

ENVIRONMENTAL ASSESSMENT ADDRESSING THE

# Department of Defense Satellite Communications Ground Terminal Facility At Kirtland Air Force Base, New Mexico

*FINAL*

*September 2023*



PREPARED FOR

**United States Air Force**  
Kirtland Air Force Base

PREPARED BY

**ALLIANCE** JOINT VENTURE  
**wsp**

# **Environmental Assessment Addressing the Department of Defense Satellite Communications Ground Terminal Facility at Kirtland Air Force Base, New Mexico**



**Prepared for the United States Air Force  
September 2023**

Prepared by:



Under Contract to:



US Army Corps of Engineers,  
Baltimore District

Task Order Number: W912DR22F0298  
Under Contract Number: W912DR22D0002

## **FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT ADDRESSING THE DEPARTMENT OF DEFENSE SATELLITE COMMUNICATIONS GROUND TERMINAL FACILITY AT KIRTLAND AIR FORCE BASE, NEW MEXICO**

Pursuant to provisions of the National Environmental Policy Act (NEPA), 42 United States Code Parts 4321–4347, as amended; implementing Council on Environmental Quality (CEQ) Regulations, 40 Code of Federal Regulations (CFR) Parts 1500–1508; and 32 CFR Part 989, *Environmental Impact Analysis Process*, the United States Air Force (USAF) Kirtland Air Force Base (AFB) has prepared an environmental assessment (EA) to evaluate the reasonably foreseeable environmental consequences of the construction and operation of a satellite communications (SATCOM) ground terminal (GT) facility at Kirtland AFB in New Mexico. The SATCOM GT facility is proposed to be located on a 15-acre site in the northwestern portion of Kirtland AFB.

Based on a review of various technical and cost criteria, Kirtland AFB was identified as the most suitable candidate site for locating a SATCOM GT facility. The SATCOM GT facility will function as part of the greater SATCOM program, supporting satellite communications and increasing ground coverage for those communications.

The purpose of the Proposed Action is for the Department of Defense (DoD) to support communications with satellites in a variety of orbits. The action is needed to provide ground coverage for these mission communications in the greater New Mexico area where coverage is currently insufficient. In addition, satellite communication support may be needed for a prospective 2026 DoD mission for expanded satellite communication ground coverage.

The EA addressing the construction and operation of a SATCOM GT facility at Kirtland AFB in New Mexico, attached hereto and incorporated herein, analyzes the potential impacts of the project. The EA considers all potential impacts of the Proposed Action and the No-Action Alternative. The EA also considers cumulative environmental impacts with other projects in the vicinity of the Proposed Action.

### **PROPOSED ACTION AND ALTERNATIVES (EA § 2.1, pages 2-1 to 2-5)**

**Proposed Action:** The Proposed Action is to construct a SATCOM GT facility on a 15-acre site in the northwestern portion of Kirtland AFB. The GT facility will consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. A fourth pad site will be constructed to accommodate an equipment shelter, and a fifth pad site will be prepared for future use for a smaller, portable GT that does not require permanent structures or foundations. The portable GT will have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. A grounding well will be dug on-site to prevent the buildup of electrical voltages. The proposed SATCOM GT facility will require provision of electricity, telecommunications, and water to the site via new utility lines or extensions of existing lines. The primary source of electricity for site operations will be provided via a new electrical line routed from substation 22 along the existing Pennsylvania Avenue right-of-way to the equipment shelter at the site. A telecommunications line and a new water line extension will be routed underground from existing infrastructure within the GT facility site.

The GT facility will be operated remotely, with no requirement for personnel to be present on-site.

**Alternatives Considered and Evaluated:** One alternative to the Proposed Action was considered as follows:

**No-Action Alternative:** Under the No-Action Alternative, the construction and operation of a SATCOM GT facility would not occur at Kirtland AFB. SATCOM would select the next highest-ranking site from the candidate sites to construct the GT facility, and any potential impacts would be realized at that location. The No-Action Alternative would not meet the purpose and need for the Proposed Action.

## **SUMMARY OF FINDINGS**

The Proposed Action will have no or insignificant effects on the following environmental resource areas: socioeconomics, environmental justice, cultural resources, biological resources, water resources, noise, traffic and transportation, visual resources, and human health and safety (EA § 2.5.2, pages 2-7 to 2-10). As a result, these environmental resource areas were eliminated from detailed analysis.

Environmental analyses within the EA focus on land use, geologic resources, air quality, hazardous materials and waste, and infrastructure. Many of the impacts detailed below (and in depth in the EA) will be associated with construction activities and will be temporary and relatively minor. All impacts, short and long term, will be less than significant. The EA identifies impact reduction measures (e.g., avoidance, best management practices [BMPs], and environmental compliance) to minimize potential environmental impacts.

### **Land Use (EA § 3.2, pages 3-2 to 3-4)**

The Proposed Action will result in minor, long-term, adverse impacts to on-site land use with the permanent conversion of vacant open spaces to developed land for communication and mission support uses. There will be temporary, adverse impacts to off-installation land uses from the use of a 100-ton capacity crane (with an estimated maximum height of 200 feet) during construction, which may pose an aeronautical hazard. No impacts are anticipated on adjacent land uses, on or off-base. No significant impacts on land use are expected to result from the Proposed Action.

### **Geologic Resources (EA § 3.3, pages 3-4 to 3-7)**

Short- and long-term, minor impacts to topography and soils will occur from construction activities that will increase the risk of erosion or contamination of soils through accidental spills of hazardous materials. Significant long-term impacts to topography are not expected because substantial site leveling is not anticipated. Permanent soil disturbance will occur within the footprint of aboveground structures, and areas of the site not occupied by permanent facilities will be reseeded with native vegetation. The GT facility will be designed in accordance with applicable local and state building codes to mitigate seismic risks. No significant impacts to geologic resources are anticipated, and adherence to BMPs will further reduce impacts.

### **Air Quality (EA § 3.4, pages 3-7 to 3-11)**

Operation of the facility will result in negligible emissions and will not have significant impacts on air quality. Greenhouse gas emissions will be well below established thresholds. Temporary and negligible emissions of critical pollutants and greenhouse gases will be produced from construction activities.

### **Hazardous Materials and Waste (EA § 3.5, pages 3-11 to 3-16)**

Minor, short-term impacts on the generation and management of hazardous waste will occur during construction. No effects are anticipated on Environmental Restoration Program sites. No significant impacts on generation and management of hazardous waste are expected during operation.

### **Infrastructure (EA § 3.6, pages 3-16 to 3-20)**

The Proposed Action will require new utility lines for water, electrical, and telecommunications. Potential temporary disruptions to existing service lines could occur during installation and connection of the new electrical, water, and telecommunications lines. No significant impacts to existing resources are anticipated.

### **Cumulative Impacts (EA § 4.0, pages 4-1 to 4-9)**

Cumulative impacts on environmental resources result from incremental effects of proposed actions when combined with other past, present, and reasonably foreseeable future projects in the area. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over a period of time by various agencies (federal, state, and local) or individuals. Informed decision-making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the foreseeable future. A number of past, present, and reasonably foreseeable actions are considered in the cumulative impacts analysis, including new construction, facility improvements, infrastructure upgrades, and maintenance and repairs.

Projects occurring on Kirtland AFB (in addition to the Proposed Alternative) will be required to follow the BMPs described in the EA. If these BMPs are properly implemented and maintained for each project, cumulative impacts will be minor. When necessary, appropriate state and federal agencies will be consulted, and impacts on the respective resources will be avoided by following the agency's recommendations.

## **CONCLUSION**

Based on the description of the Proposed Action as set forth in the EA, all activities were found to comply with the criteria or standards of environmental quality and were coordinated with the appropriate federal, state, and local agencies. The attached EA and this Finding of No Significant Impact were made available to the public for a 30-day review period. Agencies were coordinated with throughout the EA development process, and their comments were incorporated into the analysis of potential environmental impacts performed as part of the EA, as appropriate.

## **FINDING OF NO SIGNIFICANT IMPACT**

Based on my review of the facts and analyses contained in the attached EA, conducted under the provisions of NEPA, CEQ regulations, and 32 CFR Part 989, I conclude that the Proposed Action would not have a significant environmental impact, either by itself or cumulatively, with other known projects. Accordingly, an environmental impact statement is not required. The signing of this Finding of No Significant Impact completes the environmental impact analysis process.

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MICHAEL J. POWER, Colonel, USAF  
Commander

27 October 2023

Date

Attachment: Environmental Assessment Addressing the Department of Defense Satellite Communications Ground Terminal Facility at Kirtland Air Force Base, New Mexico

## **PRIVACY ADVISORY**

This Environmental Assessment (EA) is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 Code of Federal Regulations [CFR] §§ 1500–1508) [July 16, 2020, version of the CEQ NEPA regulations (85 Federal Register 43304–43376) and the April 20, 2022, amendments of the 2020 CEQ NEPA regulations (87 Federal Register 23453–23470)], and 32 CFR Part 989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on United States Air Force (USAF) decision-making, allows the public to offer inputs on alternative ways for the USAF to accomplish what it is proposing, and solicits comments on the USAF's analysis of environmental effects.

Written comments and inquiries regarding this document should be directed by mail to the Kirtland AFB NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB, New Mexico 87117-5270, or via email to [kirtlandNEPA@us.af.mil](mailto:kirtlandNEPA@us.af.mil).

Public commenting allows the USAF to make better, informed decisions. Letters or other written or oral comments provided may be published in the EA. As required by law, comments provided will be addressed in the EA and made available to the public. Providing personal information is voluntary. Any personal information provided will be used only to identify your desire to make a statement during the public comment portion or to fulfill requests for copies of the EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the EA; however, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the EA.

## COVER SHEET

### ENVIRONMENTAL ASSESSMENT ADDRESSING THE DEPARTMENT OF DEFENSE SATELLITE COMMUNICATIONS GROUND TERMINAL FACILITY AT KIRTLAND AIR FORCE BASE, NEW MEXICO

**Responsible Agencies:** United States Air Force (USAF) Kirtland Air Force Base (AFB)

**Affected Location:** Kirtland AFB, New Mexico

**Report Designation:** Environmental Assessment (EA)

**Abstract:** This EA was developed in compliance with USAF's *Environmental Impact Analysis Process* in support of the construction of a satellite communications (SATCOM) ground terminal (GT) facility at Kirtland AFB, New Mexico. The facility would consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. In addition to the three ground terminal sites, a fourth pad site would be constructed to accommodate the equipment shelter, and a fifth pad site would be prepared for future use for a smaller, portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug on-site to a depth of up to 1,000 feet to prevent the buildup of electrical voltages on the system that may occur from high voltage surges (i.e., lightning strikes), which could result in undue hazards to equipment and personnel. The Proposed Action is needed to provide ground coverage for Department of Defense (DoD) DoD mission communications in the greater New Mexico area where coverage is currently insufficient.

## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

The United States Air Force (USAF) Kirtland Air Force Base (AFB) has prepared this environmental assessment (EA) to evaluate the reasonably foreseeable environmental consequences of the construction and operation of a satellite communications (SATCOM) ground terminal (GT) facility at Kirtland AFB in New Mexico.

This EA has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [USC] Section 4321); Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500–1508); and the Air Force Environmental Impact Analysis Process (EIAP) Regulations (32 CFR Part 989).

### **BACKGROUND AND SETTING**

Kirtland AFB, located southeast of Albuquerque, New Mexico, is home to the 377th Air Base Wing (ABW) of the Air Force Global Strike Command. The installation is a center for research, development, and testing of nonconventional weapons, space and missile technology, and laser warfare. The 377th ABW ensures readiness and training of airmen for worldwide duty, operates the airfield for present and future USAF operations, and prepares personnel to deploy worldwide on a moment's notice. In addition to the 377th ABW, the installation is host to more than 100 USAF and non-USAF mission partners including the 351st Special Warfare Training Squadron, the 58th Special Operations Wing, and the Air National Guard. Training activities include aircrew training, pararescue operations, and combat search and rescue training. The installation encompasses 51,585 acres, of which 44,052 acres are under USAF control.

### **PURPOSE OF AND NEED FOR THE PROPOSED ACTION**

The purpose of the Proposed Action is for the Department of Defense (DoD) to support communications with satellites in a variety of orbits. The action is needed to provide ground coverage for these mission communications in the greater New Mexico area where coverage is currently insufficient. In addition, satellite communication support may be needed for a prospective 2026 DoD mission for expanded satellite communication ground coverage.

The GT facility proposed for Kirtland AFB would establish a new capability for the United States government that would be met by having terminals in the New Mexico/southwest region and others on the Eastern Seaboard. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. The data transiting this site (including satellite telemetry, command and control, and various mission data) would consist of unclassified encrypted transmissions. The radio frequency performance of the terminals would be operated in compliance with all applicable laws and regulations (e.g., National Telecommunications and Information Administration and Federal Communications Commission registrations, Federal Aviation Administration [FAA] notifications, DoD Hazard of Electromagnetic Radiation to Ordnance requirements, and occupational health and safety standards).

### **DESCRIPTION OF THE PROPOSED ACTION AND THE NO-ACTION ALTERNATIVE**

The Proposed Action is to develop and operate a SATCOM GT facility on approximately 15 acres of previously disturbed land in the northwestern portion of Kirtland AFB, on the west side of

Pennsylvania Street adjacent to the southern end of Wyoming Boulevard. The GT facility would consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. Three 44.3-foot (13-meter)-diameter dish antennas enclosed within approximately 72-foot-high (22-meters-high) radome enclosures would be mounted on concrete pedestals that would be contained within individual ring walls with surrounding concrete aprons spanning 100 feet (30 meters) and covered by radomes approximately 72 feet tall (22 meters high) and 62 feet (19 meters) in diameter.

The facility would be supported from one 40-foot by 60-foot (12-meter by 18-meter) equipment shelter housing the mission equipment and electrical distribution gear. The emergency generators are required to support redundant power requirements of the antennas and would be powered by low-sulfur diesel fuel. The equipment shelter would also contain electrical equipment for all power distribution, an uninterruptible power supply for temporary power support in the event of an interruption to base power, and would be the location for the fire main tie-in for fire suppression.

A fourth pad site would be constructed to accommodate an equipment shelter, and a fifth pad site would be prepared for future use for a smaller, portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. A grounding well would be dug on-site to a depth of up to 1,000 feet to prevent the buildup of electrical voltages that may occur on the system from high voltage surges (i.e., lightning strikes), which could result in undue hazards to equipment and personnel.

The primary source of electricity (650 kilowatts) for site operations would be provided via a new electrical line, either direct buried or overhead, routed from substation 22 along the existing Pennsylvania Avenue right-of-way to the equipment shelter at the site. In addition, another existing overhead power line that runs south of the site would be tapped for a secondary energy feed. All power lines once on-site would be routed underground to the various service points. A telecommunications line for remote operations and monitoring would be routed underground along existing rights-of-way from a tie-in point to be determined prior to final design to the equipment shelter within the GT facility site. A new water line extension to provide fire suppression and for periodic use in cleaning the radome surfaces would be routed underground from the existing line along Pennsylvania Street. The line would serve several hydrants on the GT facility site as well as the equipment shelter sprinkler system.

The proposed GT facility at Kirtland AFB would be accessed directly from Pennsylvania Street and Wyoming Boulevard. Within the SATCOM GT facility, new gravel roads would provide vehicle access to each of the new structures.

The site has been previously cleared and disturbed, with some desert grass and shrub species present. Minimal leveling would be required prior to construction, and vegetation would be removed. All 15 acres are anticipated to be disturbed through clearing, grading, and/or equipment laydown and staging.

Construction of the GT facility is anticipated to take 18 months with an operational lifespan of approximately 25 years. The GT facility would be decommissioned after the operational lifespan, and the project site would be returned to preconstruction conditions. Following construction, the site would be reseeded with native vegetation, and routine ground maintenance would occur, as needed. Routine ground maintenance is expected to include the removal of unwanted vegetation, such as tumbleweeds, and should be defined to a standard in a host-tenant agreement.

The various structures that make up the GT facility would be enclosed by a chain link security fence with lighting and cameras for remote security monitoring. The fence would be approximately 12 feet tall. The GT facility would be operated remotely, with no requirement for personnel to be present on-site. Maintenance would be conducted on a regular schedule by a contracted vendor in compliance with all regulatory and recordkeeping requirements of the base, permit authorities, and other authorities, as applicable. Approximately 60 person-visits per year are estimated for operation and maintenance activities.

Under the No-Action Alternative, the construction and operation of a SATCOM GT facility would not occur at Kirtland AFB. SATCOM would select the next highest-ranking site from the candidate sites to construct the GT facility, and any potential impacts would be realized at that location. The No-Action Alternative would not meet the purpose and need for the Proposed Action.

## **SUMMARY OF ENVIRONMENTAL EFFECTS**

As detailed in this EA, the Proposed Action would have no or insignificant effects on socioeconomics, environmental justice, cultural resources, biological resources, water resources, noise, traffic and transportation, visual resources, and human health and safety.

As a result of the Proposed Action, impacts on land use, geologic resources, air quality, hazardous materials and wastes, and infrastructure from the construction and operation of the GT facility are expected to be minor and adverse. Potential adverse impacts would be reduced through best management practices and mitigation measures.

Under the No-Action Alternative, construction and operation of a GT facility would not occur at Kirtland AFB. The proposed facility site would continue to be previously disturbed land classified as open space and covered with grassland vegetation. There would be no impacts to any environmental or social resources under this alternative.

## **PUBLIC INVOLVEMENT**

The EA and Draft Finding of No Significant Impact were made available for a 30-day public review on July 21, 2023. A Notice of Availability of the EA and Draft Finding of No Significant Impact was published in *The Albuquerque Journal* announcing the availability of the document. Letters were provided to relevant federal, state, and local agencies and Native American tribal governments informing them that the EA was available for review. Examples of these letters are provided in **Appendix A**. The publication of the Notice of Availability initiated a 30-day comment period that concluded on August 21, 2023. During the public review and comment period, copies of the EA were made available at the San Pedro Public Library at 5600 Trumbull Avenue SE, Albuquerque, New Mexico. Additionally, the EA was also available online at <http://www.kirtland.af.mil> under the Environment Information tab. No comments from the general public were received during the public review period. Interagency and intergovernmental coordination/consultation response letters were incorporated into the EA analysis of potential environmental impacts, where applicable, and are included in **Appendix A**.

## **CONCLUSION**

Based on the environmental analyses contained in this EA, it has been determined that implementation of the Proposed Action would not have significant direct, indirect, or cumulative impacts on the natural and human environment. Because no significant impacts would result from implementing the Proposed Action, an environmental impact statement is not required and will not be prepared. These EA findings and conclusions are the basis for the Finding of No Significant Impact.

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Appendix B: Record of Non-Applicability

Appendix C: Air Emission Calculations

## ACRONYMS AND ABBREVIATIONS

377th ABW	377th Air Base Wing
377 MSG/CEIEC	377th Mission Support Group/Civil Engineering Installation Environmental Compliance
AEHD-AQD	Albuquerque Environmental Health Department Air Quality Division
AFB	Air Force Base
AFI	Air Force Instruction
BMP	best management practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
DAFI	Department of the Air Force Instruction
DoD	Department of Defense
DOE	Department of Energy
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EMS	Environmental Management System
EO	Executive Order
ER	Environmental Restoration
ERP	Environmental Restoration Program
FAA	Federal Aviation Administration
GHG	greenhouse gas
GT	ground terminal
HVAC	heating, ventilation, and air conditioning
HWMP	Hazardous Waste Management Plan
LUC	land use control
MMRP	Military Munitions Response Program
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NMAC	New Mexico Administrative Code
NMED	New Mexico Environment Department
OSHA	Occupational Safety and Health Administration
PSD	Prevention of Significant Deterioration
SATCOM	satellite communications
SF	square foot
SHPO	State Historic Preservation Officer
SPCC	Spill Prevention Control and Countermeasure
USAF	United States Air Force
USC	United States Code
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service

## **PURPOSE AND NEED FOR ACTION**

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### **1.0 PURPOSE AND NEED FOR ACTION**

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#### **1.1 INTRODUCTION AND BACKGROUND**

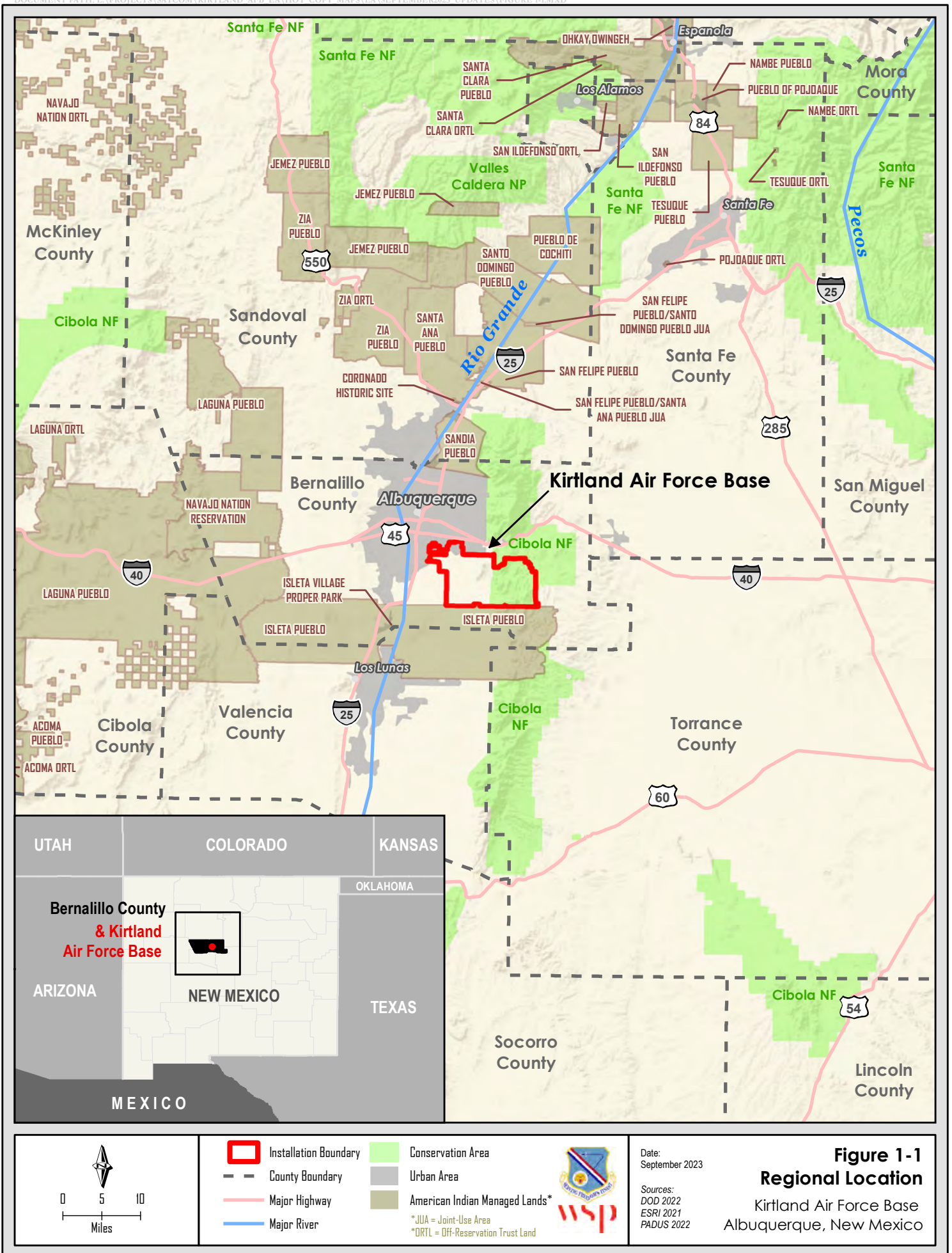
Kirtland Air Force Base (AFB), located southeast of the city of Albuquerque in New Mexico (see **Figure 1-1**), is home to the 377th Air Base Wing (ABW) of the Air Force Global Strike Command. The installation is a center for research, development, and testing of nonconventional weapons, space and missile technology, and laser warfare. The 377th ABW ensures readiness and training of airmen for worldwide duty, operates the airfield for present and future United States Air Force (USAF) operations, and prepares personnel to deploy worldwide on a moment's notice. In addition to the 377th ABW, the installation is host to more than 100 USAF and non-USAF mission partners including 351st Special Warfare Training Squadron, 58th Special Operations Wing, and the Air National Guard. Training activities include aircrew training, pararescue operations, and combat search and rescue training. The installation encompasses 51,585 acres, of which 44,052 acres are under USAF control.

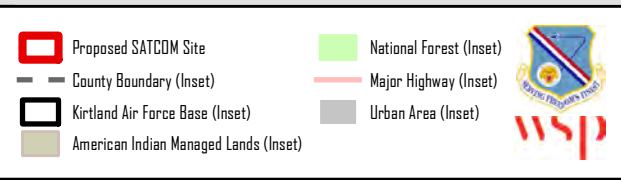
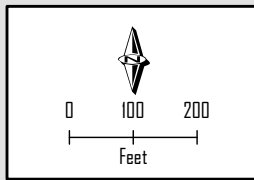
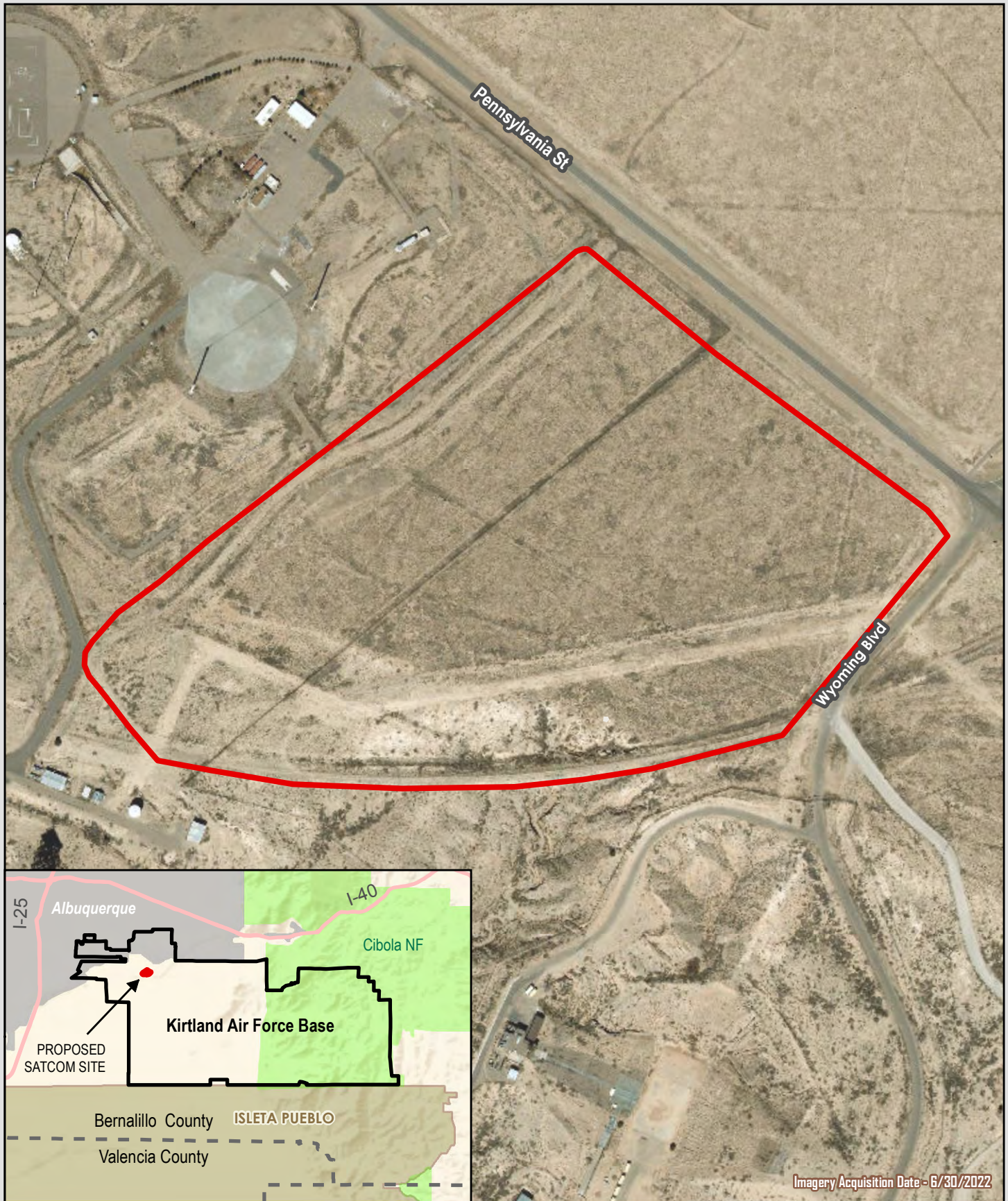
The Proposed Action is to develop and operate a satellite communications (SATCOM) ground terminal (GT) facility on approximately 15 acres of previously disturbed land in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard (see site layout in **Figure 1-2**). The GT facility would consist of three 44.3-foot (13-meter)-diameter dish antennas, enclosed within approximately 72-foot-high (22-meters-high) radome enclosures, an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. It would be used to communicate with satellites. The facility would include multiple concrete pads to accommodate all the structures. An additional pad would be constructed for a temporary, small, transportable antenna and emergency generator.

#### **1.2 PURPOSE OF AND NEED FOR THE PROPOSED ACTION**

The purpose of the Proposed Action is for the Department of Defense (DoD) to support communications with satellites in a variety of orbits. The action is needed to provide ground coverage for these mission communications in the greater New Mexico area where coverage is currently insufficient. In addition, satellite communication support may be needed for a prospective 2026 DoD mission for expanded satellite communication ground coverage.

The GT facility proposed for Kirtland AFB establishes a new capability for the United States government that would be met by having terminals in the New Mexico/southwest region and others on the Eastern Seaboard. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. The data transiting this site (including satellite telemetry, command and control, and various mission data) would consist of unclassified encrypted transmissions. The radio frequency performance of the terminals would be operated in compliance with all applicable laws and regulations (e.g., National Telecommunications and Information Administration and Federal Communications Commission registrations, Federal Aviation Administration [FAA] notifications, DoD Hazard of Electromagnetic Radiation to Ordnance requirements, and occupational health and safety standards).





Date:  
September 2023

**Figure 1-2 Proposed SATCOM  
Ground Terminal Facility Site**

Kirtland Air Force Base  
Albuquerque, New Mexico

Sources:  
DOD 2023  
ESRI 2021  
Maxar 2022  
PADUS 2022

## **PURPOSE AND NEED FOR ACTION**

### **1.3 DECISION TO BE MADE**

This Environmental Assessment (EA) evaluates whether the Proposed Action would result in significant impacts on the natural or human environment. If significant impacts are identified, Kirtland AFB would (1) undertake mitigation to reduce impacts to below the level of significance, (2) prepare an environmental impact statement addressing the Proposed Action, or (3) abandon the Proposed Action. This EA is a planning and decision-making tool to guide Kirtland AFB in implementing the Proposed Action in a manner that complies with all applicable federal, state, and local environmental laws and regulations and is consistent with USAF standards for environmental stewardship. It is prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 et seq.); the regulations of the President's Council on Environmental Quality (CEQ) that implement NEPA procedures (40 Code of Federal Regulations [CFR] 1500–1508) [July 16, 2020, version of the CEQ NEPA regulations (85 Federal Register 43304–43376) and the April 20, 2022, amendments of the 2020 CEQ NEPA regulations (87 Federal Register 23453–23470)]; and the Air Force Environmental Impact Analysis Process (EIAP) Regulations (32 CFR Part 989).

