Y Prel Engr. Y Design Y Construction Y Right-of-way Y Construction Y Other FHWA Work Zone Type: Routine  
 Remarks: AMENDMENT: PROJECT ADDED - 11/19/13

FUND SOURCE		IMP TYP	2014	2015	2016	2017	2018	2019	TOTALS
Local Match			\$10,192	\$56,056	\$0	\$0	\$0	\$0	\$66,248
Transp. At Flexible		28	\$0	\$208,923	\$0	\$0	\$0	\$0	\$208,923
Transp. At Small Urban		15	\$59,808	\$0	\$0	\$0	\$0	\$0	\$59,808
Transp. At Small Urban		28	\$0	\$120,021	\$0	\$0	\$0	\$0	\$120,021
<b>TOTALS:</b>			<b>\$70,000</b>	<b>\$385,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,000</b>

CN: S100282 Plan: 20142019-WRK-4 MPO/RPO: SANTA FE MPO - ID: 9010.14 NMDOT Dist.: 5 County: Santa Fe Municipality: Unincorporated Area Santa Fe Co  
 Fed/State ID: S100282 Demo IDs: Lead Agency: OverSight: Delegated/State Administrated  
 RT: Project Location: SANTA FE RAIL TRAIL - SEGMENT 4 - FROM AVENIDA EL DORADO (MP 4.86) TO AVENIDA VISTA GRANDE (MP 6.5) Beg/End Mpsc: .000 - .000 Length: 1.640  
 Category: Facilities For Pedestrians & Bicycles PDE: NMDOT UNASSIGNED PDE Est Letting:  
 Project Scope: CONSTRUCTION OF A NATURAL SURFACE MULTI-USE TRAIL PARALLEL TO THE SANTA FE SOUTHERN RAILROAD  
 Proj. Phases: Y Environ. Document Y Prel Engr. Y Design Y Construction Y Right-of-way Y Construction Y Other FHWA Work Zone Type: Routine  
 Remarks: AMENDMENT: PROJECT ADDED - 11/19/13

FUND SOURCE		IMP TYP	2014	2015	2016	2017	2018	2019	TOTALS
Local Match			\$9,378	\$6,617	\$0	\$0	\$0	\$0	\$16,495
Local Non-Match		28	\$357,919	\$0	\$0	\$0	\$0	\$0	\$357,919
Transp. At Flexible		28	\$21,535	\$2,369	\$0	\$0	\$0	\$0	\$23,904
Transp. At Rural Area		28	\$36,432	\$38,432	\$0	\$0	\$0	\$0	\$74,864
<b>TOTALS:</b>			<b>\$425,764</b>	<b>\$45,418</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$471,182</b>