### **1.4 NEPA AND OTHER COMPLIANCE REGULATORY REQUIREMENTS**

NEPA provides for the consideration of environmental impacts in federal agency planning and decision-making. NEPA requires that federal agencies responsible for preparing NEPA analyses and documentation do so “in cooperation with State and local governments” and other agencies with jurisdiction by law or special expertise (42 USC 4331(a) and 4332(C)).

In addition to NEPA, **Table 1-1** provides a summary of other applicable regulatory requirements and agencies. Only those applicable to this project are included in **Table 1-1**.

## PURPOSE AND NEED FOR ACTION

**Table 1-1. Applicable/Potential Regulatory Permits and Approvals**

Regulation	Agency/Authority	Permit/Approval	Regulated Activity
National Environmental Policy Act (42 USC 4321 et seq.)	US Environmental Protection Agency and USAF	Categorical Exclusion, Finding of No Significant Impact, or Record of Decision	Federal actions
Clean Air Act (42 USC 7401 et seq.)	US Environmental Protection Agency	Compliance with National Ambient Air Quality Standards, Conformity Determination	Federal actions that result in air emissions Compliance with the General Conformity Rule
National Historic Preservation Act of 1966 as amended (16 USC 470 and amendments)	Advisory Council on Historic Preservation New Mexico Department of Cultural Affairs, New Mexico Historic Preservation Division	Section 106 consultation	Federal undertakings that may affect properties that have been formally listed or determined eligible for listing in the National Register of Historic Places
American Indian Religious Freedom Act of 1978 (42 USC 1996)  Archaeological Resources Protection Act of 1979 (16 USC 470)  Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001-13)  National Historic Preservation Act of 1966	Tribes Listed with the New Mexico Historic Preservation Office: Pueblo of Acoma Pueblo of Cochiti Pueblo of Isleta Pueblo of Jemez Pueblo of Laguna Pueblo of Nambe Ohkay Owingeh Pueblo of Picuris Pueblo of Pojaque Pueblo of San Felipe Pueblo of San Ildefonso Pueblo of Sandia Pueblo of Santa Ana Pueblo of Santa Clara Pueblo of Santo Domingo	Consultation with historically affiliated tribes	Presence of tribally significant cultural resources on federal land; presence of Native American gravesites, cultural items, sacred sites, or Traditional Cultural Properties

**PURPOSE AND NEED FOR ACTION**

Regulation	Agency/Authority	Permit/Approval	Regulated Activity
	Pueblo of Taos Pueblo of Tesuque Pueblo of Zia Pueblo of Zuni Ysleta del Sur Pueblo Apache Tribe of Oklahoma Mescalero Apache Tribe Jicarilla Apache Nation San Carlos Apache Tribe White Mountain Apache Tribe Comanche Nation of Oklahoma Kiowa Tribe of Oklahoma Navajo Nation Pawnee Nation of Oklahoma Southern Ute Indian Tribe The Hopi Tribe Ute Mountain Ute Tribe Wichita & Affiliated Tribes Fort Sill Apache Tribe Jicarilla Apache Nation Mescalero Apache Tribe		
Clean Water Act (33 USC 1251 et seq.)	U S Environmental Protection Agency	Construction General Permit for Stormwater Discharge Associated with Construction Activity	General permit: Construction activities on areas equal to or greater than 1 acre

## PURPOSE AND NEED FOR ACTION

Regulation	Agency/Authority	Permit/Approval	Regulated Activity
Endangered Species Act (16 USC 1531–1544)	US Fish and Wildlife Service	Section 7 coordination for presence of threatened and endangered species or critical habitat	Federal actions potentially impacting threatened and endangered species or resulting in the destruction or adverse modification of critical habitat of such species
New Mexico Wildlife Conservation Act (17-2-40.1 NMSA 1978)	New Mexico Department of Game and Fish	Agency consultation for presence of state-listed species	Actions potentially impacting species listed as threatened or endangered by the state
Albuquerque – Bernalillo County Air Quality Control Board Regulation 20.11.20 New Mexico Administrative Code	City of Albuquerque, Environmental Health Department	Fugitive Dust Control Permit	Projects that will disturb three-quarters of an acre or more of soil
Albuquerque – Bernalillo County Air Quality Control Board Regulation 20.11.41 New Mexico Administrative Code	City of Albuquerque, Environmental Health Department	Authority to Construct Permit – Generator Construction Permit	On-site generators; permit must be in place prior to commencing construction
Albuquerque – Bernalillo County Construction Stormwater Quality Ordinance § 14-5-2-11	City of Albuquerque, Environmental Health Department	Construction Erosion and Sediment Control Permit	Permit must be in place prior to commencing construction

## **PURPOSE AND NEED FOR ACTION**

### **1.5 INTERGOVERNMENTAL COORDINATION/CONSULTATIONS**

#### **1.5.1 Interagency Coordination and Consultations**

Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, as amended by EO 12416, requires federal agencies to provide opportunities for consultation by elected officials of state and local governments that would be directly affected by a federal proposal. In compliance with NEPA, Kirtland AFB notified relevant stakeholders about the Proposed Action and alternatives (see **Appendix A** for examples of stakeholder coordination materials). The notification process provided these stakeholders the opportunity to cooperate with Kirtland AFB and provide comments on the Proposed Action and alternatives.

Per the requirements of Section 106 of the National Historic Preservation Act and implementing regulations (36 CFR Part 800); Section 7 of the Endangered Species Act and implementing regulations (50 CFR Part 17); and the Migratory Bird Treaty Act (16 USC 703-712), findings of effect and a request for concurrence were transmitted to the New Mexico Department of Cultural Affairs, New Mexico Historic Preservation Division (SHPO) and the US Fish and Wildlife Service (USFWS). All correspondence with the SHPO and USFWS and correspondence regarding the findings and concurrence is included in **Appendix A**.

#### **1.5.2 Government-to-Government Coordination and Consultations**

Consistent with National Historic Preservation Act of 1966 implementing regulations (36 CFR Part 800); DoD Instruction 4710.02, Interactions with Federally Recognized Tribes; Department of the Air Force Instruction (DAFI) 90-2002, Air Force Interaction with Federally Recognized Tribes; and Air Force Manual 32-7003, Environmental Conservation, the USAF consulted with federally recognized tribes that are historically affiliated with the geographic region being considered for the Proposed Action regarding the potential to affect properties of cultural, historical, or religious significance to the tribes. The tribal coordination process is distinct from NEPA consultation or the intergovernmental coordination processes and requires separate notification of all relevant tribes. The timelines for tribal consultation are also distinct from those of intergovernmental consultations.

Federally recognized tribes that are historically affiliated with the geographic region were invited to consult on all proposed undertakings that have a potential to affect properties of cultural, historic, or religious significance to the tribes (see **Appendix A** for examples of tribal coordination materials).

### **1.6 PUBLIC AND AGENCY REVIEW OF DRAFT EA**

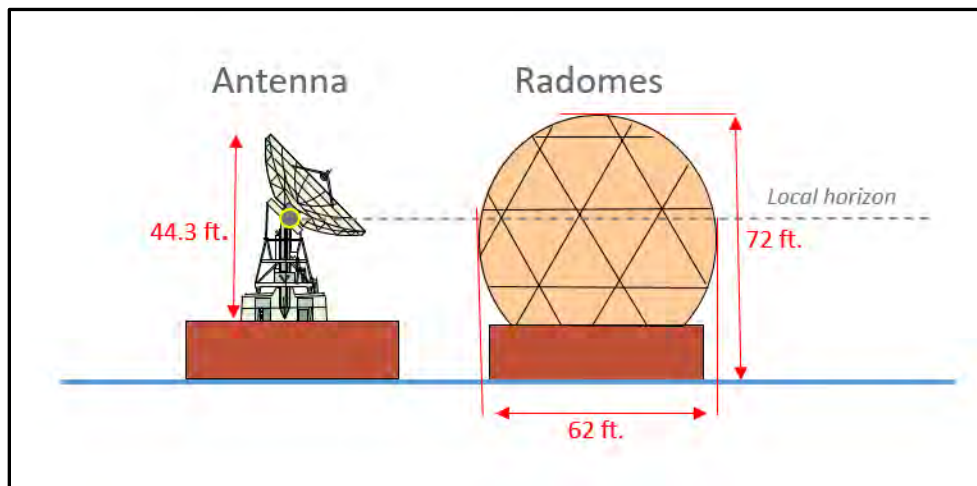
A Notice of Availability for the Draft EA was published in *The Albuquerque Journal* announcing the availability of the document. Letters were provided to relevant federal, state, and local agencies and Native American tribal governments informing them that the Draft EA was available for review. The publication of the Notice of Availability initiated a 30-day comment period. A copy of the Draft EA was available for review at the San Pedro Public Library at 5600 Trumbull Avenue SE, Albuquerque, New Mexico. A copy of the Draft EA was also available for review online at <http://www.kirtland.af.mil> under the Environment Information tab. No comments from the public were received during the public review period. Interagency and intergovernmental coordination/consultation response letters are included in **Appendix A**, and information was incorporated into the EA analysis of potential environmental impacts, where applicable.

## DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

### 2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

#### 2.1 PROPOSED ACTION

The Proposed Action includes the construction of a SATCOM GT facility that would consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. Three 44.3-foot (13-meter)-diameter dish antennas enclosed within approximately 72-foot-high (22-meters-high) radome enclosures would be mounted on concrete pedestals, which would be contained within individual ring walls with surrounding concrete aprons spanning 100 feet (30 meters) and covered by radomes approximately 72 feet tall (22 meters high) and 62 feet (19-meters) in diameter (**Figure 2-1**). The facility would be supported from one 40-foot by 60-foot (12-meter by 18-meter) equipment shelter that houses the mission equipment and electrical distribution gear. The emergency generators are required to support redundant power requirements of the antennas and would be powered by low-sulfur diesel fuel. The equipment shelter would also contain electrical equipment for all power distribution, an uninterruptible power supply for temporary power support in the event of an interruption to base power, and would be the location for the fire main tie-in for fire suppression. In addition to the three ground terminal sites, a fourth pad site would be constructed to accommodate equipment shelter, and a fifth pad site would be prepared for future use for a smaller, portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug on-site to a depth of up to 1,000 feet to prevent the buildup of electrical voltages that may occur on the system from high voltage surges (i.e., lightning strikes), which could result in undue hazards to equipment and personnel.



**Figure 2-1. SATCOM GT Antenna and Radome Design Specifications**

The various structures that make up the GT facility would be enclosed by a chain link security fence with lighting and cameras for remote security monitoring. The fence would be approximately 12 feet tall. The GT facility would be operated remotely, with no personnel required on-site.

## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

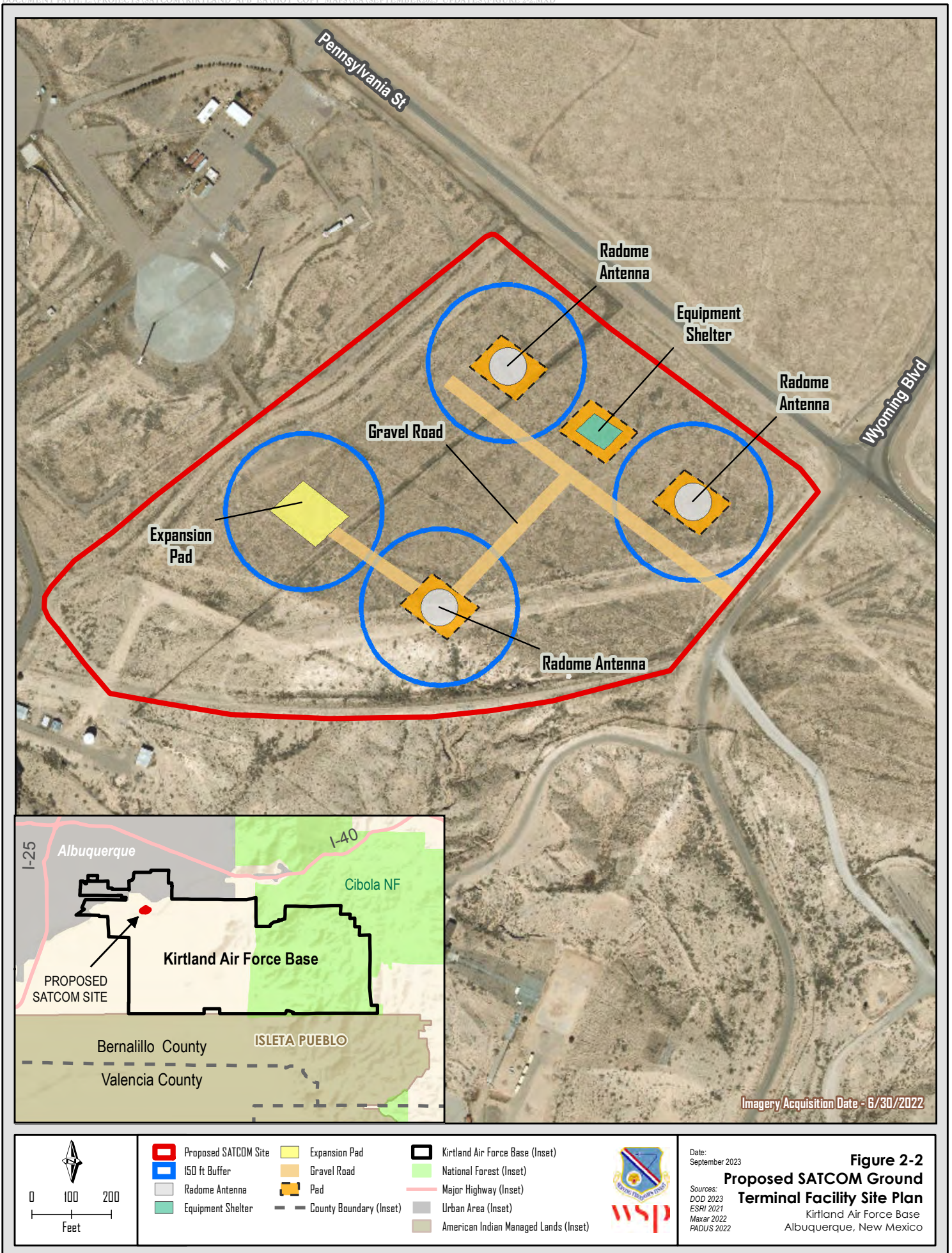
Utilities required by the SATCOM GT facility include:

- The primary source of electricity (650 kilowatts) for site operations would be provided via a new electrical line, either direct buried or overhead, routed from substation 22 along the existing Pennsylvania Avenue right-of-way to the equipment shelter at the site. In addition, another existing overhead power line that runs south of the site would be tapped for a secondary energy feed. All power lines once on-site would be routed underground to the various service points.
- A telecommunications line for remote operations and monitoring would be routed underground along existing rights-of-way from a tie-in point to be determined prior to final design to the equipment shelter within the GT facility site. An existing underground conduit bank near the proposed site could be used. The total distance of this line is not expected to exceed 2 miles.
- A new water line extension to provide fire suppression and for periodic use in cleaning the radome surfaces would be routed underground from the existing line along Pennsylvania Street. The line would serve several hydrants on the GT facility site as well as the equipment shelter sprinkler system. Annual total water consumption for automatic flushing, testing, and maintenance purposes is expected to be 20,000 gallons. Use of a dry fire suppressant agent (clean agent) in the equipment shelter may reduce or replace the need for a water line extension.

Trenching for the utility lines within the SATCOM GT facility would extend to depths between 3 and 4 feet. Additional excavation would be required for the foundations for the equipment shelter and ring walls/aprons surrounding the antennas. Excavation is anticipated to extend to a depth of approximately 4 feet or as needed to accommodate foundation footers.

SATCOM submitted a notice to the FAA notifying the agency of the proposed use of a 100-ton capacity crane (with an estimated maximum height 200 feet) that may pose an aeronautical hazard during construction of the GT facility.

A site plan showing representative locations and spacing of the facility structures and expansion pads is provided in **Figure 2-2**. The actual site plan is subject to modification during design as the results of soil analysis and existing utility location become known.



## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

The proposed GT facility at Kirtland AFB would be accessed directly from Pennsylvania Street and Wyoming Boulevard. Within the SATCOM GT facility, new gravel roads would provide vehicle access to each of the new structures. Minimal leveling would be required prior to construction, and vegetation would be removed. All 15 acres are anticipated to be disturbed through clearing, grading, and/or equipment laydown and staging. Construction of the GT facility is anticipated to take 18 months with an operational lifespan of approximately 25 years. The GT facility would be decommissioned after the operational lifespan, and the project site would be returned to preconstruction conditions. Following construction, the site would be reseeded with native vegetation, and routine ground maintenance would occur, as needed. Routine ground maintenance is expected to include the removal of unwanted vegetation, such as tumbleweeds, and should be defined to a standard in a host-tenant agreement.

The GT facility would be operated remotely, with no requirement for personnel to be present on-site. Maintenance would be conducted on a regular schedule by a contracted vendor in compliance with all regulatory and recordkeeping requirements of the base, permit authorities, and other authorities, as applicable. Approximately 60 person-visits per year are estimated for operation and maintenance activities.

### **2.2 SELECTION STANDARDS AND CRITERIA**

Selection criteria were developed to assist the SATCOM program office in determining reasonable site alternatives for the proposed GT facility and the basis for eliminating any of them. The following selection criteria were used to determine the feasibility of each alternative site and to determine which of the alternatives would be the best fit to meet the needs of the project:

- Potential available locations on-base and a minimum of 15 acres of usable terrain;
- Existing infrastructure (i.e., roads and utilities) within a reasonable distance to the site;
- Lack of radio frequency interference from surrounding base users;
- Expanded user coverage necessary for ground coverage for communications in the greater New Mexico area;
- Force protection posture to mitigate hostile actions against DoD facilities;
- Cost to implement; and
- Logistics.

Kirtland AFB was selected as the highest-ranking overall site from a ranked list of candidate sites. That decision was heavily driven by the minimal risk to existing base missions within the proposed transmit spectrum, as indicated by a Frequency Interference Study, as well as its available land. Four sites were initially examined at Kirtland AFB, and the proposed site (Site 3a, **Figure 2-3**) was chosen as the most suitable for the Proposed Action because it has access to stable power and is a relatively flat and level site, which would minimize the amount of ground disturbance.

### **2.3 NO-ACTION ALTERNATIVE**

If no action is taken, the construction and operation of a SATCOM GT facility would not occur at Kirtland AFB. The SATCOM program office would select the next highest-ranking site from the candidate sites to construct the GT facility, and any potential impacts would be realized at that location. The No-Action Alternative would not meet the purpose and need for the Proposed Action, as described in Section 1.2. Although the No-Action Alternative does not meet the purpose and need, the inclusion of this alternative is prescribed by CEQ regulations and will be carried forward

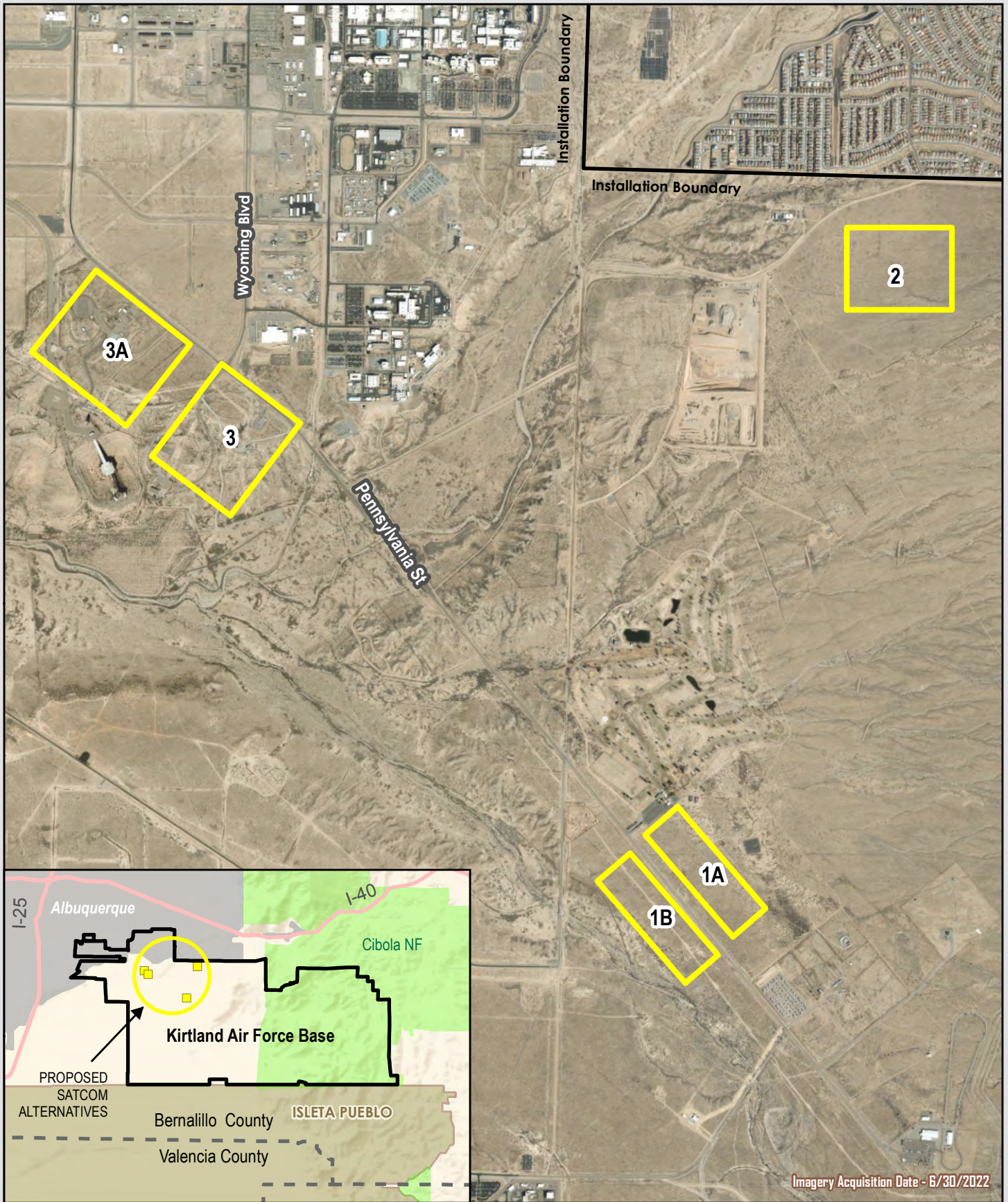
## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

for analysis in this EA. The No-Action Alternative also serves as a baseline against which the impacts of the Proposed Action can be evaluated.

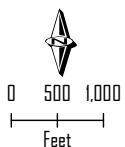
### **2.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS**

The following alternatives were eliminated from further consideration based upon the selection criteria stated in Section 2.2 and other reasons as explained below.

Four locations at Kirtland AFB were considered for siting of the GT facility. Sites 1A and 1B (collectively considered as one site) are located adjacent to the golf course along either side of Pennsylvania Street. Site 2 is adjacent to the east side of the base landfill, Site 3 is adjacent to the north side of the Archery Range (see **Figure 2-3**). Sites 1A and 1B were eliminated because of the unreliability of the power infrastructure at that location. Site 2 was eliminated because it was being permitted for Sandia National Laboratory use, and Site 3 was eliminated because of the significant amount of ground leveling and power line rerouting that would be required to facilitate use of the site as a GT facility. Site 3A is the proposed GT facility site.



Imagery Acquisition Date - 6/30/2022



- Proposed SATCOM Alternatives
- County Boundary (Inset)
- Kirtland Air Force Base
- American Indian Managed Lands (Inset)
- National Forest (Inset)
- Major Highway (Inset)
- Urban Area (Inset)



Date:  
September 2023

Sources:  
DOD 2023  
ESRI 2021  
Maxar 2022

## Figure 2-3 Alternative Sites Considered

Kirtland Air Force Base  
Albuquerque, New Mexico

## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

### **2.5 SCOPE OF THE ENVIRONMENTAL ASSESSMENT**

The EA evaluates the reasonably foreseeable environmental impacts of the Proposed Action to construct a GT facility at Kirtland AFB.

#### **2.5.1 Resource Areas Analyzed in Detail**

The Proposed Action has the potential to affect the following resource areas:

- Land Use
- Geologic Resources
- Air Quality
- Hazardous Materials and Waste
- Infrastructure

#### **2.5.2 Resource Areas Not Carried Forward for Detailed Analysis**

Several other resource areas were considered but were not carried forward for detailed analysis in this EA either because potential impacts from the Proposed Action are not expected to occur or because they would be considered broadly negligible. Consistent with CEQ regulations (40 CFR 1501.9) for determining the scope of issues to be addressed, Kirtland AFB has identified and eliminated from detailed study the issues or resources that are not potentially significant, narrowing the discussion of these issues to a brief presentation that demonstrates why they will not have a significant impact on the natural or human environment. Resources not analyzed further in this EA include the following:

#### **Socioeconomics and Environmental Justice**

No local procurement funds would be associated with the GT facility equipment because all equipment would all be brought on-site from specialized source facilities. A small, temporary construction workforce would be present on-site for up to 18 months but would result in minimal direct and indirect economic impacts.

Operation of the proposed GT facility would have no impact on the local or regional economy. The site would be unmanned, so there would be no payroll or annual expenditures made locally. Therefore, socioeconomic impacts from the Proposed Action would be less than significant, and further analysis of the impacts is not warranted.

Environmental justice considers minority or low-income populations in the community to determine whether any of the proposed action alternatives may have a disproportionately high, adverse human health or environmental effect on those populations. Environmental justice analysis is conducted in compliance with EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and EO 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*. No environmental justice populations are located in the vicinity of the site that would be affected by the Proposed Action. The southern border of Kirtland AFB is shared with the Pueblo of Isleta, but no impacts from the Proposed Action are expected. Therefore, disproportionately high, adverse human health or environmental effects on minority or low-income populations are not expected. The Proposed Action also would not disproportionately expose children to environmental health risks or safety risks and would comply with EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*.

## DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

### Cultural Resources

Kirtland AFB has conducted an installation-wide survey of archaeological and cultural resources. A total of 740 archaeological sites were recorded within the boundaries of the installation, and 251 have been determined to be eligible for the National Register of Historic Places. No previously recorded archaeological sites or historic properties are within the project site. No impacts on known cultural resources would occur. If previously unidentified archaeological deposits are encountered during ground-disturbing activities, procedures outlined in the installation's 2020 Integrated Cultural Resources Management Plan would be followed (USAF, 2020). The USAF sent a letter to the SHPO requesting concurrence. On April 17, 2023, the SHPO sent a letter to notify the USAF that it had completed its review and concurred with the evaluation that no historic properties would be affected. The SHPO provided no comments and raised no issues with the Proposed Action. The SHPO's response are included in **Appendix A**.

### Biological Resources

Kirtland AFB conducted installation-wide biological surveys, and the USFWS has not designated or identified any critical habitat on Kirtland AFB (Kirtland AFB, 2022a). Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq.), the USAF sent consultation letters to USFWS and New Mexico Game and Fish requesting concurrence that the Proposed Action is not likely to adversely affect any species or critical habitat. USFWS and New Mexico Game and Fish did not provide comments or raise issues regarding the Proposed Action. The USFWS Section 7 Consultation website was reviewed for a list of species and critical habitat that "may be present" within the project area, and none were identified.

The proposed GT facility site has been previously cleared and disturbed. However, some desert grass and shrub species are present on-site. There would be no significant impacts on vegetation as a result of clearing activities associated with the Proposed Action. Similarly, there would be no significant impacts to biological resources under the Proposed Action. The GT facility footprint would only use a small portion of the overall proposed site. Construction activities and periodic maintenance operations would temporarily disturb native terrestrial wildlife species. However, these species would either move to another location or remain within the area and use other open areas. In addition, the proposed area represents only a small percentage of the total land area that Kirtland AFB maintains. The base's active species management programs and implementation of best management practices (BMPs) and spill prevention and management plans would minimize impacts on biological resources.

The USAF would contact the Natural Resources point of contact to discuss a survey for bird nests and animal issues at least three days prior to beginning outdoor activities, including exterior building/structure renovations and demolitions. Construction and maintenance of exterior electrical distribution equipment would be conducted to ensure no wildlife or bird nests are disturbed by the project and the Natural Resources point of contact would be contacted to discuss safe avian design. Additionally, any holes would be covered, and trenches would include ramps at no more than 45 degrees so that trapped animals could escape.

Certain areas of Kirtland AFB support the Gunnison's prairie dog (*Cynomys gunnisoni*) and potentially the black-tailed prairie dog (*Cynomys ludovicianus*), both listed as New Mexico Species of Greatest Conservation Need. The Gunnison's prairie dog is present in the grasslands across the western portion of the base (Kirtland AFB, 2022a). However, the proposed site was previously cleared, is disturbed, and does not have grassland habitats or shortgrass prairie. Additionally, both species of prairie dog have been affected by the sylvatic plague, and numbers have drastically declined (Kirtland AFB, 2022a; Reynolds, 2022). Western burrowing owls (*Athene*

## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

*cunicularia*), a species protected under the Migratory Bird Treaty Act, are also common residents of grassland habitat at Kirtland AFB, and often use prairie dog burrows. Because prairie dogs are not present on-site, no western burrowing owls are present within the proposed GT facility site. However, a preconstruction ground survey for prairie dogs would be conducted prior to construction to ensure that there are none present.

If burrows are encountered during the preconstruction survey or ground-disturbing activities, procedures outlined in the installation's Integrated Natural Resources Management Plan would be followed. Impacts on biological resources from the Proposed Action would be less than significant, and no impacts on critical species or designated habitat would occur; thus, this resource is not carried forward for detailed analysis.

### **Water Resources**

Due to the arid nature of the high desert ecosystem and the lack of on-site water features, including arroyos and temporal streams, the Proposed Action would not affect these resources. Stormwater management for the proposed GT facility site will be part of the final design and will address on-site management of stormwater to prevent it from moving offsite. Implementation of BMPs and spill prevention and management plans would eliminate impacts on the quality of surface and groundwater. No permanent bodies of water or floodplains are within the project area. Impacts on water resources from the Proposed Action would be less than significant, and no impacts on floodplains would occur; thus, this resource is not carried forward for detailed analysis.

### **Noise**

The ambient noise environment at Kirtland AFB is dominated by existing on-station sources (i.e., airfield operations, vehicles, construction equipment, generators). The closest off-station noise-sensitive receptors are the residential areas to the north and northwest of the property.

Construction noise from the GT facility would not be audible at these receptors because the site is in the interior of the installation. Noise associated with the operation of the GT facility would be limited to the running of the emergency generators monthly for 30 minutes, as well as on-site maintenance visits which would occur approximately 60 times per year. Operational noise would not be audible at the off-station noise-sensitive receptors.

Impacts on the ambient noise environment from the Proposed Action would be less than significant, and further analysis of the impacts on the noise environment is not warranted.

### **Traffic and Transportation**

Traffic and transportation are not analyzed because the GT facility would be operated remotely, with on-site maintenance conducted on a regular schedule, with 60 person-visits per year. During construction, existing installation roadways would be used for material deliveries and would not require improvement. The construction of the GT facility would take 18 months to complete, and the various facility components would be constructed in sequence and not simultaneously, reducing construction traffic. Therefore, traffic and transportation impacts from the Proposed Action would be less than significant, and further analysis of the impacts on this topic is not warranted.

### **Visual Resources**

Visual resources are the natural and cultural landscape features that people see and that contribute to the public's enjoyment of the environment. The visual character and quality of the

## **DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

viewed landscape include the natural and human-made features on the installation. The proposed GT facility site is located in the industrial area of the installation that is dominated by multiple human-made features, including roadways, military testing facilities, aboveground utility lines, airfield communications systems, parking lots, and industrial buildings. The visual character in the area is not considered a high-quality natural landscape. There are no public views of this area of the installation. There would be no visual impacts on local Native American tribes, including the Pueblo of Isleta, which is located approximately 6 miles south of the installation and is unlikely to see the proposed project. Views of this portion of Kirtland AFB are limited to personnel, contractors, and civilians working on or visiting the installation, and these viewers are aware of the missions that occur at or near the installation. Furthermore, the facility would appear visually similar to the existing uses and infrastructure surrounding the project site as well as other communication facilities on the installation. Therefore, visual impacts from the Proposed Action would be less than significant, and further analysis of the impacts on this topic is not warranted.

### **Human Health and Safety**

Within the context of this EA, safety issues are associated with potential impacts affecting the safety of installation personnel and the public. The health and safety of on-site military and civilian workers are safeguarded by numerous DoD and military branch-specific requirements designed to comply with standards issued by federal Occupational Safety and Health Administration (OSHA), the US Environmental Protection Agency (USEPA), and state occupational safety and health agencies. Worker safety associated with construction and demolition activities is covered by OSHA regulations and all applicable installation safety requirements; typical construction and demolition activities do not pose a safety issue to workers provided all applicable OSHA and Kirtland AFB safety requirements (Air Force Instruction [AFI] 91-202, *The U.S. Air Force Mishap Prevention Program*) are implemented.

Radiation hazards are always a potential safety issue with antenna transmissions during antenna integration and operations and are assessed and mitigated as an integral part of the system design. Radiation hazards are the hazards of electromagnetic radiation to fuels, electronic hardware, ordnance, and personnel. The program office has examined radiation hazards associated with this project in light of applicable industry standards (American National Standards Institute/Institute of Electrical and Electronics Engineers) and DoD standards. Based on present system designs, radiation hazards are not believed to present a concern. The project statement of work includes performing a third-party study during antenna integration to assess actual levels of radio frequency radiation to ensure that the system adheres to published standards.

No further analysis is warranted given the scope of the Proposed Action and lack of safety issues outside those normally associated with construction and demolition activities that are covered by OSHA and other safety requirements/regulations.

### **3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

#### **3.1 OVERVIEW OF THE IMPACTS ANALYSIS**

This chapter describes the affected environment and analyzes the potential environmental impacts of each alternative for the resources described below. The affected environment describes existing conditions for those elements of the human environment that would be affected by the implementation of the alternatives considered in this EA. Beneficial and adverse impacts that would result from implementing any of the alternatives considered are analyzed in the “Environmental Consequences” section for each alternative. As required by the CEQ regulations implementing NEPA, this chapter compares the environmental consequences for each alternative.

The significance of an action varies with the setting of the proposed action. The degree of the effects of a proposed action should consider the following:

- **Short term or long term.** In general, short-term impacts are those that would occur only with respect to a particular activity, for a finite period, or only during the time required for construction or installation activities. Long-term impacts are those that are more likely to be persistent and chronic.
- **Significant, moderate, minor, negligible, or no impact.** These relative terms are used to characterize the magnitude or intensity of an impact. Significant impacts are those effects that would result in substantial changes to the environment and should receive the greatest attention in the decision-making process. Less than significant impacts are those that would be slight but detectable.
- **Adverse or beneficial.** An adverse impact is one having unfavorable or undesirable outcomes on the human-made or natural environment. A beneficial impact is one having positive outcomes on the human-made or natural environment.

**Table 3-1** summarizes the impacts anticipated under the Proposed Action and No-Action Alternative.

**Table 3-1. Summary of Potential Impacts**

<b>Affected Resource</b>	<b>Action Alternative</b>	<b>No-Action Alternative</b>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>• Minor, long-term, adverse impacts to on-site land use with permanent conversion of vacant open spaces to developed.</li> <li>• Temporary, adverse impacts to off-installation land uses due to the use of a 100-ton capacity crane (with an estimated maximum height of 200 feet) during construction, which may pose an aeronautical hazard.</li> <li>• No impact on adjacent land uses, on or off-base.</li> <li>• No significant impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• No effect on land use; existing conditions would remain unchanged.</li> </ul>

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Affected Resource	Action Alternative	No-Action Alternative
<b>Geologic Resources</b>	<ul style="list-style-type: none"> <li>• Temporary disturbance from clearing, leveling, and grading, leading to increased risk of erosion.</li> <li>• BMPs would further reduce impacts.</li> <li>• Permanent soil disturbance within footprint of aboveground structures.</li> <li>• No significant impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• No effect on geologic resources; existing conditions would remain unchanged.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• Temporary, negligible impacts on air quality from release of criteria pollutants during construction and operation.</li> <li>• BMPs would be used to further reduce emissions and impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• No change to criteria air pollutant emissions or greenhouse gas levels; existing conditions would remain unchanged.</li> </ul>
<b>Hazardous Materials and Wastes</b>	<ul style="list-style-type: none"> <li>• Minor, short-term impacts on the generation and management of hazardous waste during construction.</li> <li>• No significant impacts on generation and management of hazardous waste during operation.</li> <li>• No effect on Environmental Restoration Program (ERP) sites.</li> </ul>	<ul style="list-style-type: none"> <li>• No effect on hazard waste or materials management; existing conditions would remain unchanged.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Expansion of existing electrical, water, and communications systems.</li> <li>• Potential temporary disruptions to existing service lines during installation and connection of the new electrical, water, and telecommunications lines.</li> <li>• Final design to avoid overlap with any on-site buried lines.</li> </ul>	<ul style="list-style-type: none"> <li>• No change to the existing infrastructure and utilities would occur; existing conditions would remain unchanged.</li> </ul>

### 3.2 LAND USE

Land use comprises the natural conditions and/or human-modified activities occurring at a particular location. Human-modified land use categories include residential, commercial, industrial, transportation, communications and utilities, agricultural, institutional, recreational, and other developed or open space use areas. General land use patterns characterize the types of uses within a particular area, including agricultural, residential, military, and recreational.

#### 3.2.1 Affected Environment

Installation land use management falls under the authority of Kirtland AFB's Civil Engineering Division. The division assists the commander of the 377th ABW in managing the installation's facilities and developing real property in an orderly manner, consistent with current and projected mission needs. Land uses at Kirtland AFB are managed in 12 planning districts. Of these, eight are located within the cantonment area and are proximate to the location of the Proposed Action.

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The cantonment area of the installation consists of the Flightline, Science and Technology, Medical, Industrial, Community, Enterprise, Airfield, and Arroyo planning districts (Kirtland AFB, 2016). The Cibola National Forest borders Kirtland AFB on the northeastern side of the installation. The city of Albuquerque borders the installation to the northwest and west. Predominant land use abutting the installation within the city limits includes residential, commercial and retail, parks and open spaces, and community lands uses such as golf courses (City of Albuquerque, 2022). The land to the south of the installation boundary is Pueblo of Isleta tribal land (Albuquerque/Bernalillo County, 2013).

The 15-acre facility site is located approximately 1 mile southeast of the nearest installation boundary adjacent to Albuquerque International Sunport in the installation's Industrial planning district. The facility site is bounded on the northeast by Pennsylvania Street, on the northwest by a dirt road and the Horizontally Polarized Dipole facility, on the south by a dirt road, and on the west by Wyoming Boulevard. The site consists of previously disturbed land that currently is classified as open space and covered with grassland vegetation. The site is mostly level, but areas in the southwest part of the site are subject to erosion, which has formed ravine-like topography. The proposed GT facility site is surrounded by industrial land uses to the north, south, and west, and open space to the east. Industrial and open space uses make up the majority of the Industrial planning district; however, limited administrative facilities also are located in this district (Kirtland AFB, 2016).

Various parts of the site are subject to land use controls (LUCs). Facilities must be offset from Pennsylvania Street by 150 feet, outside an explosives safety buffer. The entire site is also subject to LUCs under the installation's Environmental Restoration Program (ERP), including a restriction on installation of groundwater wells associated with Site ST-105 due to the presence of contaminated groundwater. Another ERP site, Storm Water Management Unit SS-102, occurs within approximately 1,000 feet of the proposed GT facility site. However, this site has been remediated, and no LUCs have been established. ERP sites on and in the vicinity of the facility site are described in Section 3.5.1.

### **3.2.2 Environmental Consequences**

#### **3.2.2.1 Alternative 1 – Preferred Action**

With implementation of Alternative 1, land use at the site would change from undeveloped, disturbed grassland to developed communication and mission support uses. Construction of the proposed GT facility would disturb the entire 15-acre site and permanently convert areas occupied by aboveground facilities. The security fence and required clear zone (150-foot buffer) around each of the antennas would encompass 3.1 acres within the site boundary. The proposed use would be consistent with current land use types in the Industrial planning district.

The proposed GT facility would be located approximately 1 mile from the nearest installation boundary at Albuquerque International Sunport. SATCOM has submitted a notice to the FAA notifying the agency of the proposed use of a 100-ton capacity crane (with an estimated maximum height of 200 feet) that may pose an aeronautical hazard during construction of the GT facility. This notice is under review, and further information will be included in this section once this review is completed. Operation of the GT facility would not violate height limits established by the FAA or Sunport. Outdoor lighting would be designed and operated in compliance with Albuquerque Code of Ordinances, Integrated Development Ordinance part 14-16-5-8, Outdoor Lighting, and the New Mexico Night Sky Protection Act. No long-term impacts on off-installation land uses are expected under Alternative 1.

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The proposed GT facility would be consistent with other developed land uses across the installation and would not displace existing missions or conflict with planned projects. The facility would be constructed outside the safety buffer along Pennsylvania Street and would comply with LUCs associated with Site ST-105. A grounding well would be constructed on the site up to a depth of 1,000 feet to electrically ground the GT facility. The well would not be used to draw groundwater for any purpose; therefore, it would comply with the LUC associated with Site ST-105. Impacts that may result from encountering contaminated groundwater during construction are discussed in Section 3.5.2.1.

Alternative 1 would have minor, adverse impacts to on-site land use. The land use at the site would permanently change from vacant open spaces to developed communication and mission support uses. The action would result in temporary, adverse impacts to off-installation land uses from the use of the 100-ton capacity crane during construction, which may pose an aeronautical hazard. Coordination with the FAA before the start of construction would minimize this hazard. No long-term, adverse effects to land use on or off the installation are expected under Alternative 1.

### **3.2.2.2 No-Action Alternative**

Under the No-Action Alternative, construction and operation of a SATCOM GT facility would not occur at Kirtland AFB. The proposed facility site would remain undeveloped, and no vegetation clearing, leveling, or utility work would occur. No grounding well would be constructed on the site, and there would be no changes in outdoor lighting. Additionally, no crane would be required. Therefore, the No-Action Alternative would have no effect on land use.

### **3.2.3 Compatibility of the Proposed Action with the Objectives of Federal, Regional, and Local Land Use Plans, Policies, and Controls**

The Proposed Action would occur entirely within Kirtland AFB. Construction and operation of the GT facility would be compatible with all current and planned land uses on the installation and all applicable off-installation land use ordinances. The Proposed Action would follow all applicable permitting, building, and safety requirements.

## **3.3 GEOLOGIC RESOURCES**

Geological resources consist of the earth's surface and subsurface materials. Within a given physiographic province, these resources typically are described in terms of geology, topography and physiography, soils, and, where applicable, geologic hazards. Geology is the study of the earth's composition and provides information on the structure and configuration of surface and subsurface features. Topography and physiography pertain to the general shape and arrangement of the land surface, including its height and the position of its natural and human-made features.

Soils are the unconsolidated materials overlying bedrock or other parent material. Soils typically are described in terms of their complex type, slope, and physical characteristics. Differences among soil types, in terms of their structure, elasticity, strength, shrink-swell potential, and erosion potential, affect their ability to support certain applications or uses. In appropriate cases, soil properties must be examined for their compatibility with particular construction activities or types of land use.

Geological hazards include earthquake activity or seismicity and are generally caused by displacement across active faults. Earthquakes are more prevalent in areas with a high-level of tectonic activity such as volcanic regions and fault zones. Landslides or mudslides are also

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commonly associated with tectonically active zones. Landslides include a wide range of ground movements and are typically caused by multiple, overlapping environmental factors (e.g., rockfalls, deep failure of slopes, land modifications, earthquakes, and storms).

### 3.3.1 Affected Environment

The discussion of the affected environment for geologic resources includes regional geology, topography and soils, and geological hazards.

**Regional Geology.** Kirtland AFB is located along the eastern margin of the Albuquerque Basin within the area of the Rio Grande Rift. When the rift formed, it resulted in uplift of the Sandia, Manzanita, and Manzano mountain blocks. The basin between these mountain blocks later filled with alluvium. The Albuquerque Basin is crossed by a series of major fault trends and displacements within the Tijeras fault zone. Faults that cross the installation and associated geologic hazards are discussed further below. No energy or mineral resources are mapped on Kirtland AFB in the vicinity of the GT facility site (New Mexico Bureau of Geology and Mineral Resources, 2023), and installation property is not available for extraction of geologic resources.

**Topography and Soils.** The installation lies within the Mexican Highland section of the Basin and Range physiographic province. Topography in the western part of the installation, including the GT facility site, is mostly flat and gently sloping (USAF, 2020). All soils at Kirtland AFB are well-drained. However, some areas, including the southwest part of the GT facility site, are vulnerable to erosion with topographic relief. In this area, erosion has formed ravine-like topography.

Soils on Kirtland AFB primarily consist of poorly consolidated sediments that eroded from surrounding mountain ranges. These soils typically are “well-drained and loamy” (USAF, 2020). The facility site is currently undeveloped and consists of unmaintained grassland. Soils occurring on the facility site include Embudo gravelly fine sand (covering 4.9 acres) and Wink fine sandy loam (covering 27.5 acres). Embudo gravelly fine sand is a deep, well-drained soil type formed in alluvium from granite. This soil type is suitable for growing black grama (*Bouteloua eriopoda*), blue grama (*Bouteloua gracilis*), and tree cholla (*Cylindropuntia imbricata*). Wink fine sandy loam likewise is a deep and well-drained soil type formed in unconsolidated alluvium at the base of mountain ranges. Wink fine sandy loam is suitable for growing blue grama, broom snakeweed (*Gutierrezia sarothrae*), and sand dropseed (*Sporobolus cryptandrus*) (USAF, 2020).

Wink fine sandy loam, which covers the majority (approximately 85 percent) of the facility site, may be more suitable for urban development than Embudo gravelly fine sand. Embudo gravelly fine sand has a high risk of corrosion of uncoated steel, is very limited for development of structures on spread footings of reinforced concrete due to the potential for flooding, and is somewhat limited for development of paved roads due to flood risk and shrink-swell potential. Wink fine sandy loam has a moderate risk of corrosion of uncoated steel but does not present any other significant limitations for development (US Department of Agriculture Natural Resources Conservation Service, 2022).

None of the soils in the project area are classified as prime farmland, or farmland of statewide or local importance pursuant to the Farmland Protection Policy Act of 1981. Additionally, Kirtland AFB is not currently used for agriculture, nor is any agricultural use planned in the future.

The primary source of electricity for site operations would be provided via an electrical line, either direct buried or overhead, routed from substation 22 along the existing Pennsylvania Avenue right-of-way to the equipment shelter at the site. In addition, another existing overhead power line

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that runs south of the site would be tapped for a secondary electrical feed. All power lines once on-site would be routed underground to the various service points; therefore, the soil types impacted are those identified within the 15-acre project area.

**Geological Hazards.** More commonly known as the Tijeras fault zone, the Tijeras-Cañoncito fault system consists of several northeast-oriented, sub-vertical faults that form the eastern edge of the Albuquerque Basin. The Tijeras fault zone is part of this regionally extensive group of faults. The southern end of the Tijeras fault zone converges with the southern Sandia and Hubbell Spring fault zones beneath Kirtland AFB near Tijeras Arroyo (US Geological Survey, 2002). Frequent, low magnitude and intensity earthquakes are common occurrences for the Albuquerque region, including Kirtland AFB.

Accordingly, the United States Geological Survey rates the seismic hazard of this area as “moderate” based on a measurement of expected building damage in an earthquake scenario. Similarly, the International Conference of Building Officials Uniform Building Code classifies the region as having a moderate potential for damage to structures from seismic activity (US Geological Survey, 2014).

### **3.3.2 Environmental Consequences**

#### **3.3.2.1 Alternative 1 – Preferred Action**

Construction of the GT facility would temporarily disturb the entire 15-acre site. Site leveling is not anticipated to be required; however, installation of utility lines and foundations for the equipment shelters and ring walls/aprons surrounding the antennas would require excavation to depths of 3 to 4 feet, or as needed to accommodate foundation footers. Additionally, a grounding well would be dug on-site to a depth of up to 1,000 feet. These localized effects would not result in substantial changes to regional geology. No energy or mineral resources are mapped on the installation in the vicinity of the facility site, and construction and operation of the GT facility would not disrupt any existing or planned extraction activities.

As indicated above, substantial site leveling is not anticipated; therefore, significant long-term impacts to topography are not expected. Areas of the site subject to active erosion would be avoided during construction. Clearing and construction activities would temporarily disturb soils and increase the risk of erosion or contamination of soils through accidental spills of hazardous materials. The Proposed Action would implement strategies to minimize soil erosion and sedimentation using environmental protection measures and appropriate BMPs. The project proponent would be required to obtain a Permit for Stormwater Discharge Associated with Construction Activity under the National Pollutant Discharge Elimination System Construction General Permit (CGP). The CGP requires the preparation, approval, and implementation of site-specific Stormwater Pollution Prevention Plans prior to construction, including appropriate structural and non-structural erosion, sediment, and waste control BMPs, which would prevent or mitigate soil erosion at the facility site. In accordance with the current CGP, the Kirtland AFB Municipal Separate Storm Sewer System Stormwater Management Program, and the Kirtland AFB Multi-Sector General Permit Stormwater Pollution Prevention Plan, all project activities would be reviewed to ensure proper erosion and sediment control measures are considered and incorporated into project designs. Construction activities would follow the stormwater management requirements laid out in the Middle Rio Grande Municipal Separate Storm Sewer System permit and related stormwater management plans. Additionally, the project proponent would be required to complete a stormwater post-construction evaluation form under Bernalillo County's building regulations.

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If contaminated soils are encountered during construction, these soils would be characterized, handled, transported, and disposed of in compliance with Kirtland AFB's ERP and applicable local, state, and federal laws (see Section 3.5.2 for additional discussion). Contaminated soils removed from the site would be replaced with clean fill from a source on the installation or a nearby commercial source of fill.

Permanent impacts to soils would occur as a result of construction of the GT facility. The presence of new aboveground facilities would compact underlying soils, reducing the porosity of the soil and reducing biological activity in the soil.

Following construction, areas of the facility site that are not occupied by permanent facilities would be reseeded with native vegetation. During operation of the facility, vegetated areas would be mowed regularly. These activities would not require additional clearing and are not expected to result in long-term impacts to soils at the facility site.

The GT facility would require a double-walled diesel tank that would be used to store fuel for the generator units. The tank would be constructed aboveground on a concrete pad, and a secondary containment structure would be constructed around the tank to contain any potential spills. Maintenance and operation of this tank could result in contamination of surrounding soils in the event of an accidental diesel spill that escapes secondary containment. This tank would be managed in compliance with the Kirtland AFB Spill Prevention Control and Countermeasure (SPCC) Plan and monitored monthly via visual inspections conducted by installation personnel, which would mitigate the risk of impacts to soils. Any spills would be cleaned up and reported, and contaminated soils would be removed and disposed of in accordance with the SPCC Plan.

The GT facility would be constructed and operated in a region that experiences moderate seismic hazards. An earthquake in the Tijeras fault zone could damage to the facility, including the utility lines and diesel tank, which could result in subsequent environmental impacts, including contamination of soil and surface waters. The GT facility would be designed in accordance with applicable local and state building codes to mitigate seismic risks. Most structures in the GT facility would not be occupied, and the equipment shelter would rarely be occupied. Therefore, seismic risks to human safety would be minimal during operation of the facility.

### **3.3.2.2 No-Action Alternative**

Under the No-Action Alternative, construction and operation of a SATCOM GT facility would not occur at Kirtland AFB. The proposed facility site would remain undeveloped, and no vegetation clearing, leveling, or utility work would occur. No grounding well would be constructed on the site, and no excavation would occur for utility lines and foundations for the equipment shelters or for ring walls/aprons to surround the antennas. There would be no temporary disturbance of soils during clearing or construction activities, and no increased risk of erosion or contamination of soils through accidental spills of hazardous materials. Soil compaction and resulting reductions in soil porosity and biological activity would not occur. Therefore, the No-Action Alternative would have no effect on geologic resources, topography, soils, or geologic hazards.

## **3.4 AIR QUALITY**

Air quality is defined by the concentration of various pollutants in the atmosphere at a given location. Under the Clean Air Act, the six pollutants defining air quality, called "criteria pollutants," include carbon monoxide (CO), sulfur dioxide, nitrogen dioxide, ozone, suspended particulate matter (measured less than or equal to 10 microns in diameter [PM<sub>10</sub>] and less than or equal to 2.5 microns in diameter [PM<sub>2.5</sub>]), and lead. The USEPA has established National Ambient Air

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Quality Standards (NAAQS) (40 CFR Part 50) for criteria pollutants. Additionally, the General Conformity Rule (40 CFR 93, Subpart B) applies to federal actions occurring in nonattainment or maintenance areas when the total direct and indirect emissions of the relevant pollutants (or their precursors) exceed specified thresholds.

The New Mexico Environment Department (NMED) Air Quality Bureau oversees programs for permitting the construction and operation of new or modified stationary source air emissions in the state of New Mexico. The NMED Air Quality Bureau has delegated authority over air quality in Bernalillo County to the Albuquerque Environmental Health Department Air Quality Division (AEHD-AQD). AEHD-AQD has also promulgated fugitive dust control permits and open burn program requirements in the New Mexico Administrative Code (NMAC).

**Climate Change and Greenhouse Gases (GHGs).** GHGs are gases that trap heat in the atmosphere. These emissions are generated by both natural processes and human activities. The accumulation of GHGs in the atmosphere contributes to global climate change. Primary GHGs include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, and fluorinated gases. Each GHG has an estimated global warming potential—a measure of how much energy the emissions of one ton of a gas will absorb over a given period of time, relative to the emissions of one ton of CO<sub>2</sub>. The larger the global warming potential, the more that a given gas warms the earth compared to CO<sub>2</sub> over that time period. The global warming potential of a particular gas provides a relative basis for calculating its CO<sub>2</sub> equivalent (CO<sub>2</sub>e). CO<sub>2</sub> has a global warming potential of 1 and is, therefore, the standard by which all other GHGs are measured. The potential effects of proposed GHG emissions are by nature global and result in cumulative impacts because most individual anthropogenic sources of GHG emissions are not large enough to have a noticeable effect on climate change. Therefore, the impact of proposed GHG emissions to climate change is discussed in the context of cumulative impacts in Section 4.2.4.

### **3.4.1 Affected Environment**

The region of influence for air quality includes Kirtland AFB in Bernalillo County, New Mexico, which is within the Albuquerque-Mid Rio Grande Intrastate Air Quality Control Region 152. Bernalillo County is in attainment for all criteria pollutants. As a result, the General Conformity Rule would not apply to the Proposed Action.

Kirtland AFB operates under Title V Operating Permit #527-RN1 and is also considered a synthetic minor source of hazardous air pollutants under Title I, Section 112 of the Clean Air Act. The stationary sources covered include fueling operations, storage tanks, mulcher, painting operations, generators, test cells, a soil vapor extraction unit, and a construction and demolition waste landfill. Mobile source emissions are generated by aircraft, vehicles, equipment, and other sources that move or have the potential to move from place to place. Vehicle emissions include both government-owned vehicles and privately owned vehicles. Equipment emissions come from forklifts, backhoes, tractors, and other on-site construction equipment. Aerospace Ground Equipment used to service aircraft include generators, light carts, compressors, bomb lifts, hydraulic test stands, and other portable equipment required for aircraft operations.

The 2021 Stationary Source Air Emissions Inventory for Kirtland AFB is found in **Table 3-2**.

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**Table 3-2. Calendar Year 2021 Stationary Source Air Emissions Inventory for Kirtland AFB**

	NO <sub>x</sub> (tpy)	VOC (tpy)	CO (tpy)	SO <sub>2</sub> (tpy)	PM <sub>10</sub> (tpy)	PM <sub>2.5</sub> (tpy)
Actual Emissions	7.05	25.98	4.19	0.68	0.31	0.31

Notes: CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; SO<sub>2</sub> = sulfur dioxide; tpy = tons per year; VOC = volatile organic compound.

Source: Kirtland AFB, 2022b.

### 3.4.2 Environmental Consequences

#### 3.4.2.1 Alternative 1 – Preferred Action

The Proposed Action would result in a negligible, temporary impact on air quality. While emissions of criteria pollutants and GHGs would be produced from construction activities, they would be temporary in nature.

The air pollutant of greatest concern is particulate matter, such as fugitive dust. The quantity of uncontrolled fugitive dust emissions from a construction site is proportional to the area of land being worked and the level of activity. Fugitive dust emissions would be produced from the ground disturbance associated with the Proposed Action. Fugitive dust air emissions would be greatest during the initial site grading and excavation and would vary daily depending on the work phase, level of activity, and prevailing weather conditions. Particulate matter emissions would also be produced from the combustion of fuels in vehicles and equipment needed for construction.

Construction activities would incorporate BMPs and environmental control measures (e.g., wetting the ground surface with the use of a water truck that would source non-potable water) to minimize fugitive particulate matter air emissions. Additionally, work vehicles are assumed to be well-maintained and to use diesel particulate filters to reduce particulate matter air emissions. Construction activities would comply with 20.11.20 NMAC, Fugitive Dust Control, to prevent the release of fugitive dust. USAF would obtain a fugitive dust control construction permit from AEHD-AQD. Application for the fugitive dust control construction permit would require USAF to develop a fugitive dust control plan, which would outline specific dust control measures that would be implemented during construction. These BMPs and environmental control measures could reduce uncontrolled particulate matter emissions from a construction site by approximately 50 percent depending on the number of BMPs and environmental control measures required and the potential for particulate matter air emissions.

USAF's Air Conformity Applicability Model was used to estimate the annual air emissions (i.e., total net direct and indirect emissions) from construction activities associated with the Proposed Action and to achieve "steady state" (i.e., net gain/loss upon action fully implemented) emissions. **Table 3-3** summarizes the anticipated air emissions from construction activities, **Table 3-4** summarizes the steady state emissions, and **Appendix C** contains the detailed Air Conformity Applicability Model report. **Table 3-3** shows construction emissions for 2023 since the majority of the construction is assumed to occur in 2023.

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**Table 3-3. Estimated Annual Air Emissions from Construction Associated with the Proposed Action Compared to Insignificance Indicators**

Pollutant	Action Emissions (Ton/Year)	Insignificance Indicator	
		Indicator (Ton/Year)	Exceedance (Yes or No)
Volatile Organic Compounds	0.522	100	No
Nitrogen Oxides	2.938	100	No
Carbon Monoxide	3.447	250	No
Sulfur Oxides	0.010	250	No
PM <sub>10</sub>	15.460	250	No
PM <sub>2.5</sub>	0.110	250	No
Lead	0.000	25	No
Ammonia	0.004	250	No
CO <sub>2</sub> e	941.5	--	--

Notes: CO<sub>2</sub>e = carbon dioxide equivalents; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the NAAQS. These insignificance indicators are the 250 tons/year Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5 percent of any NAAQS) and the General Conformity Rule de minimis values (25 tons/year for lead and 100 tons/year for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5 percent of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQS. Based on projected construction emissions summarized in **Table 3-4**, emissions would be below the insignificant indicators and would be negligible and temporary, and impacts on air quality would not be significant.

**Heating, Ventilation, and Air Conditioning.** Heating, ventilation, and air conditioning (HVAC) in the equipment shelter would comply with Kirtland AFB BMPs. All equipment containing refrigerants and all HVAC technicians would comply with the requirements in 40 CFR Part 82, Protection of Stratospheric Ozone.

**Operations.** Operational activities that would result in direct air emissions would be minimal and would occur from operation of the on-site emergency generators and infrequent trips to the site for maintenance. All generators would have a 20.11.41 NMAC construction permit from the AEHD-AQD prior to purchasing the unit and commencing construction; coordination would occur with the air quality point of contact regarding appropriate measures to be taken in the event an air quality permit is required, and Air Force Civil Engineer Center approval for newly proposed generator sizing would be obtained (Kirtland AFB, 2023). The emergency generators would use ultra-low-sulfur diesel fuel and would operate an average of 30 minutes per month. Operational emissions in 2025, considered the steady state, are presented in **Table 3-4** and would be

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considerably less than emissions during construction. Therefore, operation of the facility would result in negligible emissions and would not result in significant impacts on air quality.

**Table 3-4. Operational Emissions 2025 (Steady State)**

Pollutant	Action Emissions (Ton/Year)	Insignificance Indicator	
		Indicator (Ton/Year)	Exceedance (Yes or No)
Volatile Organic Compounds	0.005	100	No
Nitrogen Oxides	0.171	100	No
Carbon Monoxide	0.051	250	No
Sulfur Oxides	0.000	250	No
PM <sub>10</sub>	0.005	250	No
PM <sub>2.5</sub>	0.005	250	No
Lead	0.000	25	No
Ammonia	0.000	250	No
CO <sub>2e</sub>	9.3	--	--

**Climate Change and Greenhouse Gases.** With respect to GHG emissions (measured as CO<sub>2e</sub>), Section 6.3.1 of the Air Force Air Quality EIAP Guide does not establish a quantity of GHG emissions as significant relating to impacts to the environment but does imply methods (e.g., the use of Air Conformity Applicability Model) to establish significance indicators. Indicators are USEPA thresholds applied out of context to their intended use that do not provide a definitive impact determination but rather provide evidence to the potential significance of GHG emissions on air quality. The USEPA has established a requirement for GHG emissions to undergo a Best Available Control Technology analysis under the PSD permit program. If a permitting project would emit or has the potential to emit 75,000 short tons (2,000 pounds per short ton) per year of CO<sub>2e</sub>, and would otherwise be subject to the PSD requirements, then a Best Available Control Technology analysis must be performed. This value was used as the significance indicator for the Proposed Action included in this EA. The calculated operational emissions for CO<sub>2e</sub> for the Proposed Action are 9.3 tons per year, well below the 75,000 tons per year threshold.

### 3.4.2.2 No-Action Alternative

No construction would occur under the No-Action Alternative, so no fugitive dust emissions would be produced, and the USAF would not need to obtain a fugitive dust control construction permit from AEHD-AQD. There would be no installation or operation of HVAC, and no generators on the site producing negligible emissions. The No-Action Alternative would result in no change to criteria air pollutant emissions or GHG levels.

## 3.5 HAZARDOUS MATERIALS AND WASTE

“Hazardous materials,” “hazardous waste,” and “toxic substances,” broadly defined, can all be classified as “hazardous substances” as defined by the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 because they may present a threat to human health and/or the environment. The phrase “hazardous substance” is used in this document to describe any item or agent (i.e., biological, chemical, or physical) that has the potential to

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cause harm to humans, animals, or the environment. Definitions of these terms are summarized below.

**Hazardous Materials.** Hazardous materials are defined by 49 CFR § 171.8 as “hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49 CFR § 172.101), and materials that meet the defining criteria for hazard classes and divisions” in 49 CFR Part 173. Transportation of hazardous materials is regulated by the US Department of Transportation regulations within 49 CFR Parts 105–180.

**Hazardous Wastes.** Hazardous wastes are defined by the Resource Conservation and Recovery Act at 42 USC § 6903(5), as amended by the Hazardous and Solid Waste Amendments, as: “a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (A) cause, or significantly contribute to an increase in, mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.” The USAF maintains a Hazardous Waste Management Plan (HWMP) as directed by Air Force Manual 32-7002, *Environmental Compliance and Pollution Prevention*. Certain types of hazardous wastes are subject to special management provisions intended to ease the management burden and facilitate the recycling of such materials. These are called universal wastes and their associated regulatory requirements are specified in 40 CFR Part 273.

**Toxic Substances.** A toxic substance is a chemical or mixture of chemicals that may present an unreasonable risk of injury to health or the environment. These substances include asbestos-containing material, polychlorinated biphenyls, and lead-based paint. The USEPA is given authority to regulate these special hazard substances by the Toxic Substances Control Act (15 USC Ch. 53) and has established regulations regarding asbestos abatement and worker safety under 40 CFR Part 763, with additional regulations concerning emissions at 40 CFR Part 61. Asbestos is regulated by the USEPA under the Clean Air Act, Toxic Substances Control Act of 1976, and the Comprehensive Environmental Response, Compensation, and Liability Act. The USEPA has established that any material containing more than 1 percent asbestos is considered an asbestos-containing material. Any asbestos-containing material that is friable or will be made friable during modification or demolition activities in any public access or commercial building must be inspected and properly abated prior to modification or demolition if the amount exceeds the trigger levels of 260 linear feet on pipes, 160 square feet (SF) on other surfaces, or the volume equivalent of a 55-gallon drum (35 cubic feet).

**Environmental Management System.** Kirtland AFB has implemented an Environmental Management System (EMS) program in accordance with International Organization for Standardization 14001 Standards; EO 13834, *Regarding Efficient Federal Operations* [revoking EO 13693]; and AFI 32-7001, *Environmental Management*. The EMS policy prescribes to protect human health, natural resources, and the environment by implementing operational controls, pollution prevention environmental action plans, and training.

Specifically, all personnel, including contractors, would be made aware of the Kirtland AFB EMS program. All project-related activities must be conducted in a manner that is consistent with relevant policy and objectives identified in the installation’s EMS program. Project Managers must ensure that all personnel are aware of environmental impacts associated with their activities and reduce those impacts by practicing pollution prevention techniques.

## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

**Hazardous Materials and Petroleum Products.** Contractors proposing to use hazardous materials on the installation must notify the 377th Mission Support Group/Civil Engineering Installation Environmental Compliance (377th MSG/CEIEC) Hazardous Material Program by submitting a completed Hazardous Material Worksheet and a list of all materials along with their associated Safety Data Sheets prior to use. The Kirtland AFB SPCC Plan provides operating procedures to prevent the occurrence of spills, control measures to prevent spills from entering surface waters, and countermeasures to contain and cleanup the effects of an oil spill that could impact surface waters (Kirtland AFB, 2018). Kirtland AFB has identified the Environmental Office as the responsible entity to oversee hazardous material tracking on the installation. Part of the office's responsibilities is to control the procurement and use of hazardous materials to support USAF missions, ensure the safety and health of personnel and surrounding communities, and minimize USAF dependence on hazardous materials. The Kirtland AFB Environmental Office is charged with managing hazardous materials to reduce the amount of hazardous waste generated on the installation in accordance with the Kirtland AFB HWMP (Kirtland AFB, 2022c). Typical hazardous materials used within the installation include solvents, paints, adhesives, sealants, petroleum/oils/lubricants, and batteries.

**Hazardous and Petroleum Wastes.** The 377th MSG/CEIEC Hazardous Waste Program is responsible for implementing the hazardous waste management program at Kirtland AFB by characterizing waste; establishing collection sites; receiving and processing hazardous waste for turn-in; reporting, tracking logs, and manifesting; regulatory interfacing; recordkeeping; and hosting and conducting inspections (Kirtland AFB, 2022c).

Kirtland AFB is a large-quantity generator of hazardous waste (USEPA ID #NM9570024423). The installation's HWMP provides guidance for waste identification, storage, transportation, and disposal and establishes the procedures to comply with applicable federal, state, and local standards for solid waste and hazardous waste management. The Kirtland AFB HWMP describes the roles and responsibilities of all entities at Kirtland AFB with respect to the waste stream inventory, a waste analysis plan, hazardous waste management procedures, training, emergency response, and pollution prevention. While numerous units are responsible for various functions of generation and management of hazardous waste, it is ultimately the waste generators (host and tenant organizations and on-site contractors) who are responsible for ensuring that hazardous waste management functions comply with the HWMP (Kirtland AFB, 2022c).

**Contaminated Sites.** The DoD developed the ERP to facilitate thorough investigation and cleanup of contaminated sites on military installations (i.e., active installations, installations subject to Base Realignment and Closure, and Formerly Used Defense Sites) through both the Installation Restoration Program and the Military Munitions Response Program (MMRP). The Installation Restoration Program requires each active/operating DoD installation to identify, investigate, and clean up hazardous substances, pollutants, and contaminants. The MMRP addresses nonoperational rangelands that are suspected or known to contain unexploded ordnance, discarded military munitions, or munitions constituent contamination. A description of ERP activities provides a useful gauge of the condition of soils, water resources, and other resources that might be affected by contaminants. It aids in the identification of properties and their usefulness for given purposes (e.g., activities dependent on groundwater usage might be restricted until remediation of a groundwater contamination plume has been completed).

The Department of Energy (DOE) developed the Office of Environmental Restoration and Waste Management in 1989 to ensure that past, present, and future operations do not threaten human health or environmental health and safety. The DOE Office of Site Closure is responsible for achieving closure of Environmental Restoration (ER) sites in a manner that is safe, cost-effective, and coordinated with stakeholders. The current investigation being conducted at Kirtland AFB

## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

under the ERP is intended to determine the nature and extent of hazardous and radioactive contamination and to restore any sites where such materials pose a threat to human health or the environment.

For the USAF, Air Force Policy Directive 32-70, *Environmental Quality*, and Air Force Regulation 2-7000 series incorporate the requirements of all federal regulations and other AFIs and DoD Directives for the management of hazardous materials, hazardous wastes, and special hazards.

**Environmental Restoration Program.** Kirtland AFB has 58 active ERP sites that include known and suspected soil and groundwater contamination associated with landfills, oil/water separators, drainage areas, septic systems, fire training areas, and spill areas. Kirtland AFB has seven active MMRP sites, comprising 3,238.3 acres. These sites are former impact areas that are primarily located along the outer perimeter and center of the installation. The sizes, types of munitions debris, and potential for unexploded ordnance varies by location (Kirtland AFB, 2013).

Additionally, the DOE actively manages 11 open ER sites on Kirtland AFB property, including 3 groundwater areas of concern and 8 solid waste management units.

### **3.5.1 Affected Environment**

**Hazardous Materials and Petroleum Products.** There are no existing hazardous and petroleum materials associated with the proposed GT facility site.

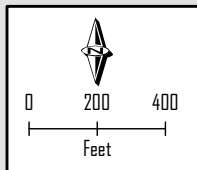
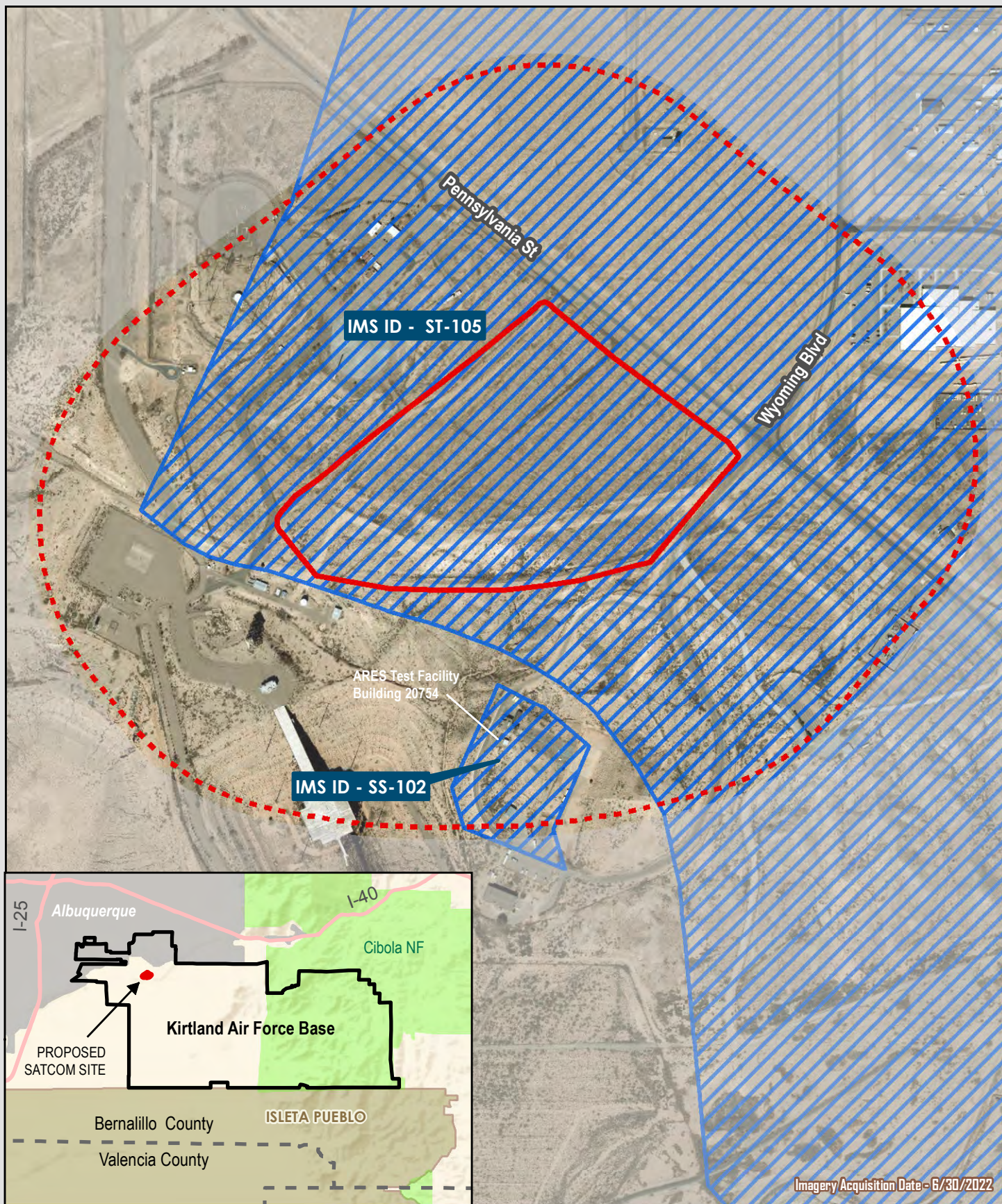
**Hazardous and Petroleum Wastes.** There are no existing hazardous and petroleum wastes associated with the proposed GT facility site. However, if an abandoned storage tank system or petroleum-impacted soil or water were discovered during construction, the USAF would notify the Petroleum Storage Tank Bureau, per New Mexico's Petroleum Storage Tank regulations.










**Toxic Substances.** An existing water line encased in asbestos lies beneath the proposed GT facility site (Underwood, 2022).

**Environmental Restoration Program.** The proposed GT facility site is located within the boundaries of Site ST-105, Estimated Nitrate-Impacted Perched Groundwater Plume, and within approximately 1,000 feet from the Solid Waste Management Unit SS-102, the ARES Test Facility Building site (see **Figure 3-1**). Both of these are active sites. Site ST-105 is a base-wide area of concern designated to address broad perched and regional groundwater issues across the base. The nitrate component of Site ST-105 is being addressed in compliance with a NMED-mandated abatement under the Groundwater Quality Bureau (Knight, 2023). Suspected sources of nitrate include the closed sewage lagoons, the Golf Course Main Pond, local arroyos, Albuquerque-Bernalillo County Water Utility Authority sanitary sewer line breaks in 1994 and 2003, and the Sandia National Laboratories acid waste outfall line. In addition, a collapse of the top portion of the sewer line that occurred in 2013 potentially contributed to nitrate impacts on groundwater (Knight, 2023). All suspected anthropogenic sources of nitrate have been closed or mitigated, and the only LUC associated with ST-105 is a restriction on installation of groundwater wells.

Site SS-102, the ARES Test Facility Building 20754, was designated a Solid Waste Management Unit from dielectric fluid releases over time. These releases resulted in soil impacts originating from the two drain pipes west of Building 20754. Contaminated areas were excavated and backfilled with soil, and the drain lines from Building 20754 were plugged with concrete. In November 2010, NMED agreed that the site was suitable for No Further Action (Devergie, 2023).

Additional sites were identified within a 1,000-foot buffer of the site, as depicted on **Figure 3-1**; the majority of these are closed ER sites.



- |   |   |
|---|---|
|  Proposed SATCOM Site  |  Kirtland Air Force Base (Inset)       |
|  Proposed SATCOM Site (1,000 foot buffer)  |  National Forest (Inset)               |
|  Environmental Restoration Program Information Management System (within 1,000 feet) |  Major Highway (Inset)                 |
|  County Boundary (Inset)   |  Urban Area (Inset)                    |
|   |  American Indian Managed Lands (Inset) |



Date:  
September 2023

**Figure 3-1 Environmental Restoration Program Sites within 1,000 Feet of the Proposed GT Facility Site**

Sources: DOD 2023, ESRI 2021, Maxar 2022, PADUS 2022, EPIMS 2023

Kirtland Air Force Base  
Albuquerque, New Mexico

## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

### **3.5.2 Environmental Consequences**

#### **3.5.2.1 Proposed Action**

Operating construction equipment and machinery and construction produce wastes such as waste oils and oily wastes, as well as universal wastes such as batteries. Construction contractors would be required to manage these wastes in accordance with state and federal regulations. There would, therefore, be minor, short-term impacts on the generation and management of hazardous waste under the Proposed Action.

Operation of the proposed GT facility would require a double-walled diesel tank placed on concrete pads for the on-site emergency generators. The tank would be managed in compliance with the Kirtland AFB SPCC and monitored monthly via visual inspections conducted by installation personnel. No significant impacts would be associated with the tank under the Proposed Action.

If pesticides are applied to control vegetation during operation and maintenance of the GT facility, the pesticides would be applied and managed in accordance with the Kirtland AFB Integrated Pest Management Plan, using listed and approved products, applied by certified applicators. Therefore, no impacts would be associated with pesticide management under the Proposed Action.

With respect to ERP sites, as discussed in Section 3.2.1, the proposed GT facility site is located within the boundaries of an active site, ST-105. The only LUC associated with the site is a restriction on the installation of groundwater wells. No groundwater wells would be installed under the Proposed Action; however, one grounding well would be installed at a depth of 1,000 feet to prevent the buildup of electrical voltages associated with the antennas. Due to the nature of the well (i.e., grounding and not groundwater), coupled with the depth to groundwater across the installation (200 to more than 450 feet belowground), Site ST-105 would not affect activities associated with the Proposed Action (Knight, 2023).

#### **3.5.2.2 No-Action Alternative**

Under the No-Action Alternative, the proposed GT facility site would be maintained as an undeveloped site. There would be no waste oils, oily waste, or battery waste associated with the operation of construction equipment or machinery. A double-walled diesel tank would not be placed on the site, and no pesticides would be applied for operation and maintenance of the GT facility. Therefore, the No-Action Alternative would have no effect on hazardous waste or materials management.

### **3.6 INFRASTRUCTURE**

Infrastructure refers to the system of public works, such as utilities, which provide the underlying framework for a community. Utilities include such amenities as water, power supply, and waste management. The infrastructure components discussed in this section, as applicable to the Proposed Action, include the electrical system, water supply system, and communications.

#### **3.6.1 Affected Environment**

**Electrical System.** Kirtland AFB purchases electrical power from the Western Area Power Administration. Electric lines are placed above and below ground, feeding the 20 substations on the installation. The installation's average yearly consumption is approximately 407,010 kilowatt hours (Kirtland AFB, 2016).

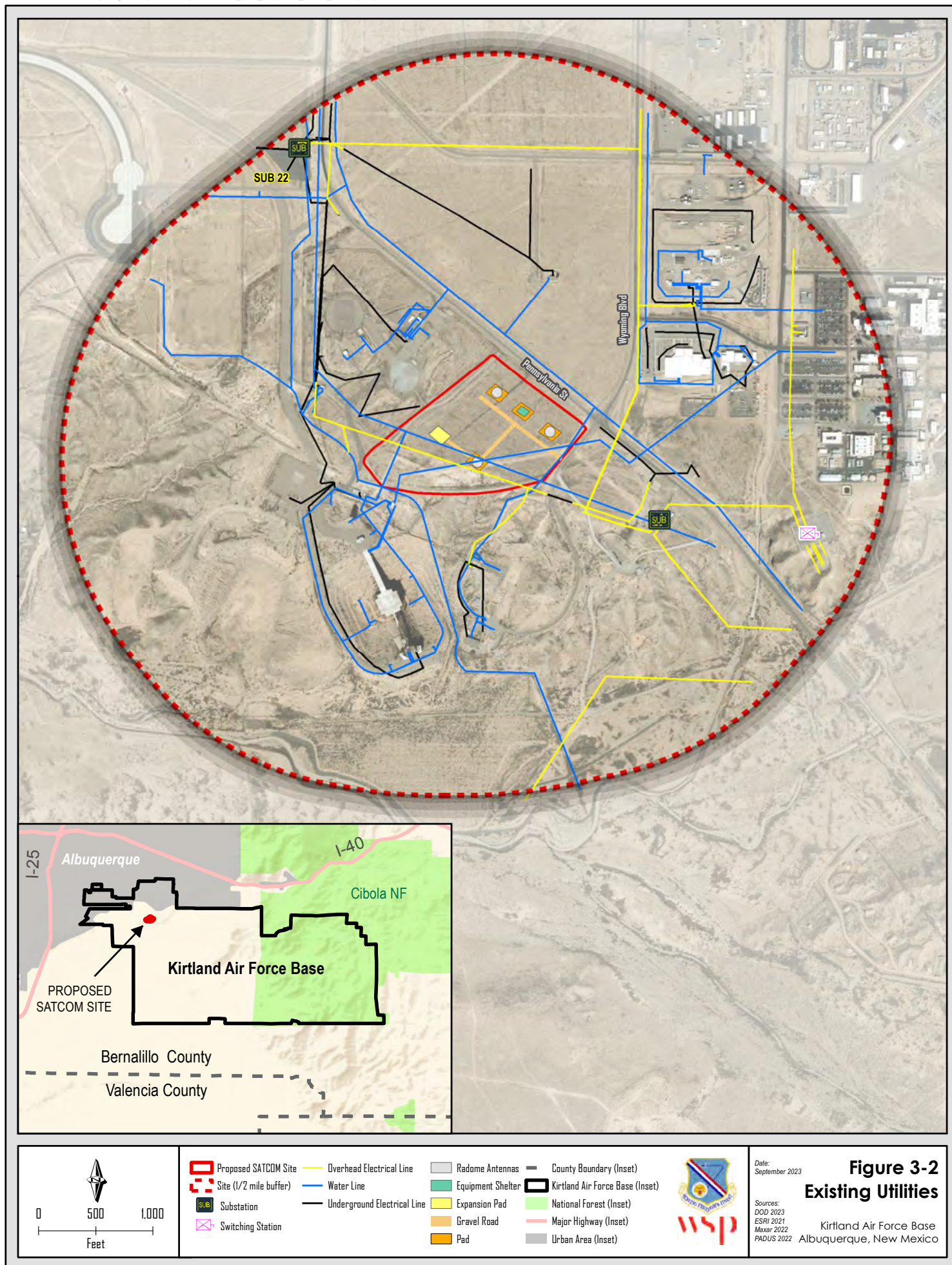
## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

**Water Supply System.** Water is supplied to Kirtland AFB by six groundwater wells and two distribution systems that have a collective water-pumping maximum capacity of 8.1 million gallons per day. The installation pumps an average of 5.5 million gallons per day of treated, potable water through 160 miles of distribution mains (Kirtland AFB, 2016). In addition, approximately 50 miles of non-potable water pipeline serve the Tijeras Golf Course and provide water for fire protection. In 2017, the most recent date for which this information was available, Kirtland AFB pumped 744 million gallons (2,283 acre-feet) of water from these wells (Kirtland AFB, 2016). The installation can also purchase water from the Albuquerque-Bernalillo County Water Utility Authority to meet demand during peak periods; however, the amount of water purchased from the city has been negligible since 1998. A 2019 Government Accounting Office report identified Kirtland AFB as being at risk of water scarcity and vulnerable to drought and desertification (Government Accounting Office, 2019).

**Communications System.** The communication network on Kirtland AFB was constructed as two separate systems that were later connected to provide redundancy. The main information transfer node is located on the west side of the installation. The Communication Main Switch Facility is located on the east side of the installation.

As shown in **Figure 3-2**, one overhead existing electrical line crosses the southern portion of the proposed GT facility site. Additionally, four existing water lines traverse the southern and easternmost portions of the site. These include an active 6-inch PVC water line and an asbestos-lined water line (Underwood, 2022). Additionally, north of the proposed GT facility site, a 6-inch duct iron water line runs down the north side of Pennsylvania Street.

With respect to stormwater, no underground stormwater lines are within the proposed GT facility site, but several open drainage lines run parallel to Pennsylvania Street and along the Wyoming Boulevard loop, which are evident in site aerial photography, as shown on **Figure 3-2**. The largest and most prominent drainage line is approximately 10 to 15 feet wide and runs northeast to southwest through the site.



## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

### **3.6.2 Environmental Consequences**

#### **3.6.2.1 Proposed Action**

The Proposed Action would require new utility lines for water, electrical, and telecommunications. Utility extensions would be connected to existing lines/tie-in points and would ensure that the new facilities have the proper supporting infrastructure to function successfully. The existing utility systems at Kirtland AFB have sufficient capacity to support the Proposed Action.

The primary source of electricity (650 kilowatts) for site operations would be provided via a new electrical line, either direct buried or overhead, routed from substation 22 along the existing Pennsylvania Avenue right-of-way to the equipment shelter at the site. In addition, another existing overhead power line that runs south of the site would be tapped for a secondary electrical feed. All power lines once on-site would be routed underground to the various service points. Two on-site emergency generators would support redundant power requirements of the antennas and be powered by low-sulfur fuel stored on-site.

A telecommunications line (up to 2 miles long) for remote operations and monitoring would be routed underground along existing rights-of-way from a tie-in point to be determined prior to final design to the equipment shelter within the GT facility site. There is an existing underground conduit bank near the proposed site that could be used for the tie-in point. Lastly, a new water line extension to provide fire suppression and for periodic use in cleaning the radome surfaces would be routed underground from the existing line along Pennsylvania Street. The line would serve several hydrants on the GT facility site as well as the equipment shelter sprinkler system. The site would be unstaffed, so no personnel would be on-site for daily consumption. Annual total water consumption for automatic flushing, testing, and maintenance purposes is expected to be 20,000 gallons. Use of a dry fire suppressant agent (clean agent) in the equipment shelter may reduce or replace the need for a water line extension. Any discharges from fire suppression systems using chemical suppressants would be contained at the facility. No discharge of chemical suppressants would occur into the ground or into a sanitary sewer system. The Proposed Action would not require wastewater or natural gas.

Temporary disruptions to existing service lines may be necessary during installation and connection of the new electrical, water, and telecommunications lines; however, such disruptions would be limited and coordinated with users and activities that require use of the utilities to minimize adverse impacts. Installation of the underground conduits and lines could require the relocation and/or co-location of other utility lines along the existing easements. As discussed in Section 2.1, trenching for the utility lines within site boundaries would extend to depths between 3 and 4 feet. The locations of known lines would be marked in the field prior to trenching activities to avoid the lines to the extent feasible. AF-103 dig permits would be required prior to any ground disturbance.

As presented in **Figure 3-2**, the northwestern-most proposed antenna pad may overlap with an existing open stormwater drainage feature. The final design would address any overlap with drainage features with a focus on avoidance. Additionally, based on the proposed site layout, two water lines run under the southernmost antenna pad. Excavation would be required for the foundations for the ring walls/aprons surrounding the antennas. Excavation is anticipated to extend to a depth of approximately 4 feet or as needed to accommodate footers. Therefore, during final design, the depths of the existing water lines would be confirmed in the field, and modifications to the location of the proposed antennas may be made to avoid disturbing the water lines.

## **AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

The existing utility systems at Kirtland AFB have sufficient capacity to support the Proposed Action. The GT facility would improve communication infrastructure at Kirtland AFB and provide additional areas for the DoD to expand its communications facilities to respond to new technologies and accommodate additional communications needs. The overall effect of the proposed GT facility would be positive because it would improve the utility infrastructure and reliability for the overall system in this area of the installation. Construction of the proposed GT facility would provide a long-term, beneficial impact to infrastructure and utilities.

### **3.6.2.2 No-Action Alternative**

Under the No-Action Alternative, no change to the existing infrastructure and utilities at Kirtland AFB would occur. No additional facilities would create the need for additional lines, and the limited and temporary disruptions to existing service lines would not occur. No AF-103 permits would not be required because there would be no ground disturbance. Infrastructure and utility usage would remain consistent with current conditions.

## **3.7 RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY**

The relationship between short-term uses and enhancement of long-term productivity from implementation of the Proposed Action is evaluated from the standpoint of short- and long-term effects. Short-term effects would be those associated with construction of the SATCOM GT facility. The long-term enhancement of command and control capabilities would be those effects associated with operation and maintenance of the facilities after implementation of the Proposed Action. The Proposed Action represents an enhancement of long-term satellite communication and enhanced capability for spacecraft system command and control mission support at Kirtland AFB. The negative effects of short-term impacts from construction activities would be minor compared to the long-term positive impacts of a SATCOM GT facility at Kirtland AFB.

## **3.8 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

Irreversible and irretrievable resource commitments are related to the use of non-renewable resources and the impacts that the use of these resources would have on future generations. Irreversible impacts primarily result from the use or destruction of a specific resource that cannot be replaced within a reasonable timeframe (e.g., energy and minerals). The irreversible and irretrievable commitments of resources that would result from implementation of the Proposed Action involve the consumption of material resources used for construction, energy resources, biological resources, and human labor resources. The use of these resources is considered to be permanent.

**Material Resources.** Material resources used for the Proposed Action would potentially include building materials, concrete and asphalt, and various construction materials and supplies.

**Energy Resources.** Energy resources used for the Proposed Action would be irretrievably lost. This includes petroleum-based products (e.g., gasoline and diesel). During construction and maintenance activities, gasoline and diesel would be used for the operation of vehicles and construction equipment. Consumption of these energy resources would not place a significant demand on their availability in the region; therefore, less than significant impacts are expected.

**Biological Resources.** The Proposed Action would result in a negligible loss of vegetation and wildlife habitat. Because the project area consists primarily of bare ground with minimal vegetation, the loss would be minimal and not considered significant. Only minimal, if any, loss of insect life may occur due to the Proposed Action; this would not constitute a significant adverse impact to biological resources.

## ***AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES***

**Human Resources.** The use of human resources for construction and maintenance activities is considered an irretrievable loss only in that it would preclude such personnel from engaging in other work activities. A small, temporary construction workforce would be present on-site for up to 18 months but would result in minimal direct and indirect economic impacts. The site would be unmanned and monitored remotely. The use of human resources for the Proposed Action represents employment opportunities and is considered beneficial.

**Land Resources.** The Proposed Action would result in permanent conversion of previously undeveloped, disturbed land that is currently classified as open space and covered with grassland vegetation into developed land for communication and mission support uses. However, no long-term, adverse effects on land use on or off the installation are expected as a result of the Proposed Action.

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### 4.0 REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

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According to CEQ regulations, the cumulative effects analysis of an EA should consider the potential environmental impacts resulting from “the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.” (40 CFR 1508.1(g)(3)). Cumulative effects can “result from individually minor but collectively significant actions taking place over a period of time.” Cumulative effects may occur when there is a relationship between a proposed action or alternative and other actions expected to occur in a similar location or during a similar timeframe. The effects may then be incremental and may result in cumulative impacts. Actions overlapping with or in proximity to the proposed action or alternatives can reasonably be expected to have more potential for cumulative effects on “shared resources” than actions that may be geographically separated. Similarly, actions that coincide in the same timeframe tend to offer a higher potential for cumulative effects.

This EA addresses cumulative impacts to assess the incremental contribution of the alternatives to impacts on affected resources from all factors. The USAF has attempted to identify actions on or near the affected areas that are under consideration and in the planning stage at this time. These actions are included in the cumulative effects analysis, drawn from the level of detail that exists now. Although the level of detail available for those future actions varies, this approach provides the decision-maker with the most current information to evaluate the consequences of the proposed action alternatives.

#### 4.1 PAST, PRESENT AND REASONABLY FORESEEABLE ACTIONS

In this section, past, present, and reasonably foreseeable actions that have a potential to interact with the Proposed Action at Kirtland AFB were identified. This approach enables decision-makers to have the most current information available so that they can evaluate the potential cumulative environmental consequences of the development of a GT facility at Kirtland AFB.

Kirtland AFB is an active military installation that undergoes changes in mission and training requirements in response to defense policies, current threats, and tactical and technological advances. The installation, like any other major institution (e.g., university, industrial complex), requires new construction, facility improvements, infrastructure upgrades, and maintenance and repairs. In addition, tenant organizations may occupy portions of the installation, conduct aircraft operations, and maintain facilities. All these actions (i.e., mission changes, facility improvements, and tenant use) will continue regardless of the alternative selected. Projects that could have cumulative impacts on resources within the northwestern portion of the installation and are located within a 2.5-mile buffer of the proposed GT facility site are listed in **Table 4-1** and noted on **Figure 4-1**. Other ongoing maintenance and repair activities would occur within the same footprint as current activities (i.e., repairing existing pavements, curbs, sidewalks, and fences; interior building modifications); therefore, they would not introduce any newly disturbed or impervious surfaces and are not included herein.

## REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

**Table 4-1. Past, Present, and Reasonably Foreseeable Projects at Kirtland AFB**

Project Name	Description	Potential Relevance to the Proposed Action	Status/Timeline
Zia Park Area Development	Development of a former housing area, called Zia Park, which encompasses approximately 300 acres of land central to the primary cantonment area of the installation. Construction would include administrative buildings, infrastructure improvements, medical facilities, community services, residential lodging, outdoor recreation space, and demolition of several facilities that would be redundant with new construction (e.g., gyms, child development center, dormitory).	Approximately 0.7 miles northwest of the proposed GT facility site.	Construction projects would be completed in various phases, either short-term (1-7 years), mid-term (8-16 years), or long-term (17+ years).
Enhanced Land Use Development	Development of a 90-acre site for mixed-use development that would include office, retail/commercial, multifamily housing, hotel, and restaurant space. This development area is on the northwestern edge of Kirtland AFB, south of Gibson Boulevard, and west of Truman Gate/Visitors Center.	Approximately 2.5 miles northwest of the proposed GT facility site.	1-5 years
Demolition and Construction of Military Support Facilities	The USAF proposes to demolish and construct, operate, and maintain several military personnel support facilities in the northwestern portion of the installation. The areas include the Visiting Officer Quarters, the Main Enlisted Dormitory Campus, the Noncommissioned Officer Academy, and Dormitory Campus 2. This project would include the demolition of facilities totaling approximately 498,000 SF and construction of facilities totaling approximately 389,000 SF, resulting in a net decrease of approximately 109,000 SF of building space on the installation. Approximately 36 acres would be impacted by construction and demolition activities.	Approximately 2.5 northwest of the proposed GT facility site. (Note: This is assumed to be near the Enhanced Land Use Development project.)	TBD

## REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

Project Name	Description	Potential Relevance to the Proposed Action	Status/Timeline
Building Demolition at Kirtland AFB	The USAF is in the process of demolishing 23 buildings totaling approximately 105,000 SF to make space available for future construction and to fulfill its mission as installation host through better site utilization. None of the buildings proposed for demolition are currently occupied or used by installation personnel.	Assumed that one or more projects would be within the 2.5-mile study area.	TBD
Security Forces Complex	The USAF proposes to construct, operate, and maintain a 43,500-SF security forces complex to provide adequate space and modern facilities to house all 377 Security Forces Group administrative and support functions in a consolidated location. The functions that would be transferred to the new security forces complex include a base operations center with command and control facility, administration and office space, training rooms, auditorium or assembly room, guard mount, hardened armory for weapons and ammunition storage, confinement facilities, law enforcement, logistics warehouse, general storage, vehicle garage with maintenance area, and associated communications functions. One existing building (879 SF) within the footprint of the complex would be demolished. This project would result in an increase of 41,621 SF of building space on the installation.	Approximately 2 miles northwest of the proposed GT facility site. (Note: Security Forces Complex was assumed to be in the vicinity of Randolph Avenue and San Mateo Boulevard.)	1-5 years
Renewable Energy Projects	The USAF proposes to develop renewable energy projects at Kirtland AFB. The proposed project would include the installation of various renewable energy technologies installation-wide, up to a 20-megawatt solar photovoltaic array and rooftop/carport solar voltaic systems.	Assumed that one or more projects would be within the 2.5-mile study area.	TBD

## REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

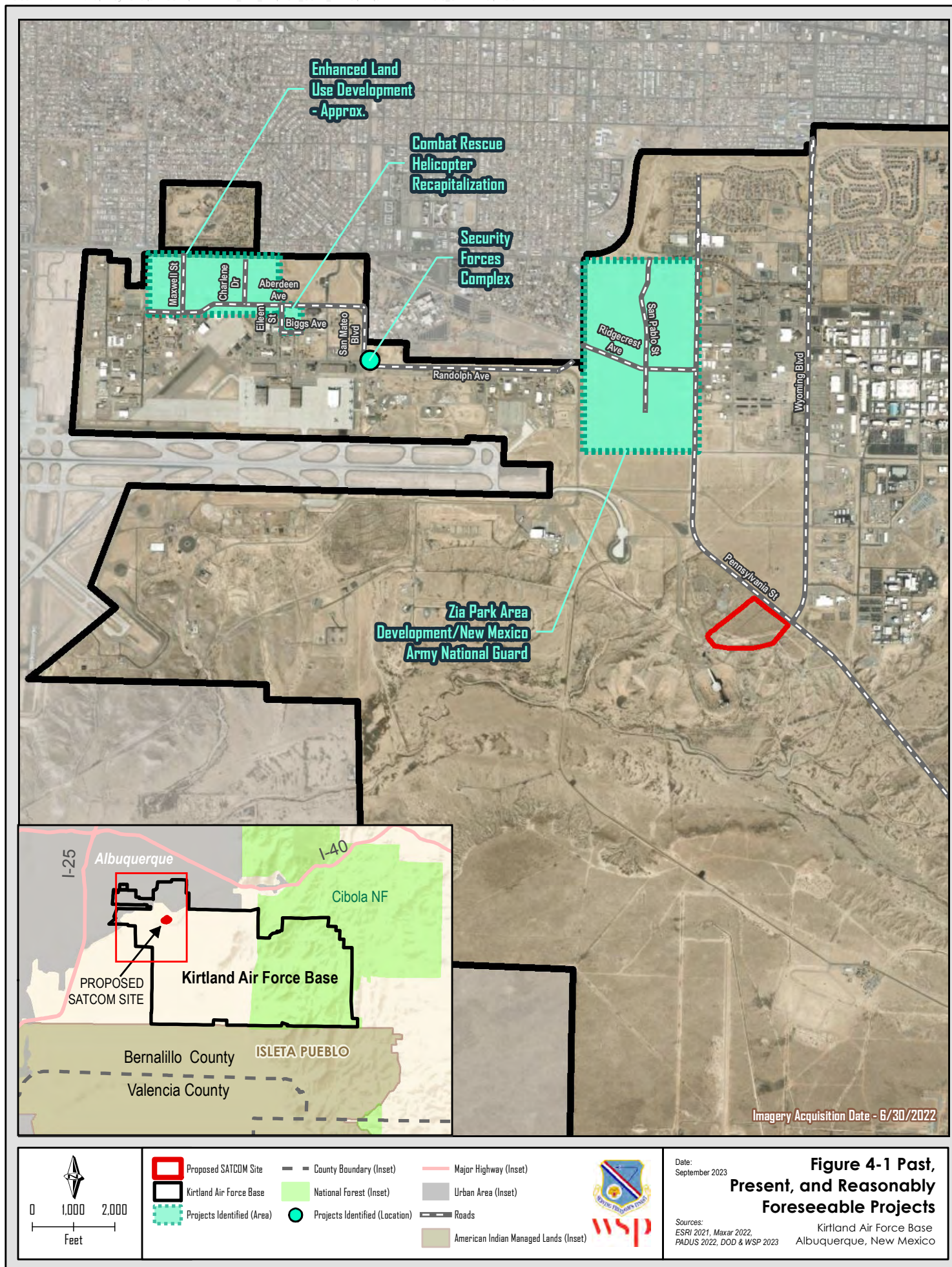
Project Name	Description	Potential Relevance to the Proposed Action	Status/Timeline
Upgrade, Develop, and Maintain the Storm Drainage System	The USAF proposes to develop, upgrade, and maintain storm drainage systems and conduct arroyo erosion repair and damage avoiding measures across the installation. Storm drainage system activities could include constructing stormwater system upgrades and components including cleaning, regrading, ditching, trenching, trench lining, backfilling, bedding, reinforced concrete pipe, culverts, vegetation, rip-rap, drop inlets, and retention and outlet structures. Arroyo repair activities could include excavating, filling, and lining arroyo banks and constructing and repairing box culverts, bank protection, and grade control structures to assist in stabilizing the arroyo bed toward a stable slope.	Assumed that storm drainage system activities would be within the 2.5-mile study area.	11+ years
New Mexico Army National Guard 515 <sup>th</sup> Regiment	The New Mexico Army National Guard proposes to relocate its 515 <sup>th</sup> Regiment from the Onate Training Complex in Santa Fe to Kirtland AFB. Construction includes a 366,000-SF main campus in the former Zia Park housing area and a 40-acre maneuver and driver's training course with motor pool and classroom near the Tijeras Arroyo Golf Course. The main campus will include an educational facility, billeting, dining facilities, and associated parking.	Approximately 0.7 miles northwest of the proposed GT facility site.	TBD
Sandia National Research Laboratory – Solar Tower	The Sandia National Research Laboratory has proposed a 400-foot solar tower with mirrors on a site across from the Tijeras Arroyo Golf Course off Pennsylvania Street.	Unknown	TBD

## REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

Project Name	Description	Potential Relevance to the Proposed Action	Status/Timeline
Construct New Military Working Dog Facility	The USAF proposes to construct, operate, and maintain a new Military Working Dog facility that consists of 14 indoor/outdoor kennels, 4 isolation kennels, storage and staff space, restrooms, food storage room, a covered walkway, and a veterinarian examining room, totaling 8,000 SF. A parking area with 25 spaces and new access roads would also be constructed as part of the project. Demolition of facilities totaling 2,520 SF would also be included in this project, resulting in a net increase of 5,480 SF of building space on the installation.	Unknown	11+ years
21st Explosive Ordnance Division Expansion	The 21st Explosive Ordnance Division proposes to expand its current site to 280 acres, add three permanent structures totaling 40,000 SF, demolish five of the six substandard structures (75,000 SF), add two temporary storage containers, tie into nearby utilities, construct water tanks for fire suppression, and construct several concrete pads for training activities. This project would result in a decrease of 35,000 SF of building space on the installation.	Unknown	TBD
Development, Testing, Use, and Associated Training at the Technical Evaluation Assessment Monitor Site (TEAMS)	The Defense Threat Reduction Agency and USAF propose to enhance the testing and training capabilities and use and the functionality of the TEAMS. Specifically, the proposed facilities and activities include a new radiological source storage facility, a mock train station, in-kind replacement of current TEAMS temporary buildings with permanent buildings, and potential increase in testing and training event personnel levels by up to 50 percent. Approximately 2.7 acres would be affected during construction activities.	Unknown	TBD

## REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS

Project Name	Description	Potential Relevance to the Proposed Action	Status/Timeline
New Military Training Activities	<p>The 210 Red Horse Squadron would construct a permanent laydown yard on the Base Exercise Evaluation and Skills Training Area to store equipment to be used during monthly training activities.</p> <p>The Combat Rescue Officer/Pararescue school is proposing to construct a Urban Training Complex on 25 acres within the Coyote Canyon Training Area. The complex would consist of the placement of conexas on a gravel base to simulate a mock village similar to those found in the Middle East. The USAF is proposing to begin firing .50-caliber M107 Barrett sniper rifles and M2 machine guns at small-arms range East. An existing building located south of Firing Range 44 would be demolished to provide line-of-sight from the firing point to the target array. Approximately 240 acres would be cleared by tree removal and thinning to create firebreaks along Firing Ranges 40, 40B, 530B, and 53.</p>	Unknown; assumed outside the 2.5-mile study area. No anticipated impacts.	Completed
AC-130J Formal Training Unit Relocation	The USAF is proposing to relocate the AFSOC AC-130J Formal Training Unit from Hurlburt Field, Florida, to Kirtland AFB, New Mexico, and organizationally realign the unit under the 58th Special Operations Wing (Air Education and Training Command). The Proposed Action also includes personnel needed to operate and maintain the AFSOC AC-130J, and construction of new and/or modification of existing facilities on the installation to support the relocation.	Within 2 miles of Proposed Action; no anticipated impacts.	Fiscal Year 2025– Fiscal Year 2029



## **REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS**

### **4.2 ASSESSMENT OF CUMULATIVE IMPACTS**

#### **4.2.1 Land Use**

Multiple construction, renovation, and demolition projects listed in Table 4-1 would occur within 2.5 miles of the proposed GT facility site on Kirtland AFB. As noted in Section 4.1, Kirtland AFB is an active military installation that requires new construction, facility improvements, infrastructure upgrades, and maintenance and repairs. The other actions listed in Table 4-1 are being undertaken in response to mission needs and primarily would occur in previously developed or disturbed areas of the installation. These land use changes would be consistent with Kirtland AFB's Installation Development Plan and have or would be reviewed by the installation prior to implementation.

It is unknown whether any ongoing or reasonably foreseeable actions would require use of tall cranes during construction. If cranes are required, these structures would require separate coordination with the FAA prior to construction to avoid or minimize temporary aeronautical hazards. Based on the above, adverse cumulative impacts to land use are not expected.

#### **4.2.2 Geologic Resources**

Other past, present, or reasonably foreseeable actions on Kirtland AFB within 2.5 miles of the proposed GT facility would require temporary and permanent soil disturbance. Most of these projects are located in areas that have previously been developed, which is expected to minimize the need for excavation or site leveling. Therefore, no substantial changes to regional geology or topography are expected. No energy or mineral resources are mapped on the installation, and land within Kirtland AFB is not available for mineral extraction. Therefore, no cumulative impacts to extraction activities are expected.

Because soils across much of the cantonment area of the installation have previously been disturbed, typical of developed urban areas, adverse impacts to natural soils are not expected to be significant. Any contaminated soils encountered during construction of these projects would be characterized, transported, and disposed of in compliance with Kirtland AFB's ERP and applicable local, state, and federal laws. A proposed project to develop, upgrade, and maintain the installation's stormwater systems and repair areas of erosion generally would have a beneficial impact on soils across the installation by repairing areas of erosion and constructing infrastructure improvements to mitigate erosion in the future.

New and renovated facilities on Kirtland AFB are designed in accordance with applicable local and state building codes to mitigate seismic risk. Many of the projects listed in Table 4-1 involve construction of facilities that would be occupied during working hours, and personnel in these facilities would be exposed to a degree of risk from earthquakes. Construction of new facilities and renovation of facilities to current code generally would reduce this risk, compared to continued operation of facilities constructed to older building codes. Therefore, cumulative effects to geologic hazards are expected to be beneficial.

#### **4.2.3 Air Quality**

GHG emissions occur locally, but GHG impacts and climate change are both global in scale and cumulative over time.

The Proposed Action would have short- and long-term, minor, adverse impacts on air quality from emissions of criteria pollutants from construction equipment, vehicles, and generators. Cumulative impacts to air quality would occur from the Proposed Action and other construction

## **REASONABLY FORESEEABLE ACTIONS AND CUMULATIVE IMPACTS**

projects if they occurred at the same time. However, emissions from the Proposed Action would be negligible compared to emissions from the other larger construction projects, such as the Zia Park Area Development and the Enhanced Use Lease Area.

### **4.2.4 Hazardous Materials and Waste**

Minor impacts would be associated with the generation and management of hazardous wastes under the Proposed Action. These impacts would primarily be associated with construction waste and management of a double-walled diesel tank for the on-site emergency generators. As discussed in Section 3.5.2, construction contractors would manage these wastes in accordance with state and federal regulations, and the tanks would be managed in compliance with the installation's SPCC Plan. While the proposed GT facility site is located within the boundaries of an active ER site (ST-105), all suspected anthropogenic sources of nitrate have been closed or mitigated, and the only LUC associated with the site is a restriction on the installation of groundwater wells. No groundwater wells would be installed under the Proposed Action; however, one grounding well, to prevent the buildup of electrical voltage associated with the antennas, would be installed at a depth of 1,000 feet. Due to the nature of the well (i.e., grounding and not groundwater), coupled with the depth to groundwater across the installation (200 to more than 450 feet below ground), Site ST-105 would not affect activities associated with the Proposed Action (Knight, 2023).

There are 11 open ER sites on Kirtland AFB property, and some of these are associated with LUCs. Some of the projects included in Table 4-1 could overlap with ER sites and LUCs. Development of those projects would be required to adhere to the USAF, Air Force Policy Directive 32-70, *Environmental Quality*, and Air Force Regulation 2-7000 series, which incorporates the requirements of all federal regulations and other AFIs and DoD Directives for the management of hazardous materials, hazardous wastes, and special hazards, as well as any applicable NMED requirements.

Overall, hazard and hazardous materials impacts would result in cumulative impacts; however, control measures and BMPs would be implemented with each project to minimize impacts. Cumulative impacts as a result of hazardous materials and waste would be minor.

### **4.2.5 Infrastructure**

The Proposed Action would require new utility lines for water, electrical, and telecommunications. Utility extensions would be connected to existing lines/tie-in points and would ensure that the new facilities have the proper supporting infrastructure to function successfully. Temporary disruptions to existing service lines may be necessary during installation and connection of the new electrical, water, and telecommunications lines; however, such disruptions would be limited and coordinated with users and activities that require use of the utilities to minimize adverse impacts. Installation of the underground conduits and lines could require the relocation and/or co-location of other utility lines along the existing easements. The final design process for the proposed GT facility site will consider any potential overlap with existing open stormwater drainage features and on-site water lines.

Some of the projects listed in Table 4-1, like the Zia Park Area Development and Enhanced Use Lease development, would be associated with potential infrastructure expansions and upgrades and may place new demands on the base infrastructure supply and network that would be evaluated through base-wide planning processes. Overall, cumulative impacts may result on base utilities; however, these impacts are anticipated to be minor.

## **LIST OF PREPARERS**

### **5.0 LIST OF PREPARERS**

<b>Name</b>	<b>Organization/Title</b>	<b>Qualifications</b>
William Huber, AICP	Alliance WSP Joint Venture (JV) Project Manager	BS, Biology MS, Urban and Regional Planning
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Jessica Forbes	Alliance WSP JV Environmental Planner	BA, Environmental Studies
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Ryan Long, AICP	Alliance WSP JV Quality Assurance/Quality Control	BS, Environmental Policy and Planning BS, Agricultural and Applied Economics

## REFERENCES

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### 6.0 REFERENCES

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## APPENDIX A – PUBLIC/AGENCY CORRESPONDENCE

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## **Interagency and Intergovernmental Coordination for Environmental Planning and Public Involvement Materials**

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### **Federal, State, and Local Agencies – Scoping Letter**

Senator Martin Heinrich  
US Senate  
303 Hart Senate Office Building  
Washington DC 20510

Senator Ben Ray Luján  
US Senate  
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Washington DC 20510

Representative Melanie Ann Stansbury  
US House of Representatives  
1305 Longworth House Office Building  
Washington DC 20515

Representative Yvette Herrell  
US House of Representatives  
1305 Longworth House Office Building  
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Representative Teresa Leger Fernandez  
US House of Representatives  
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Washington DC 20515

Ms. Stephanie Garcia Richard  
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New Mexico State Land Office  
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Santa Fe NM 87501

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Cabinet Secretary  
New Mexico Energy, Minerals and Natural  
Resources Department  
1220 South St Francis Drive  
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Commissioners  
Bernalillo County Board of Commissioners  
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Albuquerque NM 87102

Councilmember  
Albuquerque City Councilmembers  
PO Box 1293  
Albuquerque NM 87103

Ms. Amy Lueders, Regional Director  
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Southwest Regional Office  
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Mr. Matt Wunder, Chief  
New Mexico Department of Game and Fish  
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## **Native American Tribes**

Pueblo of Acoma  
Governor Ray Vicente  
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Acoma NM 87034

Pueblo of Cochiti  
Governor Pete Herrera  
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Hopi Tribal Council  
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Kykotsmobi AZ 86039

Pueblo of Isleta  
Governor Max Zuni  
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Pueblo of Jemez  
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Jicarilla Apache Nation  
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Pueblo of Laguna  
Governor Wilfred Herrera  
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Mescalero Apache Tribe  
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Pueblo of Nambé  
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Ohkay Owingeh Pueblo  
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Pueblo of Picuris  
Governor Craig Quanchello  
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Pueblo of San Felipe  
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Pueblo of San Ildefonso  
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Pueblo of Santa Ana  
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Pueblo of Santa Clara  
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Pueblo of Zia  
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Fort Sill Apache Tribe of Oklahoma  
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San Carlos Apache Tribe  
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Comanche Nation of Oklahoma  
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Kiowa Tribe of Oklahoma  
Chairman Lawrence SpottedBird  
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Carnegie OK 73015

Pawnee Nation of Oklahoma  
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Southern Ute Indian Tribe  
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Ute Mountain Ute Tribe  
Chairman Manuel Heart  
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Towaoc CO 81334

Wichita & Affiliated Tribes  
President Terri Parton  
Wichita Executive Committee  
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Pueblo of Zuni  
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Albuquerque NM 87103

Five Sandoval Indian Pueblos  
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25th Navajo Nation Council Office of the Speaker  
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Document: Draft EA, DRAFT ENVIRONMENTAL ASSESSMENT ADDRESSING THE DEPARTMENT OF DEFENSE SATELLITE COMMUNICATIONS GROUND TERMINAL FACILITY AT KIRTLAND AIR FORCE BASE, NEW MEXICO

No.	Commenter Name, Title, and Organization	Comment	Comment Response
1	National Nuclear Security Administration (NNSA)	<p>3.5.2.1 Proposed Action - With respect to ERP sites, as discussed in Section 3.2.1, the proposed GT facility site is located within the boundaries of an active site, ST-105.</p> <p>4.2.4 Hazardous Materials and Waste - While the proposed GT facility site is located within the boundaries of an active ER site (ST-105), all suspected anthropogenic sources of nitrate have been closed or mitigated, and the only LUC associated with the site is a restriction on the installation of groundwater wells. <b>With respect to the above, are potential health issues a concern for the personnel, given the 60 person visits per year, and the GT is on an active ERP site?</b></p>	Human Health and Safety was considered but not carried forward for detailed analysis in the EA because potential impacts from the Proposed Action are not expected to occur and/or are broadly considered to be negligible. No further analysis of Human Health and Safety was warranted given the scope of the Proposed Action and lack of safety issues outside those normally associated with construction and demolition activities that are covered by OSHA and other safety requirements/regulations.
2	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<p><b>Petroleum Storage Tanks</b></p> <p>The request does not contain any actions that impact active facilities that are currently regulated under 20.5 NMAC and there are no active facilities within ½ mile of the outlined project areas. The request does include two (2) portable emergency generator systems and if they are connected to an aboveground storage tank (AST) system with a capacity of 1,320 gallons or greater that are permanently installed, then the installation requirements in 20.5 NMAC will need to be met.</p> <p>There are no confirmed release sites that are active or have a "no further action" status directly associated with the proposed project areas. There are also no confirmed release sites within a ½ mile of the proposed project areas. However, if an abandoned storage tank system or petroleum impacted soil and/or water is discovered during construction, the Petroleum Storage Tank Bureau must be notified (20.5.118 NMAC, etc.). Additionally, in the event that an abandoned storage tank system or petroleum impacted soil and/or water is discovered during any construction activity, please notify the Petroleum Storage Tank Bureau during business hours via the "Leak of the Week" at: <a href="https://www.env.nm.gov/petroleum_storage_tank/">https://www.env.nm.gov/petroleum_storage_tank/</a> (see box to the right, Report a Leak or Spill) or call 505-476-4397. During non-business hours, please call 505-827-9329. Owners, operators, and others dealing with petroleum storage tank systems must comply with all regulations in 20.5 NMAC, New Mexico's Petroleum Storage Tank regulations. Facilities where NMED's petroleum storage tank database shows all petroleum storage tanks have been removed or closed and does not show a release and facilities and releases unknown to the Petroleum Storage Tank Bureau are not included in this comment.</p>	Comment noted. If an abandoned storage tank system or petroleum-impacted soil and/or water is discovered during construction, the Petroleum Storage Tank Bureau will be notified. The text in section 3.5 of the EA, Hazardous Materials and Waste, has been updated with this information.
3	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<p><b>Drinking Water Bureau</b></p> <p>The nearest regulated public groundwater system source is Kirtland Airforce Base, (NM3567701) Well #4, located approximately 800 feet northwest of the proposed site. No regulated public surface water system intakes are located within 10 miles downgradient. Therefore, this project is unlikely to have a significant negative impact on any regulated public water system.</p>	Comment noted.
4	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<p><b>Clean Water Act, Section 402 NPDES Industrial Storm Water Construction General Permit (CGP)</b></p> <p>The U.S. Environmental Protection Agency (USEPA) may require National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for stormwater discharges from construction activities (such as clearing, grading, excavating, and stockpiling) that disturb or re-disturb one (1) or more acres. Prior to discharging stormwater, construction operators may need to obtain coverage under an NPDES CGP permit. The CGP permit requires that a Stormwater Pollution Prevention Plan (SWPPP) be prepared for the project, including support and staging areas, and that appropriate best management practices (BMPs) be installed and maintained both during and after construction to prevent to the extent practicable pollutants in stormwater runoff (primarily sediment, oil &amp; grease, and construction materials from construction sites) from entering waters of the U.S (WOTUS). This permit also requires that permanent stabilization measures ( revegetation, paving, etc.) and permanent stormwater management measures (stormwater detention/retention structures, velocity dissipation devices, etc.) be implemented post-construction to minimize the long-term entry of pollutants in stormwater runoff to a WOTUS.</p> <p>USEPA requires that all "operators" (see Appendix A of the 2022 CGP) obtain NPDES permit coverage by submitting a Notice of Intent (NOI) for construction projects. Generally, this means that at least two parties will require permit coverage to ensure compliance with the SWPPP and other permit conditions. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, and possibly other "operators" will require appropriate NPDES permit coverage for this project.</p> <p>The 2022 CGP Part 9 includes permit conditions applicable to specific states, Indian country lands, or territories. In the State of New Mexico, except on tribal land, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction undisturbed conditions (see Part 9.6.1 of the 2022 CGP).</p> <p>The CGP, NOI, key requirements, Fact Sheet, Federal Register notice are available at: <a href="https://www.epa.gov/npdes/stormwater-discharges-construction-activities">https://www.epa.gov/npdes/stormwater-discharges-construction-activities</a> and <a href="https://www.epa.gov/npdes/2022-construction-general-permit-cgp">https://www.epa.gov/npdes/2022-construction-general-permit-cgp</a>.</p> <p>A Construction General Permit (CGP) is not required if the disturbing activities are part of the normal day-to-day operation(s) of a completed facility (e.g., daily cover for landfills, maintenance of gravel roads or parking areas, landscape maintenance) or if the work is routine maintenance that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of the facility.</p>	Section 3.3.2.1 notes that "The project proponent would be required to obtain a Permit for Stormwater Discharge Associated with Construction Activity under the National Pollutant Discharge Elimination System Construction General Permit (CGP).The CGP requires the preparation, approval, and implementation of site specific Stormwater Pollution Prevention Plans prior to construction, including appropriate structural and non-structural erosion, sediment, and waste control BMPs, which would prevent or mitigate soil erosion at the facility site. In accordance with the current CGP, the Kirtland AFB Municipal Separate Storm Sewer System Stormwater Management Program, and the Kirtland AFB Multi-Sector General Permit Stormwater Pollution Prevention Plan, all project activities would be reviewed to ensure proper erosion and sediment control measures area are considered and incorporated into project designs."
5	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<p><b>Clean Water Act, Section 402 NPDES Small Municipal Separate Storm Sewer Systems</b></p> <p>The proposed project is within the Albuquerque urbanized area and is under the permit coverage of the Middle Rio Grande Municipal Separate Storm Sewer Systems (sMS4) NPDES permit, permit number NMR04A000. The Middle Rio Grande MS4 permit is available at: <a href="https://www.epa.gov/sites/default/files/2018-10/documents/r6-npdes-middle-rio-grande-ms4-nmr04a000-final-permit-2014.pdf">https://www.epa.gov/sites/default/files/2018-10/documents/r6-npdes-middle-rio-grande-ms4-nmr04a000-final-permit-2014.pdf</a>. Kirtland Air Force Base has been authorized to discharge under the Middle Rio Grande MS4 (NPDES permit identifier NMR04A009). Construction activities should follow the stormwater management requirements laid out in the MS4 permit and any related Stormwater Management Plans.</p>	Comment noted. Construction activities will follow the stormwater management requirements laid out in the Middle Rio Grande MS4 permit and related Stormwater Management Plans. Section 3.3.2 of the EA has been updated to include this information.
6	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<p><b>Clean Water Act, Section 404 USACE/Section 401 Certification</b></p> <p>Information is provided below if the project (or associated construction support areas) requires during construction the discharge of dredged/fill material into a WOTUS, including wetlands. Section 404 of the Clean Water Act requires approval from the U.S. Army Corp of Engineers (USACE) prior to discharging dredged or fill material into a WOTUS.</p> <p>Any person, firm, or agency (including federal, state, tribal and local governmental agencies) planning to work in waters of the United States should first contact the USACE regarding the need to obtain a permit from the Regulatory Division. Failure to receive and implement proper permit coverage would be a violation of the Clean Water Act.</p> <p>More information on the Section 404 permitting process, including applicability of Nationwide Permits, mitigation requirements, and the requirements for certification for any discharges on state, private or tribal land, can be obtained from the USACE at: <a href="http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx">http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx</a>. For additional information, including permitting procedures and jurisdictional water determination, contact the USACE, Albuquerque District, 4101 Jefferson Plaza NE, Albuquerque, New Mexico 87109, 505-342-3262.</p> <p>Under Section 401, the CWA provides States or Tribes the opportunity to certify 404 permits. In New Mexico, this certification process depends on where your project is located and the kind of permit the USACE will use. The SWQB Mapper (<a href="https://gis.web.env.nm.gov/oem/?map=swqb">https://gis.web.env.nm.gov/oem/?map=swqb</a>) can help identify Tribal lands. If your project is on non-Tribal lands within New Mexico, then SWQB is probably the 401 certifying authority.</p> <p>SWQB's Section 401 certification ensures that the federal permit is consistent with State law and otherwise complies with Water Quality Standards (20.6.4 NMAC), the Water Quality Management Plan/Continuing Planning Process (WQMP/CP), including Total Maximum Daily Loads (TMDLs), and the current Antidegradation Policy. SWQB generally certifies Section 404 permits conditionally, meaning that we certify the permit if those conditions are followed. More information about NMED's 401 process is available online here: <a href="https://www.env.nm.gov/surface-water-quality/dredgeandfillactivities/">https://www.env.nm.gov/surface-water-quality/dredgeandfillactivities/</a>.</p>	Comment noted. Due to the arid nature of the high desert ecosystem and the lack of on-site water features, including arroyos and temporal streams, the Proposed Action would not affect water resources. Stormwater management for the proposed GT facility site will be part of the final design and will address on-site management of stormwater to prevent it from moving offsite. Implementation of BMPs and spill prevention and management plans would eliminate impacts on the quality of surface and groundwater. No permanent bodies of water or floodplains are within the project area. Impacts on water resources from the Proposed Action would be less than significant, and no impacts on floodplains would occur.

7	Jonas Armstrong, Director of the Office of Strategic Initiatives, New Mexico Environment Department	<b>Clean Water Act, Section 402 Publicly Owned Treatment Works (POTWs) Individual Permit</b> The USEPA may require coverage under an NPDES individual permit if the proposed Santo Domingo Tribal Utility Authority wastewater treatment plant (WWTP) has the potential to discharge to a WOTUS. The sewer lines, lift stations and collection system is considered an appurtenance to the WWTP and regular maintenance and upgrades are necessary for proper operation of the system. Information on NPDES individual permits can be found at: <a href="https://www.epa.gov/npdes/npdes-applications-and-forms-epa-application">https://www.epa.gov/npdes/npdes-applications-and-forms-epa-application</a> .	Comment noted.
8	Linda Tello, Environmental Program Manager U.S. Department of Energy, Sandia Field Office National Nuclear Security Administration	EA states new water line will be put in. My understanding is that there isn't enough water storage on KAFB as is. Where will the additionally water come from to support this new water line? Do you need to assess if you need another water storage tank, i.e., a back up storage tank or increase the size of the tanks in the local area.	The water line would serve the equipment shelter sprinkler system, and periodic cleaning of the radome surfaces during maintenance operations. The site would be unstaffed, so no personnel would be on-site for daily consumption. The existing systems at KAFB has sufficient capacity to support the Proposed Action.
9	Linda Tello, Environmental Program Manager U.S. Department of Energy, Sandia Field Office National Nuclear Security Administration	Water Supply. KAFB has sufficient water rights, but the water storage capacity needs to be looked at to ensure there is enough storage capacity for needed water.	Noted and comment passed on to KAFB Civil Engineering.
10	Linda Tello, Environmental Program Manager U.S. Department of Energy, Sandia Field Office National Nuclear Security Administration	I have seen prairie dogs in this area by Pennsylvania and Wyoming where the project is proposed. Are the endangered burrowing owls that often live with prairie dogs being considered?	The EA notes that prairie dogs are not present on site. A survey would be conducted prior to construction to ensure there are no prairie dogs present, nor associated Western burrowing owls:  "Western burrowing owls (Athene cunicularia), a species protected under the Migratory Bird Treaty Act, are also common residents of grassland habitat at Kirtland AFB, and often use prairie dog burrows. Because prairie dogs are not present on-site, no western burrowing owls are present within the proposed GT facility site. However, a preconstruction ground survey for prairie dogs would be conducted prior to construction to ensure that there are none present."



Michelle Lujan Grisham  
Governor

STATE OF NEW MEXICO  
**DEPARTMENT OF CULTURAL AFFAIRS**  
**HISTORIC PRESERVATION DIVISION**

BATAAN MEMORIAL BUILDING  
407 GALISTEO STREET, SUITE 236  
SANTA FE, NEW MEXICO 87501  
PHONE (505) 827-6320 – [NM.SHPO@state.nm.us](mailto:NM.SHPO@state.nm.us)

April 17, 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

Dear Colonel Vattioni:

Thank you for submitting the proposed project Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico. The New Mexico State Historic Preservation Office has completed its review. We concur with your evaluation that Buildings no historic properties will be affected.

Please feel free to contact me at the email address below if you have questions.

Best regards,

Signed/

Steven Moffson  
State and National Register Coordinator  
New Mexico Historic Preservation Division  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501  
(505) 476-0444

Please note new email:  
[steven.moffson@dca.nm.gov](mailto:steven.moffson@dca.nm.gov)

HPD 119522



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

Southwest Region

10101 Hillwood Parkway  
Fort Worth, TX 76177

April 19, 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377<sup>th</sup> Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base, NM 87117

Dear COL Vattioni:

This is in response to your April 7, 2023, correspondence concerning the preparation for the environmental assessment to evaluate impacts associated with the DoD SATCOM GT Facility at Kirtland Air Force Base, NM.

As set forth in Title 14 of the Code of Federal Regulations Part 77, Objects that Affect the Navigable Airspace, the prime concern of the Federal Aviation Administration is the effect of specific proposed construction on the safe and efficient use of the navigable airspace.

To accomplish this mission, aeronautical studies are conducted based on information provided by sponsors on FAA Form 7460-1, Notice of Proposed Construction or Alteration. If your organization plans to sponsor any construction or alterations affecting navigable airspace, you must file FAA Form 7460-1 electronically via <https://ocaaa.faa.gov/ocaaa/external/portal.jsp>.

For additional information and assistance, don't hesitate to contact the Obstruction Evaluation Group via email, [OEGroup@faa.gov](mailto:OEGroup@faa.gov), at 10101 Hillwood Parkway, Fort Worth, Texas, 76177, or (817) 222-5954.

Sincerely,

Rob Lowe  
Regional Administrator,  
Southwest Region

CC: Obstruction Evaluation Group, AJO

## SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC

---

**From:** Benjamin "Mino" Savoca <bsavoca@bernco.gov>  
**Sent:** Thursday, April 13, 2023 3:16 PM  
**To:** SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC; planning  
**Subject:** [URL Verdict: Neutral][Non-DoD Source] RE: Notification of Description of the Proposed Action and Alternatives for the Department of Defense Satellite Communications Ground Terminal Facility at Kirtland Air Force Base, New Mexico

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Brianne,

Thank you for notifying us of this project.

The subject property does not fall within the jurisdiction of Bernalillo County, and we do not have any adverse comments about the project.

We appreciate your involving us in this matter.

**Mino Savoca, AICP (he/him)**

*Senior Planner*  
Bernalillo County  
505.314.0361

---

**From:** SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC <brianne.sisneros@us.af.mil>  
**Sent:** Thursday, April 13, 2023 11:18 AM  
**To:** planning <planning@bernco.gov>  
**Subject:** Notification of Description of the Proposed Action and Alternatives for the Department of Defense Satellite Communications Ground Terminal Facility at Kirtland Air Force Base, New Mexico

**CAUTION:** This email originated from outside of Bernalillo County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**\*View in HTML\***

Dear Ms. VerEecke

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

A digital version of the announcement letter is attached to ensure your timely notification. A hard-copy letter is en route.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading “Environmental Assessments.”

We look forward to and welcome your participation in this process.

Respectfully,

Brianne L. Sisneros  
AFGSC, 377 MSG/CEIEC  
NEPA Program Manager  
2050 Wyoming Blvd. SE, Building 20685, Room 122  
Kirtland Air Force Base, NM  
[brianne.sisneros@us.af.mil](mailto:brianne.sisneros@us.af.mil)  
505.846.6446



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 April 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

Governor Max Zuni  
Pueblo of Isleta  
PO Box 1270  
Isleta NM 87022

Dear Governor Zuni

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action (herein "Undertaking" pursuant to Section 106 of the National Historic Preservation Act [NHPA] of 1966, [54 United States Code §306108]) is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

Construction would include three 44.3 foot (13 meters) diameter dish antennas mounted on concrete pedestals contained within individual ring walls and surrounding concrete aprons spanning 100 feet (30 meters). The dish antennas would be covered by radomes approximately 72 feet high (22 meters) and 62 feet (19 meters) in diameter, see attachment. The facility would be supported from one 40 by 60 foot (12 by 18 meters) equipment shelter that houses the mission equipment, electrical distribution gear, and two generators. In addition to the three ground terminal sites, a fourth concrete apron site would be prepared for future use for a smaller portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to 1,000 feet. A grounding well prevents buildup of electrical voltages that may occur on the system from high voltage surges (i.e. lightning strikes) resulting in undue hazards to equipment and personnel.

The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

The USAF has determined that the Area of Potential Effects (APE) for this Undertaking encompasses the 15 acres where ground-disturbing activities would occur and a 0.5 mile buffer where indirect effects to cultural resources could occur, see attachment. Pursuant to Section 106 of the NHPA and Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, the USAF would like to initiate government-to-government consultation concerning the Undertaking to allow you and your designee the opportunity to identify any comments, concerns, and suggestions you might have. I ask for your assistance in identifying any historic properties within the project's APE that are of significance to you. Historic properties include archeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural properties and landscapes, plant and animal communities, and buildings and structures with significant tribal association. The entire APE has been surveyed for cultural resources and no historic properties were identified.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments." We look forward to and welcome your participation in this process.

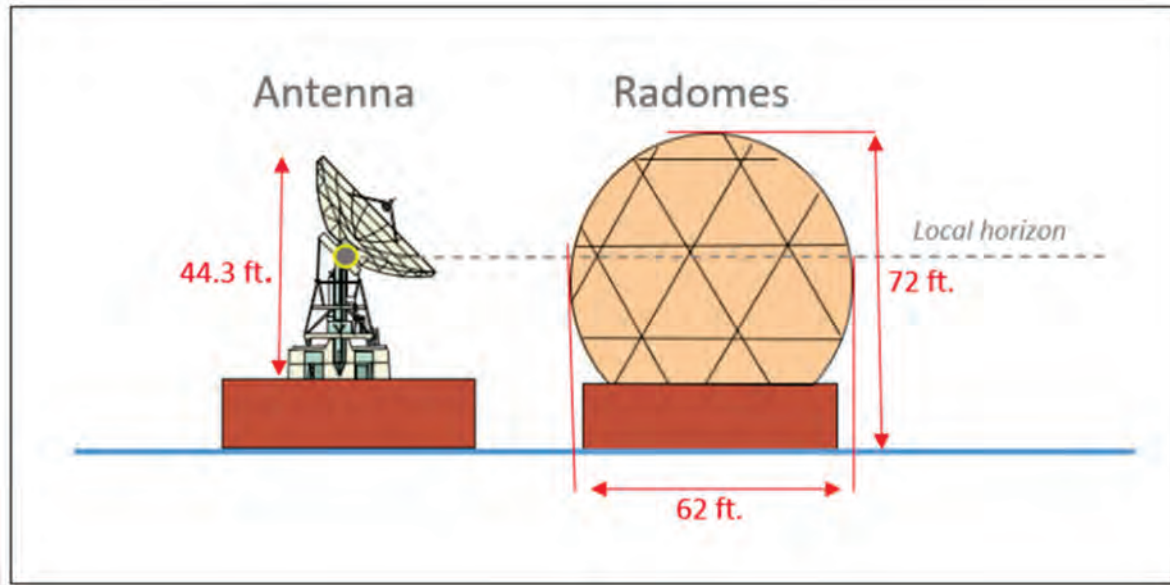
As noted above, the USAF would like to initiate government-to-government consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project or proceed with the Section 106 consultation. If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). For technical information, please contact the Natural and Cultural Program Manager, Mr. David Reynolds, via email to [david.reynolds.37@us.af.mil](mailto:david.reynolds.37@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

VATTIONI.JASON.F. Digitally signed by  
1170028640 VATTIONI.JASON.F.1170028640  
Date: 2023.04.07 12:29:46 -06'00'  
JASON F. VATTIONI, Colonel, USAF  
Commander

1 Attachment:

1. Figures



**Figure 1. SATCOM GT Antenna and Radome Design Specifications.**

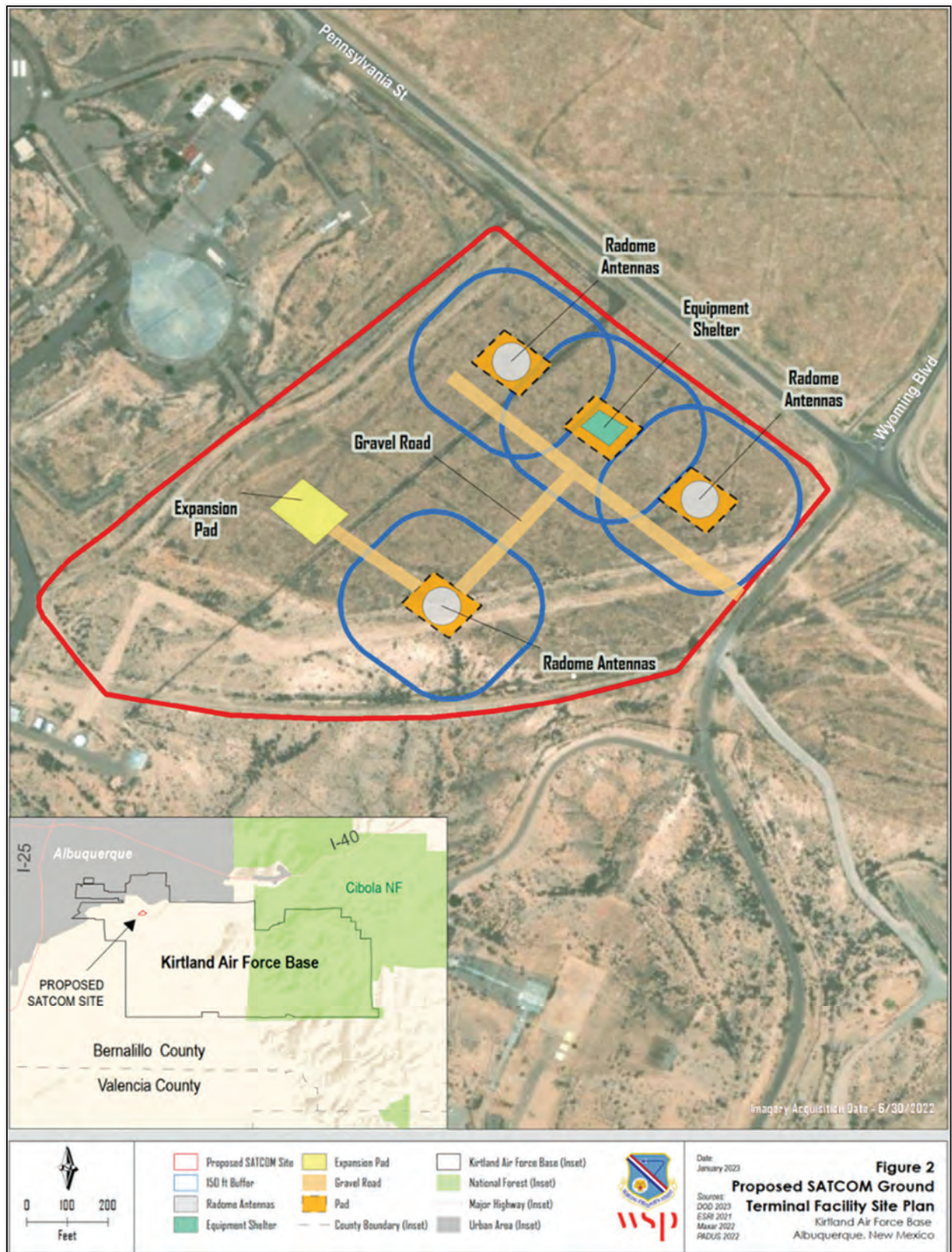


Figure 2. Proposed SATCOM Ground Terminal Facility Site Plan.

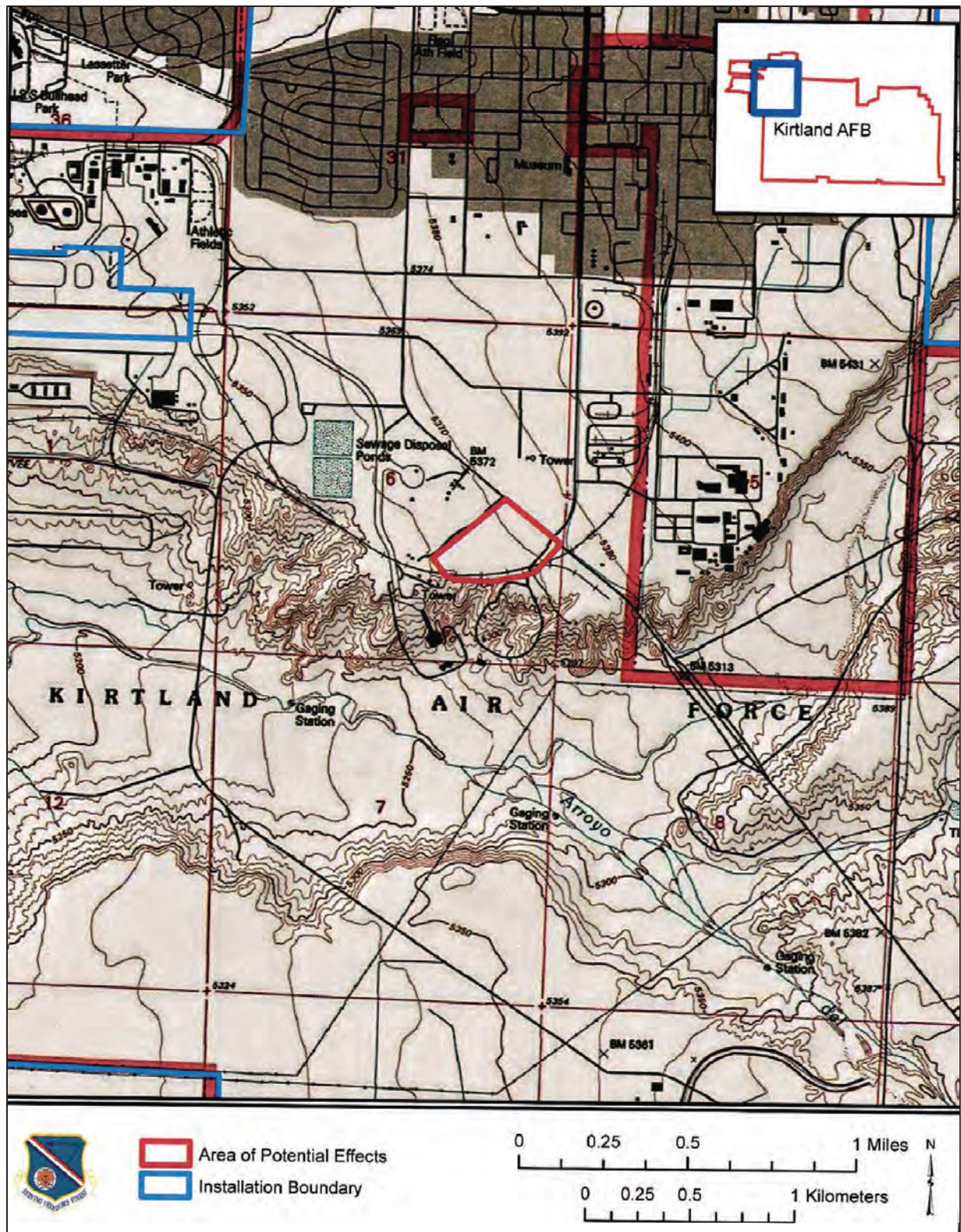


Figure 3. Area of Potential Effects for Proposed SATCOM Ground Terminal Facility.



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 July 2023

Colonel Michael J. Power, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE Bldg 20604  
Kirtland Air Force Base NM 87117

Governor Max Zuni  
Pueblo of Isleta  
PO Box 1270  
Isleta NM 87022

Dear Governor Zuni

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action (herein "Undertaking" pursuant to Section 106 of the National Historic Preservation Act [NHPA] of 1966 [54 United States Code §306108]) is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

The proposed GT facility would be located on 15 acres on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. Construction would include three 44.3 foot (13 meters) diameter dish antennas mounted on concrete pedestals contained within individual ring walls and surrounding concrete aprons spanning 100 feet (30 meters). The dish antennas would be covered by radomes approximately 72 feet high (22 meters) and 62 feet (19 meters) in diameter, see attachment. The facility would be supported from one 40 by 60 foot (12 by 18 meters) equipment shelter that houses the mission equipment, electrical distribution gear, and two generators. In addition to the three ground terminal sites, a fourth concrete apron site would be prepared for future use for a smaller portable GT that does

not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to 1,000 feet.

In accordance with Section 106 of the National Historic Preservation Act of 1966 (36 Code of Federal Regulations Part 800), as amended, Kirtland AFB transmitted a letter to the SHPO to initiate consultation. In accordance with Section 110 of the National Historic Preservation Act (NHPA) two archaeological surveys were conducted within the area of potential effects (APE). A survey was conducted in 2001 and is reported in *Report on the Results of an Archaeological Inventory of 16,000 Acres on Kirtland Air Force Base, New Mexico* (NMCRIS 72870); the APE was resurveyed in 2014 and is reported in *Archaeological Survey of the Lower Tijeras Arroyo and Arroyo del Coyote* (NMCRIS 125941). No historic properties were identified within the APE or within a 0.5-mile buffer. Pursuant to Section 106 of the NHPA, Kirtland AFB concludes that the undertaking has no potential to adversely effect any historic properties. Kirtland AFB requests your concurrence with the determination or your comments.

Pursuant to Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800), the USAF would like to continue government-to-government consultation to allow you and your designee the opportunity to identify any comments, concerns, and suggestions relevant to the NEPA compliance process concerning the Proposed Action. A copy of the Draft EA and proposed Finding of No Significant Impact (FONSI) is available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage.

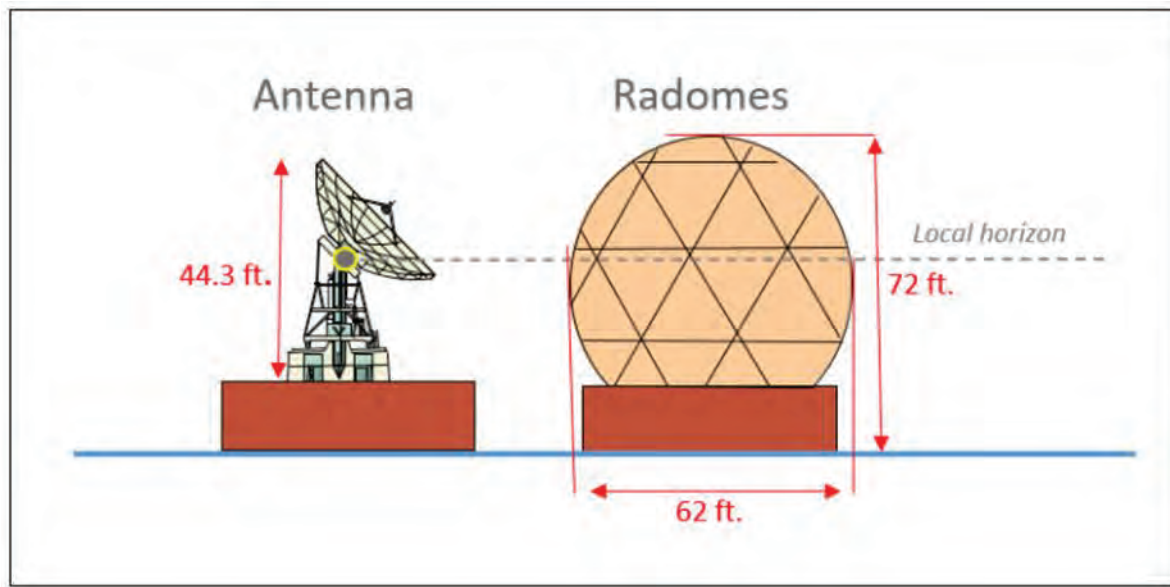
Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project or proceed with the Section 106 consultation. If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). For technical information, please contact the Natural and Cultural Program Manager, Mr. David Reynolds, via email to [david.reynolds.37@us.af.mil](mailto:david.reynolds.37@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

POWER.MICHAEL.J.10 Digitally signed by  
POWER.MICHAEL.J.1017246581  
17246581 Date: 2023.07.07 12:43:40 -06'00'

MICHAEL J. POWER, Colonel, USAF  
Commander

Attachment:  
Figures



**Figure 1. SATCOM GT Antenna and Radome Design Specifications.**

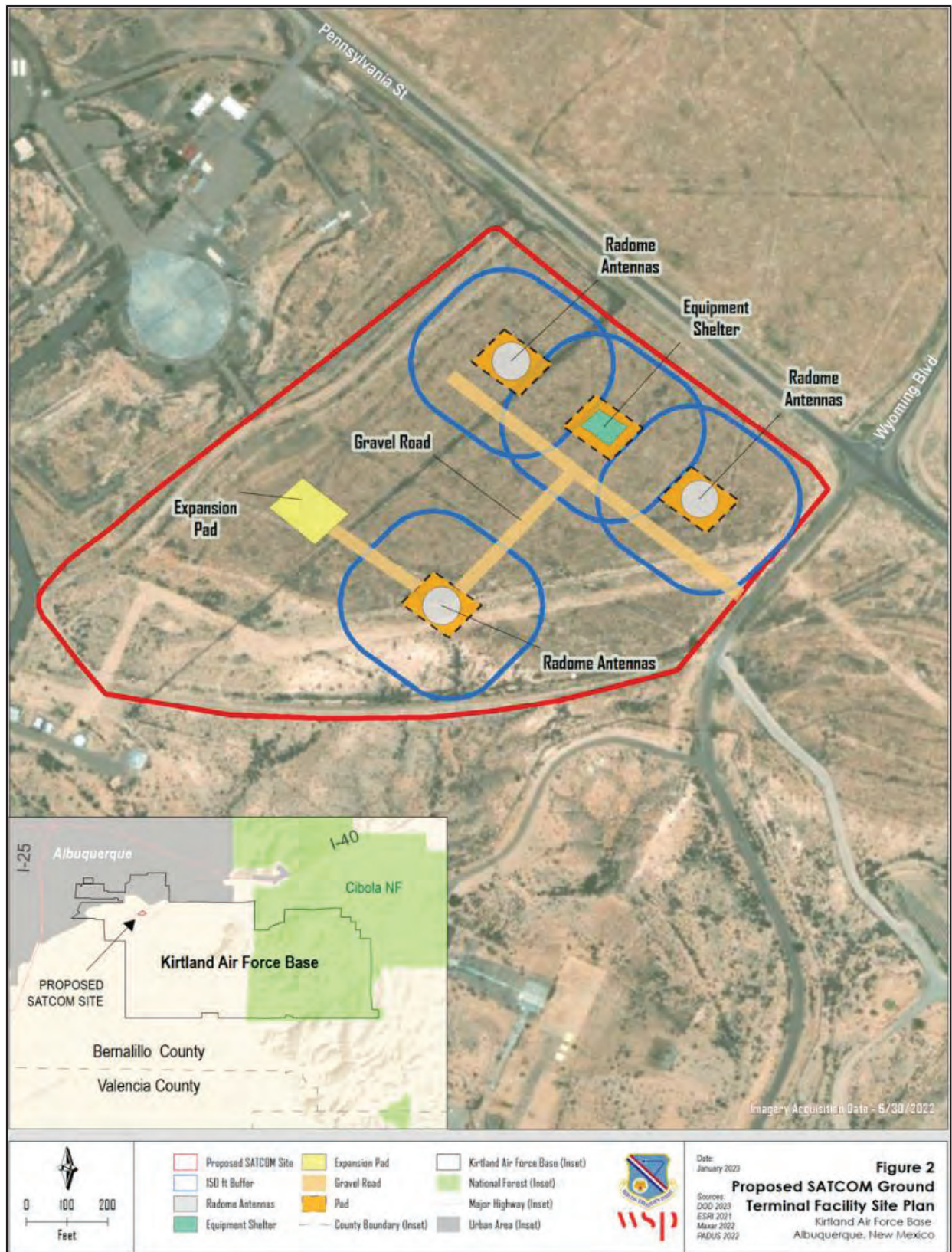


Figure 2. Proposed SATCOM Ground Terminal Facility Site Plan.

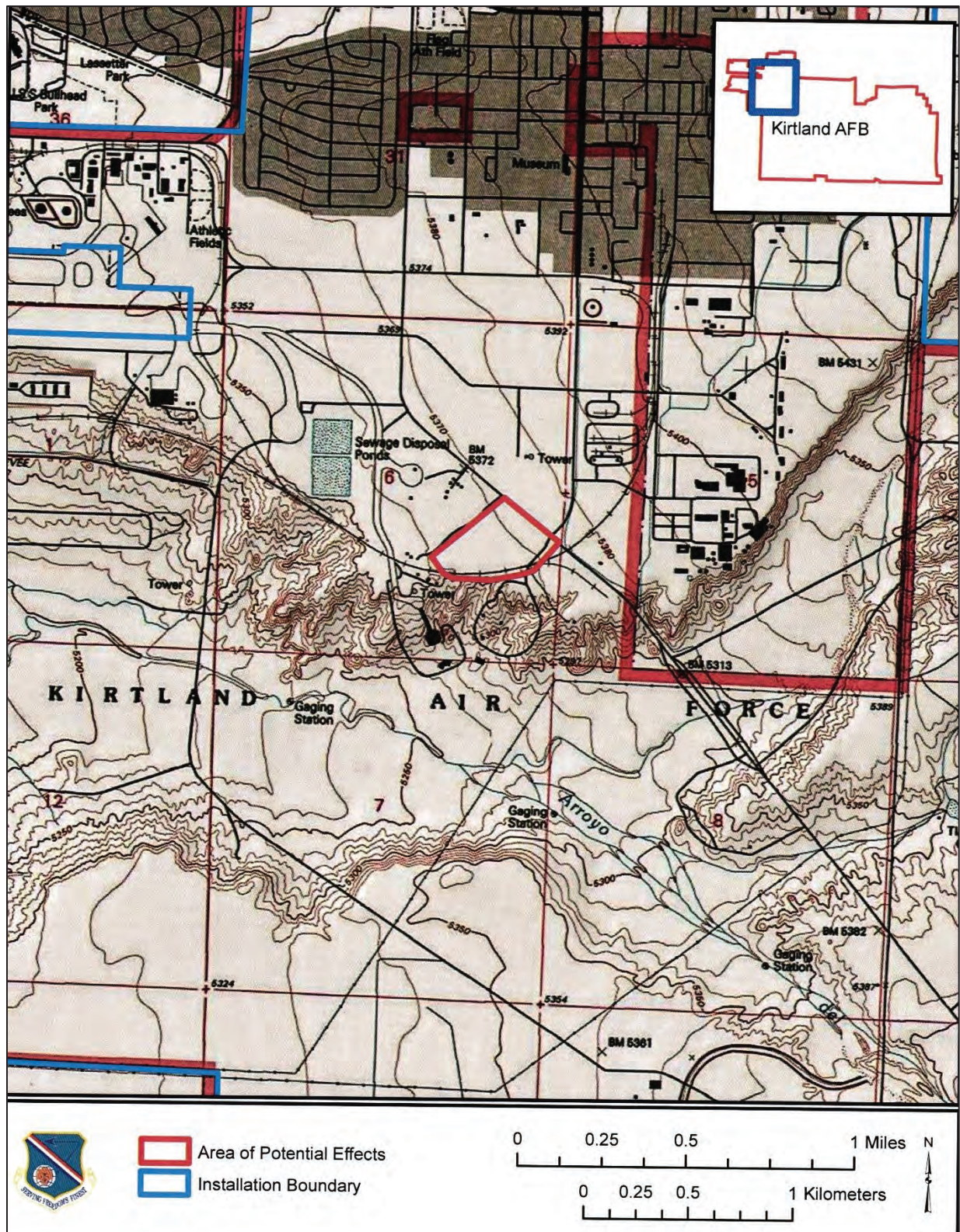


Figure 3. Area of Potential Effects for Proposed SATCOM Ground Terminal Facility.



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 April 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

Ms. Amy Leuders  
Regional Director US Fish & Wildlife Service  
Southwest Regional Office  
PO Box 1306  
Albuquerque NM 87103-1306

Dear Director Leuders

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

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generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to 1,000 feet. A grounding well prevents buildup of electrical voltages that may occur on the system from high voltage surges (i.e. lightning strikes) resulting in undue hazards to equipment and personnel.

The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 United States Code 1531 et seq.), the USAF is requesting concurrence from the United States Fish and Wildlife Service that the Proposed Action is not likely to adversely affect any species or critical habitat. We carefully reviewed your agency's Section 7 Consultation website for a list of species and critical habitat that "may be present" within the project area and have found none. For these reasons, we conclude that the Proposed Action is not likely to adversely affect any species or critical habitat and we request your concurrence with our determination.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments." We look forward to and welcome your participation in this process.

Please contact my office at (505) 846-7377 if you would like to discuss the proposed project or proceed with the Section 7(a)(2) consultation. If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

VATTIONI.JASON.F. Digitally signed by  
VATTIONI.JASON.F.1170028640  
1170028640 Date: 2023.04.07 12:31:10 -06'00'

JASON F. VATTIONI, Colonel, USAF  
Commander

1 Attachment:

1. Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 July 2023

Colonel Michael J. Power, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Blvd SE Bldg 20604  
Kirtland AFB, NM 87117

Ms. Amy Leuders  
Regional Director US Fish & Wildlife Service  
Southwest Regional Office  
PO Box 1306  
Albuquerque, NM 87103-1306

Dear Director Leuders

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

Construction would include three 44.3 foot (13 meters) diameter dish antennas mounted on concrete pedestals contained within individual ring walls and surrounding concrete aprons spanning 100 feet (30 meters). The dish antennas would be covered by radomes approximately 72 feet high (22 meters) and 62 feet (19 meters) in diameter, see attachment. The facility would be supported from one 40 by 60 foot (12 by 18 meters) equipment shelter that houses the mission equipment, electrical distribution gear, and two generators. In addition to the three ground terminal sites, a fourth concrete apron site would be prepared for future use for a smaller portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to 1,000 feet. A grounding well prevents buildup of electrical voltages that may occur on the system from high voltage surges (i.e. lightning strikes) resulting in undue hazards to equipment and personnel.

The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 United States Code 1531 et seq.), the USAF is requesting concurrence from the United States Fish and Wildlife Service that the Proposed Action is not likely to adversely affect any species or critical habitat. We carefully reviewed your agency's Section 7 Consultation website for a list of species and critical habitat that "may be present" within the project area and have found none. For these reasons, we conclude that the Proposed Action is not likely to adversely affect any species or critical habitat and we request your concurrence with our determination. However, to ensure no impact, an updated species list from the USFWS would be obtained within 90 days of the start of construction activities. There are no wetlands within the project area.

In accordance with Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, as amended by EO 12416, *Intergovernmental Review of Federal Programs*, I am requesting your participation in the NEPA document review and comment process. Copies of the Draft EA and the proposed Finding of No Significant Impact (FONSI) are available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If, after review of the Draft EA and proposed FONSI, you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA process. Please respond within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please contact my office at (505) 846-7377 if you would like to discuss the proposed project or proceed with the Section 7(a)(2) consultation. If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil).

Sincerely

POWER.MICHAEL.J  
.1017246581  
MICHAEL J. POWER, Colonel, USAF  
Commander

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POWER.MICHAEL.J.1017246581  
Date: 2023.07.07 12:48:06 -06'00'

Attachment:  
Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 April 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

The Honorable Martin Heinrich  
Senator  
United States Senate  
303 Hart Senate Office Building  
Washington DC 20510

Dear Senator Heinrich

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

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The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

The environmental analysis for the Proposed Action is being conducted by the USAF in accordance with the Council on Environmental Quality guidelines pursuant to the NEPA of 1969. In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we solicit your comments concerning the proposal and any potential environmental consequences of the action. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments." We look forward to and welcome your participation in this process.

If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

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Date: 2023.04.07 12:30:08 -06'00'

JASON F. VATTIONI, Colonel, USAF  
Commander

1 Attachment:

1. Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 July 2023

Colonel Michael J. Power, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE Bldg 20604  
Kirtland Air Force Base NM 87117

The Honorable Martin Heinrich  
Senator  
United States Senate  
303 Hart Senate Office Building  
Washington DC 20510

Dear Senator Heinrich

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities. All construction would be located within the Kirtland AFB boundaries.

Construction would include three 44.3 foot (13 meters) diameter dish antennas mounted on concrete pedestals contained within individual ring walls and surrounding concrete aprons spanning 100 feet (30 meters). The dish antennas would be covered by radomes approximately 72 feet high (22 meters) and 62 feet (19 meters) in diameter, see attachment. The facility would be supported from one 40 by 60 foot (12 by 18 meters) equipment shelter that houses the mission equipment, electrical distribution gear, and two generators. In addition to the three ground terminal sites, a fourth concrete apron site would be prepared for future use for a smaller portable GT that does not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to

1,000 feet. A grounding well prevents buildup of electrical voltages that may occur on the system from high voltage surges (i.e., lightning strikes) resulting in undue hazards to equipment and personnel.

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In accordance with Executive Order (EO) 12372, Intergovernmental Review of Federal Programs, as amended, by EO 12416, Intergovernmental Review of Federal Programs, I am requesting your participation in the NEPA document review and comment process. A copy of the Draft EA and the proposed Finding of No Significant Impact (FONSI) are available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If, after review of the Draft EA and proposed FONSI, you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA process. Please respond within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil).

Sincerely

POWER.MICHAEL.J.1017246581  
J.1017246581

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Date: 2023.07.07 12:30:21 -06'00'

MICHAEL J. POWER, Colonel, USAF  
Commander

Attachment:  
Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 April 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

Ms. Catherine VerEecke  
Bernalillo County Planning Section  
111 Union Square SE, Suite 100  
Albuquerque NM 87102

Dear Ms. VerEecke

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

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Lastly, a grounding well would be dug to a depth of up to 1,000 feet. A grounding well prevents buildup of electrical voltages that may occur on the system from high voltage surges (i.e. lightning strikes) resulting in undue hazards to equipment and personnel.

The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

The environmental analysis for the Proposed Action is being conducted by the USAF in accordance with the Council on Environmental Quality guidelines pursuant to the NEPA of 1969. In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we solicit your comments concerning the proposal and any potential environmental consequences of the action. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process. A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments." We look forward to and welcome your participation in this process.

Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project. Please send your written responses to Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

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Date: 2023.04.07 12:29:09 -06'00'

JASON F. VATTIONI, Colonel, USAF  
Commander

1 Attachment:

1. Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 July 2023

Colonel Michael J. Power, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE Bldg 20604  
Kirtland Air Force Base NM 87117

Ms. Catherine VerEecke  
Development Manager/Department Director  
Bernalillo County Planning Section  
111 Union Square SE  
Albuquerque, NM 87102

Dear Ms. VerEecke,

As set forth in the Kirtland Air Force Base (AFB) – New Mexico State Land Office Joint Land Use Study Memorandum of Understanding, and as required by the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

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The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

In accordance with Executive Order (EO) 12372, Intergovernmental Review of Federal Programs, as amended, by EO 12416, Intergovernmental Review of Federal Programs, I am requesting your participation in the NEPA document review and comment process. A copy of the Draft EA and the proposed Finding of No Significant Impact (FONSI) are available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If, after review of the Draft EA and proposed FONSI, you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA process. Please respond within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil).

Sincerely

POWER.MICHAEL.J. 1017246581  
MICHAEL J. POWER, Colonel, USAF  
Commander

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Date: 2023.07.07 12:33:58 -06'00'

Attachment:  
Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 April 2023

Colonel Jason F. Vattioni, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Boulevard SE  
Kirtland Air Force Base NM 87117

Jeff Pappas, PhD  
State Historic Preservation Officer and Director  
New Mexico Historic Preservation Division  
Department of Cultural Affairs  
Bataan Memorial Building 407  
Galisteo Street, Suite 236  
Santa Fe NM 87501

Dear Dr. Pappas

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

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The proposed GT facility would be located on 15 acres in the northwestern portion of Kirtland AFB, on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. The proposed site was previously developed as part of the adjacent electromagnetic pulse testing complex and is highly disturbed.

USAF has determined that the Area of Potential Effects (APE) for this Undertaking encompasses the 15 acres where ground-disturbing activities would occur and a 0.5 mile buffer where indirect effects to cultural resources could occur, see attachment. The entire APE has been surveyed for cultural resources and no historic properties were identified. Pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, and its implementing regulation, 36 Code of Federal Regulations Part 800, the USAF would like to initiate consultation concerning the Undertaking to allow you the opportunity to identify any comments, concerns, and suggestions you might have.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments." We look forward to and welcome your participation in this process.

As noted above, the USAF would like to initiate government-to-government consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. Please contact my office at (505) 846-7377 if you would like to discuss the proposed project or proceed with the Section 106 consultation. If you have any questions, please contact Ms. Brianne Sisneros, NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Building 20685, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil). For technical information, please contact the Natural and Cultural Program Manager, Mr. David Reynolds, via email to [david.reynolds.37@us.af.mil](mailto:david.reynolds.37@us.af.mil). Thank you in advance for your assistance in this effort.

Sincerely

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Date: 2023.04.07 12:30:37 -06'00'  
JASON F. VATTIONI, Colonel, USAF  
Commander

1 Attachment:

1. Figures



**DEPARTMENT OF THE AIR FORCE**  
**377TH AIR BASE WING (AFGSC)**

07 July 2023

Colonel Michael J. Power, USAF  
Commander  
377th Air Base Wing  
2000 Wyoming Blvd SE Bldg 20604  
Kirtland AFB, NM 87117

Jeff Pappas, PhD  
State Historic Preservation Officer and Director  
New Mexico Historic Preservation Division  
Department of Cultural Affairs  
Bataan Memorial Building 407  
Galisteo Street, Suite 236  
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The proposed GT facility would be located on 15 acres on the west side of Pennsylvania Street adjacent to the southern end of Wyoming Boulevard, see attachment. Construction would include three 44.3-foot (13 meters) diameter dish antennas mounted on concrete pedestals contained within individual ring walls and surrounding concrete aprons spanning 100 feet (30 meters). The dish antennas would be covered by radomes approximately 72 feet high (22 meters) and 62 feet (19 meters) in diameter, see attachment. The facility would be supported from one 40 by 60-foot (12 by 18 meters) equipment shelter that houses the mission equipment, electrical distribution gear, and two generators. In addition to the three ground terminal sites, a fourth concrete apron site would be prepared for future use for a smaller portable GT that does

not require permanent structures or foundations. The portable GT would have an underground utility connection to the equipment shelter and its own portable emergency generator when in temporary use. Lastly, a grounding well would be dug to a depth of up to 1,000 feet.

In accordance with Section 106 of the National Historic Preservation Act of 1966 (36 Code of Federal Regulations Part 800), as amended, Kirtland AFB transmitted a letter to the SHPO to initiate consultation. In accordance with Section 110 of the National Historic Preservation Act (NHPA) two archaeological surveys were conducted within the area of potential effects (APE). A survey was conducted in 2001 and is reported in *Report on the Results of an Archaeological Inventory of 16,000 Acres on Kirtland Air Force Base, New Mexico* (NMCRIS 72870); the APE was resurveyed in 2014 and is reported in *Archaeological Survey of the Lower Tijeras Arroyo and Arroyo del Coyote* (NMCRIS 125941). No historic properties were identified within the APE or within a 0.5-mile buffer. Pursuant to Section 106 of the NHPA Kirtland AFB concludes that the undertaking has no potential to adversely effect any historic properties. Kirtland AFB requests your concurrence with the determination or your comments.

Should an inadvertent discovery of human or cultural remains occur during construction, all project activities would stop, the Kirtland AFB Cultural Resources Program Manager would be notified, and operational procedures outlined in the Installation Cultural Resources Management Plan would be followed.

A copy of the Draft EA and the proposed Finding of No Significant Impact (FONSI) is available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA process. Please respond within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to Ms. Brianne Sisneros, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117, or via email to [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil).

Sincerely

POWER.MICHAEL.J.1  
017246581  
MICHAEL J. POWER, Colonel, USAF  
Commander

Digitally signed by  
POWER.MICHAEL.J.1017246581  
Date: 2023.07.07 12:45:26 -06'00'

Attachment:  
Figures

**From:** [Catherine VerEecke](#)  
**To:** [SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC](#); [planning](#)  
**Subject:** [URL Verdict: Neutral][Non-DoD Source] RE: Notice of Availability, Draft Environmental Assessment  
**Date:** Monday, July 24, 2023 5:56:12 PM

---

Hello Ms. Sisneros,

Thank you for forwarding the Environmental Assessment to evaluate potential impacts associated with the Department of Defense Satellite Communications Ground Terminal to be located at the Kirtland Air Force Base. We do not have any comments at this time.

Thank you,

**Catherine VerEecke**

*Planning Manager*

Planning and Development Services

Bernalillo County

505.314.0387

---

**From:** SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC <brianne.sisneros@us.af.mil>

**Sent:** Friday, July 21, 2023 11:03 AM

**To:** planning <planning@bernco.gov>

**Subject:** Notice of Availability, Draft Environmental Assessment

**CAUTION:** This email originated from outside of Bernalillo County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**\*View in HTML\***

Dear Ms. VerEecke

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

A digital version of the announcement letter is attached to ensure your timely notification. A hard-copy letter is en route.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft

telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading “Environmental Assessments.”

We look forward to and welcome your participation in this process. The 30-day public comment period extends through 21 August 2023.

Respectfully,  
Brianne

Brianne L. Sisneros  
AFGSC, 377 MSG/CEIEC  
NEPA Program Manager  
2050 Wyoming Blvd. SE, Building 20685, Room 122  
Kirtland Air Force Base, NM  
[brianne.sisneros@us.af.mil](mailto:brianne.sisneros@us.af.mil)  
505.846.6446  
*Teleworking Fridays*

**From:** [Montoya, Ramona](#)  
**To:** [SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC](#); [Lente, Clint](#); [Henry Walt](#)  
**Subject:** [URL Verdict: Neutral][Non-DoD Source] RE: Notice of Availability, Draft Environmental Assessment, Kirtland Air Force Base  
**Date:** Friday, July 21, 2023 4:02:37 PM

---

Confirming receipt by POI Environment

Respectfully  
Ramona M. Montoya  
505-869-7565

---

**From:** SISNEROS, BRIANNE L CIV USAF AFGSC 377 MSG/CEIEC <brianne.sisneros@us.af.mil>  
**Sent:** Friday, July 21, 2023 1:18 PM  
**To:** Montoya, Ramona <Ramona.Montoya@Isletapueblo.com>; Lente, Clint <Clint.Lente@Isletapueblo.com>; Henry Walt <henryj@toast.net>  
**Subject:** Notice of Availability, Draft Environmental Assessment, Kirtland Air Force Base

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**\*View in HTML\***

Dear Dr. Walt, Ms. Montoya, and Mr. Lente

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF prepared an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB), New Mexico.

A digital version of the announcement letter is attached to ensure your timely notification. A hard-copy letter addressed to Governor Zuni is en route.

The purpose of the Proposed Action is to construct a SATCOM GT facility for the DoD to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. This undertaking would include the construction of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, an additional pad to house a portable GT, and utilities.

A copy of the Draft EA addressing the SATCOM GT Facility at Kirtland AFB, New Mexico is available at <http://www.kirtland.af.mil/Home/Environment> under the heading "Environmental Assessments."

We look forward to and welcome your participation in this process.

Brianne L. Sisneros  
AFGSC, 377 MSG/CEIEC

NEPA Program Manager  
2050 Wyoming Blvd. SE, Building 20685, Room 122  
Kirtland Air Force Base, NM  
[brianne.sisneros@us.af.mil](mailto:brianne.sisneros@us.af.mil)  
505.846.6446  
*Teleworking Fridays*



MICHELLE LUJAN GRISHAM  
GOVERNOR

JAMES C. KENNEY  
CABINET SECRETARY

August 21, 2023

Brianne Sisneros  
NEPA Program Manager,  
377 MSG/CEIEC  
2050 Wyoming Boulevard SE Building 20685  
Kirtland AFB NM 87117

Submitted electronically to: [KirtlandNEPA@us.af.mil](mailto:KirtlandNEPA@us.af.mil)

RE: Environmental Assessment Scope for SATCOM at Kirtland Air Force Base

Dear Ms. Sisneros,

On behalf of the New Mexico Environment Department (NMED), attached please find our comments on potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB).

Strong intergovernmental coordination is essential to ensure protection of human health and the environment. NMED offers a few areas of potential environmental impacts in the attachment for you to evaluate.

Thank you for providing the opportunity to review provide input at this stage of the process. Please don't hesitate to reach out to us with any further questions or concerns you may have.

Sincerely,

Jonas  
Armstrong

Digitally signed by Jonas  
Armstrong  
Date: 2023.08.23  
14:30:11 -06'00'

Jonas Armstrong, Director  
Office of Strategic Initiatives

Attachment (1)

## **Attachment**

### **Introduction**

The Department of Defense (DOD) invited comment on potential environmental impacts associated with the Department of Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (AFB). The New Mexico Environment Department's (NMED) comments are below.

### **Petroleum Storage Tanks**

The request does not contain any actions that impact active facilities that are currently regulated under 20.5 NMAC and there are no active facilities within ½ mile of the outlined project areas. The request does include two (2) portable emergency generator systems and if they are connected to an aboveground storage tank (AST) system with a capacity of 1,320 gallons or greater that are permanently installed, then the installation requirements in 20.5 NMAC will need to be met.

There are no confirmed release sites that are active or have a "no further action" status directly associated with the proposed project areas. There are also no confirmed release sites within a ½ mile of the proposed project areas.

However, if an abandoned storage tank system or petroleum impacted soil and/or water is discovered during construction, the Petroleum Storage Tank Bureau must be notified (20.5.118 NMAC, etc.). Additionally, in the event that an abandoned storage tank system or petroleum impacted soil and/or water is discovered during any construction activity, please notify the Petroleum Storage Tank Bureau during business hours via the "Leak of the Week" at: [https://www.env.nm.gov/petroleum\\_storage\\_tank/](https://www.env.nm.gov/petroleum_storage_tank/) (see box to the right, Report a Leak or Spill) or call 505-476-4397. During non-business hours, please call 505-827-9329. Owners, operators, and others dealing with petroleum storage tank systems must comply with all regulations in 20.5 NMAC, New Mexico's Petroleum Storage Tank regulations.

Facilities where NMED's petroleum storage tank database shows all petroleum storage tanks have been removed or closed and does not show a release and facilities and releases unknown to the Petroleum Storage Tank Bureau are not included in this comment.

### **Drinking Water Bureau**

The nearest regulated public groundwater system source is Kirtland Airforce Base, (NM3567701) Well #4, located approximately 800 feet northwest of the proposed site. No regulated public surface water system intakes are located within 10 miles downgradient. Therefore, this project is unlikely to have a significant negative impact on any regulated public water system.

### **Surface Water Quality Bureau**

The Surface Water Quality Bureau (SWQB) reviewed the environmental assessment for the Defense (DoD) Satellite Communications (SATCOM) Ground Terminal (GT) Facility at Kirtland Air Force Base (KAFB), focusing specifically on the potential effect to surface water resources in the area of the proposed project.

### **Clean Water Act, Section 402 NPDES Industrial Storm Water Construction General Permit (CGP)**

The U.S. Environmental Protection Agency (USEPA) may require National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for stormwater discharges from

construction activities (such as clearing, grading, excavating, and stockpiling) that disturb or re-disturb one (1) or more acres. Prior to discharging stormwater, construction operators may need to obtain coverage under an NPDES CGP permit.

The CGP permit requires that a Stormwater Pollution Prevention Plan (SWPPP) be prepared for the project, including support and staging areas, and that appropriate best management practices (BMPs) be installed and maintained both during and after construction to prevent to the extent practicable pollutants in stormwater runoff (primarily sediment, oil & grease, and construction materials from construction sites) from entering waters of the U.S (WOTUS). This permit also requires that permanent stabilization measures ( revegetation, paving, etc.) and permanent stormwater management measures (stormwater detention/retention structures, velocity dissipation devices, etc.) be implemented post-construction to minimize the long-term entry of pollutants in stormwater runoff to a WOTUS.

USEPA requires that all "operators" (see Appendix A of the 2022 CGP) obtain NPDES permit coverage by submitting a Notice of Intent (NOI) for construction projects. Generally, this means that at least two parties will require permit coverage to ensure compliance with the SWPPP and other permit conditions. The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The 2022 CGP Part 9 includes permit conditions applicable to specific states, Indian country lands, or territories. In the State of New Mexico, except on tribal land, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction undisturbed conditions (see Part 9.6.1 of the 2022 CGP).

The CGP, NOI, key requirements, Fact Sheet, Federal Register notice are available at: <https://www.epa.gov/npdes/stormwater-discharges-construction-activities> and <https://www.epa.gov/npdes/2022-construction-general-permit-cgp>.

A Construction General Permit (CGP) is not required if the disturbing activities are part of the normal day-to-day operation(s) of a completed facility (e.g., daily cover for landfills, maintenance of gravel roads or parking areas, landscape maintenance) or if the work is routine maintenance that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of the facility.

#### Clean Water Act, Section 402 NPDES Small Municipal Separate Storm Sewer Systems

The proposed project is within the Albuquerque urbanized area and is under the permit coverage of the Middle Rio Grande Municipal Separate Storm Sewer Systems (sMS4) NPDES permit, permit number NMR04A000. The Middle Rio Grande MS4 permit is available at: <https://www.epa.gov/sites/default/files/2018-10/documents/r6-npdes-middle-rio-grande-ms4-nmr04a000-final-permit-2014.pdf>. Kirtland Air Force Base has been authorized to discharge under the Middle Rio Grande MS4 (NPDES permit identifier NMR04A009). Construction activities should follow the stormwater management requirements laid out in the MS4 permit and any related Stormwater Management Plans.

#### Clean Water Act, Section 404 USACE/Section 401 Certification

Information is provided below if the project (or associated construction support areas) requires during construction the discharge of dredged/fill material into a WOTUS, including wetlands. Section 404 of the Clean Water Act requires approval from the U.S. Army Corp of Engineers (USACE) prior to discharging dredged or fill material into a WOTUS.

Any person, firm, or agency (including federal, state, tribal and local governmental agencies) planning to work in waters of the United States should first contact the USACE regarding the need to obtain a permit from the Regulatory Division. Failure to receive and implement proper permit coverage would be a violation of the Clean Water Act.

More information on the Section 404 permitting process, including applicability of Nationwide Permits, mitigation requirements, and the requirements for certification for any discharges on state, private or tribal land, can be obtained from the USACE at: <http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>.

For additional information, including permitting procedures and jurisdictional water determination, contact the USACE, Albuquerque District, 4101 Jefferson Plaza NE, Albuquerque, New Mexico 87109, 505-342-3262.

Under Section 401, the CWA provides States or Tribes the opportunity to certify 404 permits. In New Mexico, this certification process depends on where your project is located and the kind of permit the USACE will use. The SWQB Mapper (<https://gis.web.env.nm.gov/oem/?map=swqb>) can help identify Tribal lands. If your project is on non-Tribal lands within New Mexico, then SWQB is probably the 401 certifying authority.

SWQB's Section 401 certification ensures that the federal permit is consistent with State law and otherwise complies with Water Quality Standards (20.6.4 NMAC), the Water Quality Management Plan/Continuing Planning Process (WQMP/CPP), including Total Maximum Daily Loads (TMDLs), and the current Antidegradation Policy. SWQB generally certifies Section 404 permits conditionally, meaning that we certify the permit if those conditions are followed. More information about NMED's 401 process is available online here: <https://www.env.nm.gov/surface-water-quality/dredgeandfillactivities/>.

#### *Clean Water Act, Section 402 Publicly Owned Treatment Works (POTWs) Individual Permit*

The USEPA may require coverage under an NPDES individual permit if the proposed Santo Domingo Tribal Utility Authority wastewater treatment plant (WWTP) has the potential to discharge to a WOTUS. The sewer lines, lift stations and collection system is considered an appurtenance to the WWTP and regular maintenance and upgrades are necessary for proper operation of the system. Information on NPDES individual permits can be found at: <https://www.epa.gov/npdes/npdes-applications-and-forms-epa-applications>.

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## APPENDIX B – RECORD OF NON-APPLICABILITY

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# AIR CONFORMITY APPLICABILITY MODEL REPORT

## RECORD OF CONFORMITY ANALYSIS (ROCA)

**1. General Information:** The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

**a. Action Location:**

**Base:** KIRTLAND AFB  
**State:** New Mexico  
**County(s):** Bernalillo  
**Regulatory Area(s):** Albuquerque, NM

**b. Action Title:** Environmental Assessment for DoD SATCOM Ground Terminal Facility at Kirtland Air Force Base, New Mexico

**c. Project Number/s (if applicable):** Contract W912DR22D0002, TO W912DR22F0298

**d. Projected Action Start Date:** 10 / 2023

**e. Action Description:**

The Proposed Action includes the construction of a SATCOM GT facility that would consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. Three 44.3-foot (13-meter) diameter dish antennas would be mounted on concrete pedestals, which would be contained within individual ring walls with surrounding concrete aprons spanning 100 feet and covered by radomes approximately 72 feet tall and 62 feet in diameter. The facility would be supported from one 40-foot by 60-foot equipment shelter that houses the mission equipment and electrical distribution gear. The emergency generators are required to support redundant power requirements of the antennas and would be powered by ultra-low sulfur diesel fuel. The equipment shelter would also contain electrical equipment for all power distribution, an uninterruptible power supply for temporary power support in the event of an interruption to base power and would be the location for the fire main tie-in for fire suppression. In addition to the three ground terminal sites, a fourth 'pad' site will be constructed to accommodate the equipment shelter, and a fifth 'pad' site would be prepared for future use for a smaller portable GT that does not require permanent structures or foundations. This pad site will have an underground utility connection to the equipment shelter and could also have its own portable emergency generator when installed. Lastly, a grounding well would be dug on-site to a depth of up to 1,000 feet.

A total of 12 acres of the proposed 15-acre GT facility site would be cleared of scrub vegetation. Minimal grading / leveling will be required on the site. Construction of the GT facility is anticipated to take 18 months.

The various structures that make up the GT facility would be enclosed by a chain link security fence with lighting and cameras for remote security monitoring. The fence would be approximately 12 feet tall. The GT facility would be operated remotely, with no personnel required on-site.

The GT facility would be operated remotely, with no requirement for personnel to be present on-site. Maintenance would be conducted on-site on a regular schedule by a contracted vendor. Approximately 60 person-visits per year are estimated.

Utilities required by the SATCOM GT facility include:

- The primary source of electricity (650 kilowatts) for site operations would be provided via an existing overhead electrical line routed from substation to the equipment shelter at the site. In addition, another existing overhead power line that runs south of the site would be tapped for a second feed. All power lines once on-site would be routed underground to the various service points.

# AIR CONFORMITY APPLICABILITY MODEL REPORT

## RECORD OF CONFORMITY ANALYSIS (ROCA)

- A telecommunications line for remote operations and monitoring would be routed underground along existing rights-of-way from a tie-in point to be determined prior to final design to the equipment shelter within the GT facility site. The total distance of this line is not anticipated to exceed 2 miles.

- A new water line extension to provide fire suppression and for periodic use in cleaning the radome surfaces would be routed underground from the existing line along Pennsylvania Street. The line would serve several hydrants on the GT facility site as well as the equipment shelter sprinkler system. Annual total water consumption for automatic flushing, testing, and maintenance purposes is expected to be 20,000 gallons.

Trenching for the utility lines within site boundaries would extend to depths between 3 and 4 feet. Additional excavation would be required for the foundations for the equipment shelter and ring walls surrounding the antennas. Excavation is anticipated to extend to a depth of approximately 4 feet or as needed to accommodate footers.

**f. Point of Contact:**

**Name:** Marcel Briguglio  
**Title:** Junior Engineer  
**Organization:** WSP  
**Email:** marcel.briguglio@wsp.com  
**Phone Number:** 443-617-5054

**2. Analysis:** Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the “worst-case” and “steady state” (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are:        applicable  
  X   not applicable

**Conformity Analysis Summary:**

**2023**

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Albuquerque, NM			
VOC	0.522		
NOx	2.938		
CO	3.447	100	No
SOx	0.010		
PM 10	15.460		
PM 2.5	0.110		
Pb	0.000		
NH3	0.004		
CO2e	941.5		

**2024**

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Albuquerque, NM			
VOC	0.214		
NOx	0.488		
CO	0.629	100	No

# AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF CONFORMITY ANALYSIS (ROCA)

<b>SO<sub>x</sub></b>	0.002		
<b>PM 10</b>	0.016		
<b>PM 2.5</b>	0.015		
<b>Pb</b>	0.000		
<b>NH<sub>3</sub></b>	0.001		
<b>CO<sub>2e</sub></b>	160.0		

## 2025 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Albuquerque, NM			
VOC	0.005		
NOx	0.171		
CO	0.051	100	No
SOx	0.000		
PM 10	0.005		
PM 2.5	0.005		
Pb	0.000		
NH3	0.000		
CO2e	9.3		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

**marcel.briguglio** Digitally signed by marcel.briguglio  
Date: 2023.03.07 10:57:09 -05'00'

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Marcel Briguglio, Junior Engineer

**03/07/2023**  
DATE

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## APPENDIX C – AIR EMISSION CALCULATIONS

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# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## 1. General Information

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### - Action Location

**Base:** KIRTLAND AFB  
**State:** New Mexico  
**County(s):** Bernalillo  
**Regulatory Area(s):** Albuquerque, NM

**- Action Title:** Environmental Assessment for DoD SATCOM Ground Terminal Facility at Kirtland Air Force Base, New Mexico

**- Project Number/s (if applicable):** Contract W912DR22D0002, TO W912DR22F0298

**- Projected Action Start Date:** 10 / 2023

### - Action Purpose and Need:

The purpose of the Proposed Action is to construct a SATCOM GT facility for the Department of Defense (DoD) to support communications with satellites in a variety of orbits. The antennas would be used for downlink (i.e., communication going from a satellite to ground) of mission data and spacecraft telemetry data, as well as for uplink (i.e., communication going from ground to a satellite) of spacecraft command and control data. The action is needed to provide necessary ground coverage for these communications that is currently insufficient in the greater New Mexico area. The project will support a prospective 2026 DoD mission for expanded satellite communication ground coverage.

The GT facility proposed for Kirtland AFB establishes a new capability for the United States government that is met by having terminals in the New Mexico/southwest region and others on the Eastern Seaboard. The data transiting this site (including satellite telemetry, command and control, and various mission data) would consist of unclassified encrypted transmissions.

### - Action Description:

The Proposed Action includes the construction of a SATCOM GT facility that would consist of three antennas with an associated equipment shelter, two emergency generators, perimeter fencing, a sensor equipment tower, and utilities. Three 44.3-foot (13-meter) diameter dish antennas would be mounted on concrete pedestals, which would be contained within individual ring walls with surrounding concrete aprons spanning 100 feet and covered by radomes approximately 72 feet tall and 62 feet in diameter.

The facility would be supported from one 40-foot by 60-foot equipment shelter that houses the mission equipment and electrical distribution gear. The emergency generators are required to support redundant power requirements of the antennas and would be powered by ultra-low sulfur diesel fuel. The equipment shelter would also contain electrical equipment for all power distribution, an uninterruptable power supply for temporary power support in the event of an interruption to base power and would be the location for the fire main tie-in for fire suppression. In addition to the three ground terminal sites, a fourth 'pad' site will be constructed to accommodate equipment shelter, and a fifth 'pad' site would be prepared for future use for a smaller portable GT that does not require permanent structures or foundations. This pad site will have an underground utility connection to the equipment shelter and could also have its own portable emergency generator when installed. Lastly, a grounding well would be dug on-site to a depth of up to 1,000 feet.

A total of 12 acres of the proposed 15-acre GT facility site would be cleared of scrub vegetation. Minimal grading / leveling will be required on the site. Construction of the GT facility is anticipated to take 18 months.

The various structures that make up the GT facility would be enclosed by a chain link security fence with lighting and cameras for remote security monitoring. The fence would be approximately 12 feet tall. The GT facility would be operated remotely, with no personnel required on-site.

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

The GT facility would be operated remotely, with no requirement for personnel to be present on-site. Maintenance would be conducted on-site on a regular schedule by a contracted vendor. Approximately 60 person-visits per year are estimated.

Utilities required by the SATCOM GT facility include:

- The primary source of electricity (650 kilowatts) for site operations would be provided via an existing overhead electrical line routed from substation to the equipment shelter at the site. In addition, another existing overhead power line that runs south of the site would be tapped for a second feed. All power lines once on-site would be routed underground to the various service points.
- A telecommunications line for remote operations and monitoring would be routed underground along existing rights-of-way from a tie-in point to be determined prior to final design to the equipment shelter within the GT facility site. The total distance of this line is not anticipated to exceed 2 miles.
- A new water line extension to provide fire suppression and for periodic use in cleaning the radome surfaces would be routed underground from the existing line along Pennsylvania Street. The line would serve several hydrants on the GT facility site as well as the equipment shelter sprinkler system. Annual total water consumption for automatic flushing, testing, and maintenance purposes is expected to be 20,000 gallons.

Trenching for the utility lines within site boundaries would extend to depths between 3 and 4 feet. Additional excavation would be required for the foundations for the equipment shelter and ring walls surrounding the antennas. Excavation is anticipated to extend to a depth of approximately 4 feet or as needed to accommodate footers.

## - Point of Contact

**Name:** Marcel Briguglio  
**Title:** Junior Engineer  
**Organization:** WSP  
**Email:** marcel.briguglio@wsp.com  
**Phone Number:** 443-617-5054

## - Activity List:

Activity Type		Activity Title
2.	Construction / Demolition	Site Grading – Onsite (12 acres with offsite disposal of 19,360 cubic yds)
3.	Construction / Demolition	Foundation Excavation and Concrete Apron Construction
4.	Construction / Demolition	Utility Trenching – Electric (2 miles, 3 ft deep)
5.	Emergency Generator	Emergency Generators (2 @ 750 kW each)
6.	Construction / Demolition	Utility Trenching – Water (500 feet, 3 ft deep)
7.	Construction / Demolition	Utility Trenching – Communications (2 miles, 3 ft deep)
8.	Construction / Demolition	Construction of Equipment Shed (40 ft x 60 ft, 1 story)
9.	Construction / Demolition	Construction of Radomes (3 @ 62 ft diameter, 5 stories)
10.	Personnel	Maintenance and operation activities
11.	Construction / Demolition	Installation of grounding well (1 square foot, 1000 feet deep)

Emission factors and air emission estimating methods come from the United States Air Force's Air Emissions Guide for Air Force Stationary Sources, Air Emissions Guide for Air Force Mobile Sources, and Air Emissions Guide for Air Force Transitory Sources.

## 2. Construction / Demolition

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### 2.1 General Information & Timeline Assumptions

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Activity Location

County: Bernalillo

Regulatory Area(s): Albuquerque, NM

- Activity Title: Site Grading – Onsite (12 acres with offsite disposal of 19,360 cubic yds)

## - Activity Description:

12 acres on the site will be graded / cleared of scrub vegetation will be removed to a depth of 1 foot. Assumed a total material yield of 19,360 cubic yds and that all material will be disposed of off-site.

## - Activity Start Date

Start Month: 10

Start Month: 2023

## - Activity End Date

Indefinite: False

End Month: 12

End Month: 2023

## - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.235628
SO <sub>x</sub>	0.004132
NO <sub>x</sub>	1.434265
CO	1.336363
PM 10	13.025037

Pollutant	Total Emissions (TONs)
PM 2.5	0.052981
Pb	0.000000
NH <sub>3</sub>	0.001981
CO <sub>2</sub> e	421.4

## 2.1 Site Grading Phase

### 2.1.1 Site Grading Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 10

Start Quarter: 1

Start Year: 2023

#### - Phase Duration

Number of Month: 2

Number of Days: 15

### 2.1.2 Site Grading Phase Assumptions

#### - General Site Grading Information

Area of Site to be Graded (ft<sup>2</sup>): 522720

Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 0

Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 19360

#### - Site Grading Default Settings

Default Settings Used: No

Average Day(s) worked per week: 5

#### - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
----------------	---------------------	---------------

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Excavators Composite	1	8
Graders Composite	1	8
Off-Highway Trucks Composite	1	8
Other Construction Equipment Composite	1	8
Rubber Tired Dozers Composite	1	8
Scrapers Composite	2	8
Tractors/Loaders/Backhoes Composite	3	8

## - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20

Average Hauling Truck Round Trip Commute (mile): 40

## - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## - Worker Trips

Average Worker Round Trip Commute (mile): 40

## - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 2.1.3 Site Grading Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

Excavators Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0614	0.0013	0.2820	0.5096	0.0117	0.0117	0.0055	119.71
Graders Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0757	0.0014	0.4155	0.5717	0.0191	0.0191	0.0068	132.91
Off-Highway Trucks Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1243	0.0026	0.5880	0.5421	0.0188	0.0188	0.0112	260.35
Other Construction Equipment Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0483	0.0012	0.2497	0.3481	0.0091	0.0091	0.0043	122.61
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1830	0.0024	1.2623	0.7077	0.0494	0.0494	0.0165	239.49
Scrapers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1640	0.0026	1.0170	0.7431	0.0406	0.0406	0.0148	262.85
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0364	0.0007	0.2127	0.3593	0.0080	0.0080	0.0032	66.879

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094

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LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 2.1.4 Site Grading Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)

HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

$V_{POL}$ : Vehicle Emissions (TONs)  
 $VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
 $EF_{POL}$ : Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 3. Construction / Demolition

---

### 3.1 General Information & Timeline Assumptions

#### - Activity Location

**County:** Bernalillo  
**Regulatory Area(s):** Albuquerque, NM

**- Activity Title:** Foundation Excavation and Concrete Apron Construction

#### - Activity Description:

Soil will be removed to allow foundation construction for each of the four concrete pads and the equipment shelter. For each foundation, an area of 100' by 100' will be excavated to a depth of 4 feet. Assumed a total material yield of 4,169 cubic yards and that all material will be disposed of off-site.

Five concrete aprons will then be constructed, four for the antennas and one for the equipment shelter. Each apron will be 100 feet by 100 feet by 6 inches deep. All material will be hauled offsite.

#### - Activity Start Date

**Start Month:** 10  
**Start Month:** 2023

#### - Activity End Date

**Indefinite:** False  
**End Month:** 12  
**End Month:** 2023

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.071910
SO <sub>x</sub>	0.001232
NO <sub>x</sub>	0.455078
CO	0.427770
PM 10	1.257991

Pollutant	Total Emissions (TONs)
PM 2.5	0.017007
Pb	0.000000
NH <sub>3</sub>	0.000729
CO <sub>2e</sub>	126.4

### 3.1 Site Grading Phase

#### 3.1.1 Site Grading Phase Timeline Assumptions

##### - Phase Start Date

**Start Month:** 10  
**Start Quarter:** 1  
**Start Year:** 2023

##### - Phase Duration

**Number of Month:** 2

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Number of Days: 15

## 3.1.2 Site Grading Phase Assumptions

### - General Site Grading Information

Area of Site to be Graded (ft<sup>2</sup>): 50000  
 Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 925  
 Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 4169

### - Site Grading Default Settings

Default Settings Used: No  
 Average Day(s) worked per week: 5

### - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Graders Composite	1	6
Other Construction Equipment Composite	1	8
Rubber Tired Dozers Composite	1	6
Tractors/Loaders/Backhoes Composite	1	7

### - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 15  
 Average Hauling Truck Round Trip Commute (mile): 40

### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### - Worker Trips

Average Worker Round Trip Commute (mile): 40

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 3.1.3 Site Grading Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

Graders Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0757	0.0014	0.4155	0.5717	0.0191	0.0191	0.0068	132.91
Other Construction Equipment Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0483	0.0012	0.2497	0.3481	0.0091	0.0091	0.0043	122.61
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1830	0.0024	1.2623	0.7077	0.0494	0.0494	0.0165	239.49
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0364	0.0007	0.2127	0.3593	0.0080	0.0080	0.0032	66.879

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
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# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094
LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 3.1.4 Site Grading Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)

HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## 4. Construction / Demolition

---

### 4.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo

Regulatory Area(s): Albuquerque, NM

- Activity Title: Utility Trenching – Electric (2 miles, 3 ft deep)

#### - Activity Description:

To supply electricity to the site, it is assumed that 2 miles of underground electrical line will be installed and that the excavation depth will be 3 feet. No material will be hauled off site.

#### - Activity Start Date

Start Month: 10

Start Month: 2023

#### - Activity End Date

Indefinite: False

End Month: 12

End Month: 2023

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.052561
SO <sub>x</sub>	0.001017
NO <sub>x</sub>	0.257511
CO	0.413427
PM 10	0.744141

Pollutant	Total Emissions (TONs)
PM 2.5	0.009931
Pb	0.000000
NH <sub>3</sub>	0.000262
CO <sub>2e</sub>	96.7

### 4.1 Trenching/Excavating Phase

#### 4.1.1 Trenching / Excavating Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 10

Start Quarter: 1

Start Year: 2023

#### - Phase Duration

Number of Month: 2

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Number of Days: 10

## 4.1.2 Trenching / Excavating Phase Assumptions

### - General Trenching/Excavating Information

Area of Site to be Trenched/Excavated (ft<sup>2</sup>): 31680  
 Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 0  
 Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 0

### - Trenching Default Settings

Default Settings Used: No  
 Average Day(s) worked per week: 5

### - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipment Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

### - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20  
 Average Hauling Truck Round Trip Commute (mile): 40

### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### - Worker Trips

Average Worker Round Trip Commute (mile): 40

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 4.1.3 Trenching / Excavating Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
LDGV	000.604	000.007	000.679	005.119	000.013	000.012		000.033	00365.157
LDGT	000.784	000.010	001.171	008.128	000.015	000.013		000.034	00488.008
HDGV	001.315	000.015	003.118	025.189	000.035	000.031		000.045	00760.452
LDDV	000.249	000.003	000.329	003.517	000.007	000.006		000.008	00371.991
LDDT	000.550	000.005	000.880	007.137	000.008	000.008		000.008	00579.910
HDDV	000.934	000.014	009.704	002.987	000.373	000.344		000.031	01586.560
MC	002.847	000.008	000.870	014.993	000.028	000.025		000.051	00396.071

## 4.1.4 Trenching / Excavating Phase Formula(s)

### - Fugitive Dust Emissions per Phase

PM10<sub>FD</sub> = (20 \* ACRE \* WD) / 2000

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)  
20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)  
ACRE: Total acres (acres)  
WD: Number of Total Work Days (days)  
2000: Conversion Factor pounds to tons

## - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)  
NE: Number of Equipment  
WD: Number of Total Work Days (days)  
H: Hours Worked per Day (hours)  
EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)  
2000: Conversion Factor pounds to tons

## - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)  
HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)  
HC: Average Hauling Truck Capacity (yd<sup>3</sup>)  
(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Vehicle Exhaust On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)  
WD: Number of Total Work Days (days)  
WT: Average Worker Round Trip Commute (mile)  
1.25: Conversion Factor Number of Construction Equipment to Number of Works  
NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VE</sub>: Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 5. Emergency Generator

---

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## 5.1 General Information & Timeline Assumptions

- Add or Remove Activity from Baseline? Add

### - Activity Location

County: Bernalillo

Regulatory Area(s): Albuquerque, NM

- Activity Title: Emergency Generators (2 @ 750 kW each)

### - Activity Description:

2, 750kVa (750 kW) emergency generators will be installed. Both will burn ultra-low sulfur diesel fuel. Assumed that generator engines will produce 1,100 hp each and that each unit will operate an average of 30 minutes per month.

### - Activity Start Date

Start Month: 10

Start Year: 2024

### - Activity End Date

Indefinite: Yes

End Month: N/A

End Year: N/A

### - Activity Emissions:

Pollutant	Emissions Per Year (TONs)
VOC	0.004726
SO <sub>x</sub>	0.000083
NO <sub>x</sub>	0.170940
CO	0.045408
PM 10	0.005339

Pollutant	Emissions Per Year (TONs)
PM 2.5	0.005339
Pb	0.000000
NH <sub>3</sub>	0.000000
CO <sub>2</sub> e	8.8

## 5.2 Emergency Generator Assumptions

### - Emergency Generator

Type of Fuel used in Emergency Generator: Diesel

Number of Emergency Generators: 2

- Default Settings Used: No

### - Emergency Generators Consumption

Emergency Generator's Horsepower: 1100

Average Operating Hours Per Year (hours): 6

## 5.3 Emergency Generator Emission Factor(s)

### - Emergency Generators Emission Factor (lb/hp-hr)

VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
0.000716	0.0000125	0.0259	0.00688	0.000809	0.000809			1.33

## 5.4 Emergency Generator Formula(s)

### - Emergency Generator Emissions per Year

$$AE_{POL} = (NGEN * HP * OT * EF_{POL}) / 2000$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

AE<sub>POL</sub>: Activity Emissions (TONs per Year)  
NGEN: Number of Emergency Generators  
HP: Emergency Generator's Horsepower (hp)  
OT: Average Operating Hours Per Year (hours)  
EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hp-hr)

## 6. Construction / Demolition

---

### 6.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo  
Regulatory Area(s): Albuquerque, NM

- Activity Title: Utility Trenching – Water (500 feet, 3 ft deep)

#### - Activity Description:

To supply water to the site, 500 feet of underground water line will be installed at a depth of 3 feet along Pennsylvania Street. No material will be hauled off site.

#### - Activity Start Date

Start Month: 10  
Start Month: 2023

#### - Activity End Date

Indefinite: False  
End Month: 12  
End Month: 2023

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.052561
SO <sub>x</sub>	0.001017
NO <sub>x</sub>	0.257511
CO	0.413427
PM 10	0.044705

Pollutant	Total Emissions (TONs)
PM 2.5	0.009931
Pb	0.000000
NH <sub>3</sub>	0.000262
CO <sub>2</sub> e	96.7

### 6.1 Trenching/Excavating Phase

#### 6.1.1 Trenching / Excavating Phase Timeline Assumptions

##### - Phase Start Date

Start Month: 10  
Start Quarter: 1  
Start Year: 2023

##### - Phase Duration

Number of Month: 2  
Number of Days: 10

#### 6.1.2 Trenching / Excavating Phase Assumptions

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - General Trenching/Excavating Information

Area of Site to be Trenched/Excavated (ft<sup>2</sup>): 1500  
 Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 0  
 Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 0

## - Trenching Default Settings

Default Settings Used: No  
 Average Day(s) worked per week: 5

## - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipment Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

## - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20  
 Average Hauling Truck Round Trip Commute (mile): 40

## - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## - Worker Trips

Average Worker Round Trip Commute (mile): 40

## - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 6.1.3 Trenching / Excavating Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.604	000.007	000.679	005.119	000.013	000.012		000.033	00365.157
LDGT	000.784	000.010	001.171	008.128	000.015	000.013		000.034	00488.008
HDGV	001.315	000.015	003.118	025.189	000.035	000.031		000.045	00760.452
LDDV	000.249	000.003	000.329	003.517	000.007	000.006		000.008	00371.991
LDDT	000.550	000.005	000.880	007.137	000.008	000.008		000.008	00579.910
HDDV	000.934	000.014	009.704	002.987	000.373	000.344		000.031	01586.560
MC	002.847	000.008	000.870	014.993	000.028	000.025		000.051	00396.071

## 6.1.4 Trenching / Excavating Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

## - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)

HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## 7. Construction / Demolition

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### 7.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

**Regulatory Area(s):** Albuquerque, NM

**- Activity Title:** Utility Trenching – Communications (2 miles, 3 ft deep)

**- Activity Description:**

To supply communications infrastructure to the site, assume 2 miles of underground communication line will be installed at a depth of 3 feet. No material will be hauled off site.

**- Activity Start Date**

**Start Month:** 10

**Start Month:** 2023

**- Activity End Date**

**Indefinite:** False

**End Month:** 12

**End Month:** 2023

**- Activity Emissions:**

Pollutant	Total Emissions (TONs)
VOC	0.052561
SO <sub>x</sub>	0.001017
NO <sub>x</sub>	0.257511
CO	0.413427
PM 10	0.377042

Pollutant	Total Emissions (TONs)
PM 2.5	0.009931
Pb	0.000000
NH <sub>3</sub>	0.000262
CO <sub>2e</sub>	96.7

## 7.1 Trenching/Excavating Phase

### 7.1.1 Trenching / Excavating Phase Timeline Assumptions

**- Phase Start Date**

**Start Month:** 10

**Start Quarter:** 1

**Start Year:** 2023

**- Phase Duration**

**Number of Month:** 2

**Number of Days:** 10

### 7.1.2 Trenching / Excavating Phase Assumptions

**- General Trenching/Excavating Information**

**Area of Site to be Trenched/Excavated (ft<sup>2</sup>):** 15840

**Amount of Material to be Hauled On-Site (yd<sup>3</sup>):** 0

**Amount of Material to be Hauled Off-Site (yd<sup>3</sup>):** 0

**- Trenching Default Settings**

**Default Settings Used:** No

**Average Day(s) worked per week:** 5

**- Construction Exhaust**

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipment Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20

Average Hauling Truck Round Trip Commute (mile): 40

## - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## - Worker Trips

Average Worker Round Trip Commute (mile): 40

## - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 7.1.3 Trenching / Excavating Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.604	000.007	000.679	005.119	000.013	000.012		000.033	00365.157
LDGT	000.784	000.010	001.171	008.128	000.015	000.013		000.034	00488.008
HDGV	001.315	000.015	003.118	025.189	000.035	000.031		000.045	00760.452
LDDV	000.249	000.003	000.329	003.517	000.007	000.006		000.008	00371.991
LDDT	000.550	000.005	000.880	007.137	000.008	000.008		000.008	00579.910
HDDV	000.934	000.014	009.704	002.987	000.373	000.344		000.031	01586.560
MC	002.847	000.008	000.870	014.993	000.028	000.025		000.051	00396.071

## 7.1.4 Trenching / Excavating Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)  
HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)  
HC: Average Hauling Truck Capacity (yd<sup>3</sup>)  
(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Vehicle Exhaust On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)  
WD: Number of Total Work Days (days)  
WT: Average Worker Round Trip Commute (mile)  
1.25: Conversion Factor Number of Construction Equipment to Number of Works  
NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VE</sub>: Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 8. Construction / Demolition

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### 8.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo  
Regulatory Area(s): Albuquerque, NM

- Activity Title: Construction of Equipment Shed (40 ft x 60 ft, 1 story)

#### - Activity Description:

An equipment shed will be installed. Dimensions of the equipment shed will be 40 ft by 60 ft. The building was assumed to be 1 story tall.

#### - Activity Start Date

Start Month: 6  
Start Month: 2024

#### - Activity End Date

Indefinite: False  
End Month: 8

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

End Month: 2024

## - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.057621
SO <sub>x</sub>	0.000566
NO <sub>x</sub>	0.143175
CO	0.254076
PM 10	0.004728

Pollutant	Total Emissions (TONs)
PM 2.5	0.004699
Pb	0.000000
NH <sub>3</sub>	0.000334
CO <sub>2</sub> e	55.5

## 8.1 Building Construction Phase

### 8.1.1 Building Construction Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 6  
Start Quarter: 1  
Start Year: 2024

#### - Phase Duration

Number of Month: 2  
Number of Days: 20

### 8.1.2 Building Construction Phase Assumptions

#### - General Building Construction Information

Building Category: Office or Industrial  
Area of Building (ft<sup>2</sup>): 2400  
Height of Building (ft): 14  
Number of Units: N/A

#### - Building Construction Default Settings

Default Settings Used: No  
Average Day(s) worked per week: 5

#### - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Cranes Composite	1	4
Forklifts Composite	2	6
Tractors/Loaders/Backhoes Composite	1	8

#### - Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 40

#### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

#### - Worker Trips

Average Worker Round Trip Commute (mile): 40

#### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
--	------	------	------	------	------	------	----

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

POVs	50.00	50.00	0	0	0	0	0
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## - Vendor Trips

Average Vendor Round Trip Commute (mile): 100

## - Vendor Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## 8.1.3 Building Construction Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

Cranes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0715	0.0013	0.4600	0.3758	0.0161	0.0161	0.0064	128.78
Forklifts Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0246	0.0006	0.0973	0.2146	0.0029	0.0029	0.0022	54.451
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094
LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 8.1.4 Building Construction Phase Formula(s)

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (0.42 / 1000) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building (ft<sup>2</sup>)

BH: Height of Building (ft)

(0.42 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.42 trip / 1000 ft<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

$V_{POL}$ : Vehicle Emissions (TONs)  
 $VM_{VE}$ : Vehicle Exhaust Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
 $EF_{POL}$ : Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## - Worker Trips Emissions per Phase

$$VM_{WT} = WD * WT * 1.25 * NE$$

$VM_{WT}$ : Worker Trips Vehicle Miles Travel (miles)  
WD: Number of Total Work Days (days)  
WT: Average Worker Round Trip Commute (mile)  
1.25: Conversion Factor Number of Construction Equipment to Number of Works  
NE: Number of Construction Equipment

$$V_{POL} = (VM_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)  
 $VM_{WT}$ : Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
 $EF_{POL}$ : Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## - Vender Trips Emissions per Phase

$$VM_{VT} = BA * BH * (0.38 / 1000) * HT$$

$VM_{VT}$ : Vender Trips Vehicle Miles Travel (miles)  
BA: Area of Building (ft<sup>2</sup>)  
BH: Height of Building (ft)  
(0.38 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.38 trip / 1000 ft<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VM_{VT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)  
 $VM_{VT}$ : Vender Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
 $EF_{POL}$ : Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 8.2 Architectural Coatings Phase

### 8.2.1 Architectural Coatings Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 6  
Start Quarter: 1  
Start Year: 2024

#### - Phase Duration

Number of Month: 2

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Number of Days: 20

## 8.2.2 Architectural Coatings Phase Assumptions

### - General Architectural Coatings Information

Building Category: Non-Residential  
Total Square Footage (ft<sup>2</sup>): 2400  
Number of Units: N/A

### - Architectural Coatings Default Settings

Default Settings Used: No  
Average Day(s) worked per week: 5

### - Worker Trips

Average Worker Round Trip Commute (mile): 40

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 8.2.3 Architectural Coatings Phase Emission Factor(s)

### - Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094
LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 8.2.4 Architectural Coatings Phase Formula(s)

### - Worker Trips Emissions per Phase

$$VMT_{WT} = (1 * WT * PA) / 800$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

1: Conversion Factor man days to trips ( 1 trip / 1 man \* day)

WT: Average Worker Round Trip Commute (mile)

PA: Paint Area (ft<sup>2</sup>)

800: Conversion Factor square feet to man days ( 1 ft<sup>2</sup> / 1 man \* day)

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Off-Gassing Emissions per Phase

$$VOC_{AC} = (AB * 2.0 * 0.0116) / 2000.0$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

VOC<sub>AC</sub>: Architectural Coating VOC Emissions (TONs)

BA: Area of Building (ft<sup>2</sup>)

2.0: Conversion Factor total area to coated area (2.0 ft<sup>2</sup> coated area / total area)

0.0116: Emission Factor (lb/ft<sup>2</sup>)

2000: Conversion Factor pounds to tons

## 9. Construction / Demolition

### 9.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo

Regulatory Area(s): Albuquerque, NM

- Activity Title: Construction of Radomes (3 @ 62 ft diameter, 5 stories)

#### - Activity Description:

Three radomes will be installed. The dimensions of each radome is 62 feet in diameter and 72 feet in height.

#### - Activity Start Date

Start Month: 4

Start Month: 2024

#### - Activity End Date

Indefinite: False

End Month: 7

End Month: 2024

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.154888
SO <sub>x</sub>	0.000990
NO <sub>x</sub>	0.301491
CO	0.362238
PM 10	0.009584

Pollutant	Total Emissions (TONs)
PM 2.5	0.009245
Pb	0.000000
NH <sub>3</sub>	0.001081
CO <sub>2</sub> e	102.2

### 9.1 Building Construction Phase

#### 9.1.1 Building Construction Phase Timeline Assumptions

##### - Phase Start Date

Start Month: 4

Start Quarter: 1

Start Year: 2024

##### - Phase Duration

Number of Month: 3

Number of Days: 10

#### 9.1.2 Building Construction Phase Assumptions

##### - General Building Construction Information

Building Category: Office or Industrial

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Area of Building (ft<sup>2</sup>): 9056  
 Height of Building (ft): 72  
 Number of Units: N/A

## - Building Construction Default Settings

Default Settings Used: No  
 Average Day(s) worked per week: 5

## - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Cranes Composite	1	4
Forklifts Composite	2	6
Tractors/Loaders/Backhoes Composite	1	8

## - Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 40

## - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## - Worker Trips

Average Worker Round Trip Commute (mile): 40

## - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## - Vendor Trips

Average Vendor Round Trip Commute (mile): 100

## - Vendor Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

## 9.1.3 Building Construction Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour)

Cranes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0715	0.0013	0.4600	0.3758	0.0161	0.0161	0.0064	128.78
Forklifts Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0246	0.0006	0.0973	0.2146	0.0029	0.0029	0.0022	54.451
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094
LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 9.1.4 Building Construction Phase Formula(s)

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (0.42 / 1000) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building (ft<sup>2</sup>)

BH: Height of Building (ft)

(0.42 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.42 trip / 1000 ft<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Vender Trips Emissions per Phase

$$VMT_{VT} = BA * BH * (0.38 / 1000) * HT$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

VMT<sub>VT</sub>: Vender Trips Vehicle Miles Travel (miles)  
BA: Area of Building (ft<sup>2</sup>)  
BH: Height of Building (ft)  
(0.38 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.38 trip / 1000 ft<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VT</sub>: Vender Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 9.2 Architectural Coatings Phase

### 9.2.1 Architectural Coatings Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 4  
Start Quarter: 1  
Start Year: 2024

#### - Phase Duration

Number of Month: 3  
Number of Days: 10

### 9.2.2 Architectural Coatings Phase Assumptions

#### - General Architectural Coatings Information

Building Category: Non-Residential  
Total Square Footage (ft<sup>2</sup>): 9056  
Number of Units: N/A

#### - Architectural Coatings Default Settings

Default Settings Used: No  
Average Day(s) worked per week: 5

#### - Worker Trips

Average Worker Round Trip Commute (mile): 40

#### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

### 9.2.3 Architectural Coatings Phase Emission Factor(s)

#### - Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 9.2.4 Architectural Coatings Phase Formula(s)

### - Worker Trips Emissions per Phase

$$VMT_{WT} = (1 * WT * PA) / 800$$

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

1: Conversion Factor man days to trips ( 1 trip / 1 man \* day)

WT: Average Worker Round Trip Commute (mile)

PA: Paint Area (ft<sup>2</sup>)

800: Conversion Factor square feet to man days ( 1 ft<sup>2</sup> / 1 man \* day)

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Off-Gassing Emissions per Phase

$$VOC_{AC} = (AB * 2.0 * 0.0116) / 2000.0$$

$VOC_{AC}$ : Architectural Coating VOC Emissions (TONs)

BA: Area of Building (ft<sup>2</sup>)

2.0: Conversion Factor total area to coated area (2.0 ft<sup>2</sup> coated area / total area)

0.0116: Emission Factor (lb/ft<sup>2</sup>)

2000: Conversion Factor pounds to tons

## 10. Personnel

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### 10.1 General Information & Timeline Assumptions

- Add or Remove Activity from Baseline?      Add

#### - Activity Location

County:    Bernalillo

Regulatory Area(s):    Albuquerque, NM

- Activity Title:    Maintenance and operation activities

#### - Activity Description:

The GT facility will be operated remotely, with no personnel required on-site. It is estimated that 60 person-visits per year will be required for operation and maintenance activities.

#### - Activity Start Date

Start Month:    10

Start Year:      2024

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Activity End Date

Indefinite: Yes  
End Month: N/A  
End Year: N/A

## - Activity Emissions:

Pollutant	Emissions Per Year (TONs)
VOC	0.000521
SO <sub>x</sub>	0.000003
NO <sub>x</sub>	0.000475
CO	0.005797
PM 10	0.000011

Pollutant	Emissions Per Year (TONs)
PM 2.5	0.000010
Pb	0.000000
NH <sub>3</sub>	0.000032
CO <sub>2</sub> e	0.5

## 10.2 Personnel Assumptions

### - Number of Personnel

Active Duty Personnel: 0  
Civilian Personnel: 0  
Support Contractor Personnel: 1  
Air National Guard (ANG) Personnel: 0  
Reserve Personnel: 0

- Default Settings Used: No

- Average Personnel Round Trip Commute (mile): 20

### - Personnel Work Schedule

Active Duty Personnel: 1 Days Per Month  
Civilian Personnel: 1 Days Per Month  
Support Contractor Personnel: 5 Days Per Month  
Air National Guard (ANG) Personnel: 1 Days Per Month  
Reserve Personnel: 1 Days Per Month

## 10.3 Personnel On Road Vehicle Mixture

### - On Road Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	37.55	60.32	0	0.03	0.2	0	1.9
GOVs	54.49	37.73	4.67	0	0	3.11	0

## 10.4 Personnel Emission Factor(s)

### - On Road Vehicle Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
LDGV	000.309	000.002	000.239	003.421	000.007	000.006		000.023	00318.896
LDGT	000.374	000.003	000.418	004.700	000.009	000.008		000.024	00411.188
HDGV	000.696	000.005	001.076	015.187	000.021	000.019		000.044	00758.535
LDDV	000.115	000.003	000.139	002.492	000.004	000.004		000.008	00309.094
LDDT	000.250	000.004	000.394	004.238	000.007	000.006		000.008	00438.938
HDDV	000.572	000.013	005.669	001.917	000.170	000.156		000.030	01506.304
MC	002.734	000.003	000.845	013.302	000.027	000.023		000.055	00396.858

## 10.5 Personnel Formula(s)

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Personnel Vehicle Miles Travel for Work Days per Year

$$VMT_P = NP * WD * AC$$

VMT<sub>P</sub>: Personnel Vehicle Miles Travel (miles/year)

NP: Number of Personnel

WD: Work Days per Year

AC: Average Commute (miles)

## - Total Vehicle Miles Travel per Year

$$VMT_{Total} = VMT_{AD} + VMT_C + VMT_{SC} + VMT_{ANG} + VMT_{AFRC}$$

VMT<sub>Total</sub>: Total Vehicle Miles Travel (miles)

VMT<sub>AD</sub>: Active Duty Personnel Vehicle Miles Travel (miles)

VMT<sub>C</sub>: Civilian Personnel Vehicle Miles Travel (miles)

VMT<sub>SC</sub>: Support Contractor Personnel Vehicle Miles Travel (miles)

VMT<sub>ANG</sub>: Air National Guard Personnel Vehicle Miles Travel (miles)

VMT<sub>AFRC</sub>: Reserve Personnel Vehicle Miles Travel (miles)

## - Vehicle Emissions per Year

$$V_{POL} = (VMT_{Total} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>Total</sub>: Total Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Personnel On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## 11. Construction / Demolition

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### 11.1 General Information & Timeline Assumptions

#### - Activity Location

County: Bernalillo

Regulatory Area(s): Albuquerque, NM

- Activity Title: Installation of grounding well (1 square foot, 1000 feet deep)

#### - Activity Description:

To prevent a build-up of electrical voltages, a grounding well will be installed at the site. The dimensions of the grounding well is 1 square foot in area and a depth of 1000 feet. It is assumed all material will be hauled off-site.

#### - Activity Start Date

Start Month: 10

Start Month: 2023

#### - Activity End Date

Indefinite: False

End Month: 12

End Month: 2023

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
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Pollutant	Total Emissions (TONs)
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# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

VOC	0.056326
SO <sub>x</sub>	0.001090
NO <sub>x</sub>	0.276194
CO	0.442836
PM 10	0.010684

PM 2.5	0.010646
Pb	0.000000
NH <sub>3</sub>	0.000283
CO <sub>2e</sub>	103.6

## 11.1 Trenching/Excavating Phase

### 11.1.1 Trenching / Excavating Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 10  
Start Quarter: 1  
Start Year: 2023

#### - Phase Duration

Number of Month: 2  
Number of Days: 15

### 11.1.2 Trenching / Excavating Phase Assumptions

#### - General Trenching/Excavating Information

Area of Site to be Trenched/Excavated (ft<sup>2</sup>): 1  
Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 0  
Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 37

#### - Trenching Default Settings

Default Settings Used: No  
Average Day(s) worked per week: 5

#### - Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipment Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

#### - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20  
Average Hauling Truck Round Trip Commute (mile): 40

#### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

#### - Worker Trips

Average Worker Round Trip Commute (mile): 40

#### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

### 11.1.3 Trenching / Excavating Phase Emission Factor(s)

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## - Construction Exhaust Emission Factors (lb/hour)

## - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2</sub> e
LDGV	000.604	000.007	000.679	005.119	000.013	000.012		000.033	00365.157
LDGT	000.784	000.010	001.171	008.128	000.015	000.013		000.034	00488.008
HDGV	001.315	000.015	003.118	025.189	000.035	000.031		000.045	00760.452
LDDV	000.249	000.003	000.329	003.517	000.007	000.006		000.008	00371.991
LDDT	000.550	000.005	000.880	007.137	000.008	000.008		000.008	00579.910
HDDV	000.934	000.014	009.704	002.987	000.373	000.344		000.031	01586.560
MC	002.847	000.008	000.870	014.993	000.028	000.025		000.051	00396.071

## 11.1.4 Trenching / Excavating Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)

HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons