

**Extraordinary Circumstances Evaluation Information Submittal  
for Categorical Exclusion of Airport Projects**

**SOUTH COUNTY AIRPORT  
Rehabilitate Runway 14-32 Pavement and  
Rehabilitate Pavement of Parallel and Connector Taxiways**

**July 20, 2011**

**A. AIRPORT/SPONSOR/ADDRESS/CONTACT INFORMATION:**

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**B. PROPOSED PROJECT DESCRIPTION/PURPOSE & NEED FOR PROJECT:**

The pavement of Runway 14-32, and its associated parallel and connector taxiways are aged and weathered. Low severity cracking exists throughout the runway and taxiways. In some places the edge of the runway pavement has broken away. The pavement is in need of repair to obtain its full useful life.

This project has the following components:

- Crack and slurry seal of runway and taxiway pavement
- Remark pavement and upgrade signage

**C. IDENTIFY THE APPROPRIATE CATEGORY FOR THE PROPOSED PROJECT:**

(2) Approval of federal funding for airport development.

**D. IDENTIFY THE APPLICABLE CATEGORICAL EXCLUSION:**

Construction of a new or repair of an existing taxiway, runway or apron is specifically identified in paragraph 310e of FAA Order 1050.1E. This project is not listed in paragraph 401 as a project normally requiring an Environmental Assessment. Available data does not indicate that the project would involve any of the conditions (listed in paragraph 501) that would normally require an Environmental Impact Statement (EIS).

**E. REVIEW OF EXTRAORDINARY CIRCUMSTANCES (FAA ORDER 1050.1E PARAGRAPH 304):**

Include a description of the project site as it relates to each of the following resource categories:

**1. Air Quality – Paragraph 304g.**

South County Airport is located in the San Francisco Bay Air Basin and is under the jurisdiction of the Bay Area Air Quality Management District. The Airport and vicinity are listed for state and federal non-attainment for 8-hour Ozone and PM 2.5 and is listed as attainment or unclassified for all other criteria pollutants. Runway 14-32 Rehabilitation will occur on existing pavement.

Construction of the paved access road to the transient aircraft apron and hangar area will replace the current gravel road and may help reduce particulate matter. Air quality impacts will be temporary ones associated with construction.

**2. Coastal Resources – Paragraph 304c .**

South County Airport is not located in a Coastal Management Zone. The nearest coastal area is roughly 16 nautical miles away.

**3. Department Of Transportation Section 4(f) – Paragraph 304b.**

The projects addressed by this submittal are on Airport property. These projects would not directly or indirectly use any other public lands.

**4. Natural Resources And Energy Supply – Paragraph 304c.**

The principle material used in these projects will be asphalt. This material is not in short supply. There will not be a change in ongoing energy use due to these projects.

**5. Farmlands – Paragraph 304c.**

No part of the Airport is currently farmed. The projects involve either maintenance or replacement of signs. The projects will not directly or indirectly affect farming on adjacent parcels.

**6. Fish, Wildlife, And Plants – Paragraph 304c.**

A search of the California Department of Fish and Game's Natural Diversity Data Base on May 20, 2010 found three sensitive wildlife species and two plant species of concern in the vicinity of the Airport.

**Special Status Wildlife Species**

- California tiger salamander (*Ambystoma californiense*)
- California red-legged frog (*Rana draytonni*)
- Bay checkerspot butterfly (*Euphydryas editha bayensis*)

**Special Status Plant Species**

- Santa Clara Valley dudleya (*Dudleya setchellii*)
- Showy Rancheria clover (*Trifolium amoenum*)

The runway rehabilitation would occur on existing airfield pavement. The signs will replace existing signs.

**7. Floodplains – Paragraph 304c.**

According to the FEMA Flood Insurance Rate Map 06085C0628H, the project area is located in Zone D, areas in which flood hazards are undetermined, but possible. See attached FIRMette.

**8. Hazardous Materials, Pollution Prevention, and Solid Waste -- Paragraph 304k.**

A May 20, 2010, search of the State of California Department of Toxic Substances Control's Envirostor online database found no contaminated sites for South County Airport.

**9. Historic, Architectural, Archeological, and Cultural Resources – Paragraph 304a and 304j.**

According to the South County Airport Master Plan (July 2006), there are no known archaeological sites on the Airport. No existing structures will be altered by this project.

**10. Noise – Paragraph 304f.**

Highway 101 is immediately adjacent to South County Airport to the east with rural residential and industrial uses to the east of Highway 101. Rural residential and agriculture border the Airport to the west. None of the projects will cause an increase in aircraft operations. The only increase in ambient noise levels would occur during construction.

**11. Secondary (Induced) Impacts – Paragraphs 304d & e.**

The project is entirely on-Airport. No businesses or homes will be relocated. The only off-Airport effects would be temporary and associated with construction.

**12. Water Quality – Paragraph 304h.**

The largest element of this project will consist of repairs to existing asphalt. Replacement of signs may require some excavation to provide bases for the replacement signs. No unusual circumstances are known to exist that would necessitate unusual water quality mitigation measures. The best available technology will be applied when constructing the access road in order to prevent erosion or other water quality impacts. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to construction.

**13. Wetlands - Paragraph 304c.**

According to a search of the U.S. Fish and Wildlife Wetlands Inventory on May 21, 2010, no wetlands exist on the project site. The nearest wetland is Llagas Creek which is located adjacent to the Airport across Murphy Avenue.

**14. Wild and Scenic Rivers – Paragraph 304c. (AZ, CA & NV only)**

The Airport is not located near a Wild and Scenic River. The closest Wild and Scenic River is the Merced River approximately 50 nautical miles away.

**15. Other Considerations – Paragraphs 304d, 304i, 304j, and 304k.**

Because the projects consist of maintenance activities and new elements similar to existing facilities, it is not anticipated to be controversial on environmental grounds.

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Source: Mead & Hunt, Inc. (July 2011)

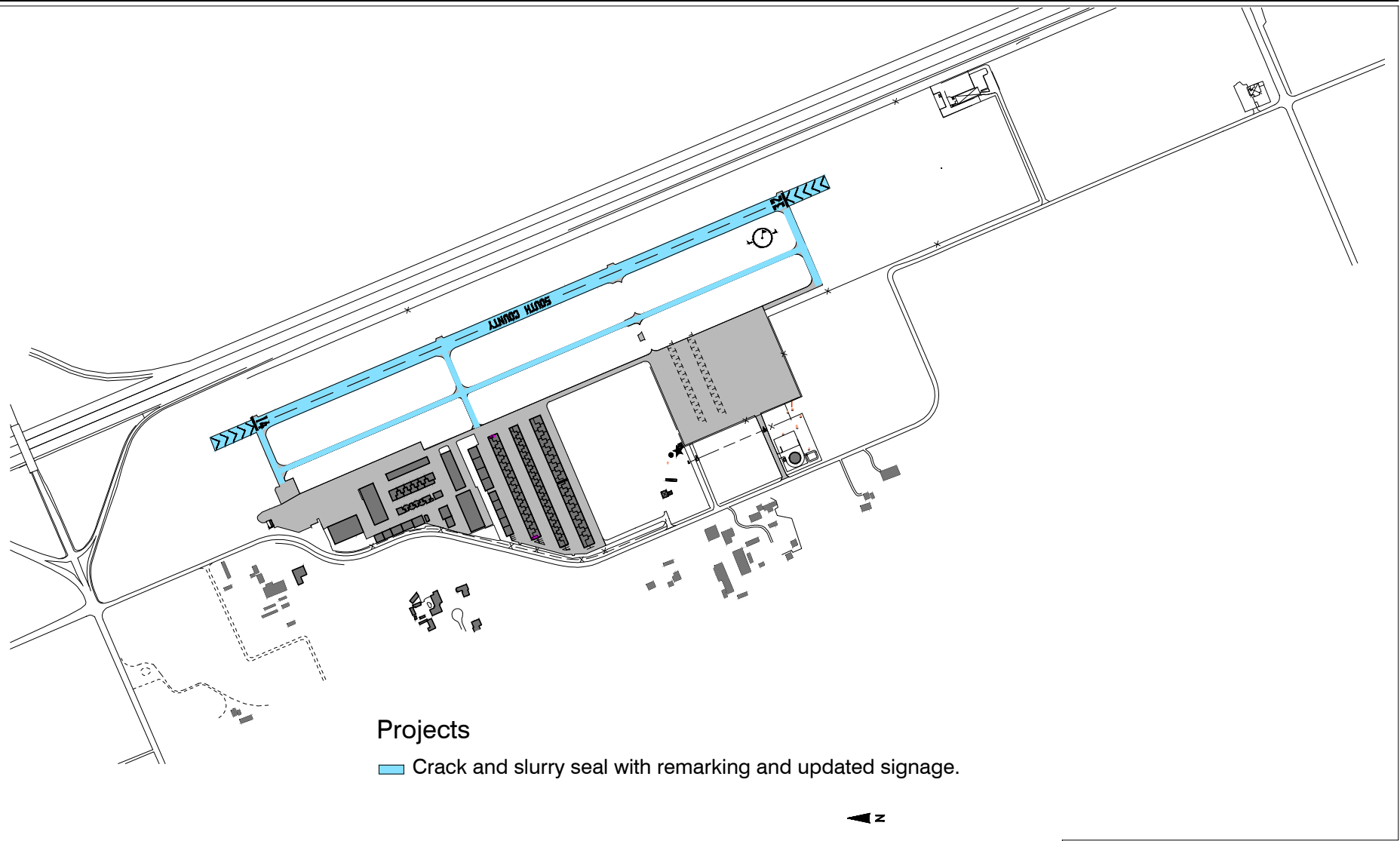
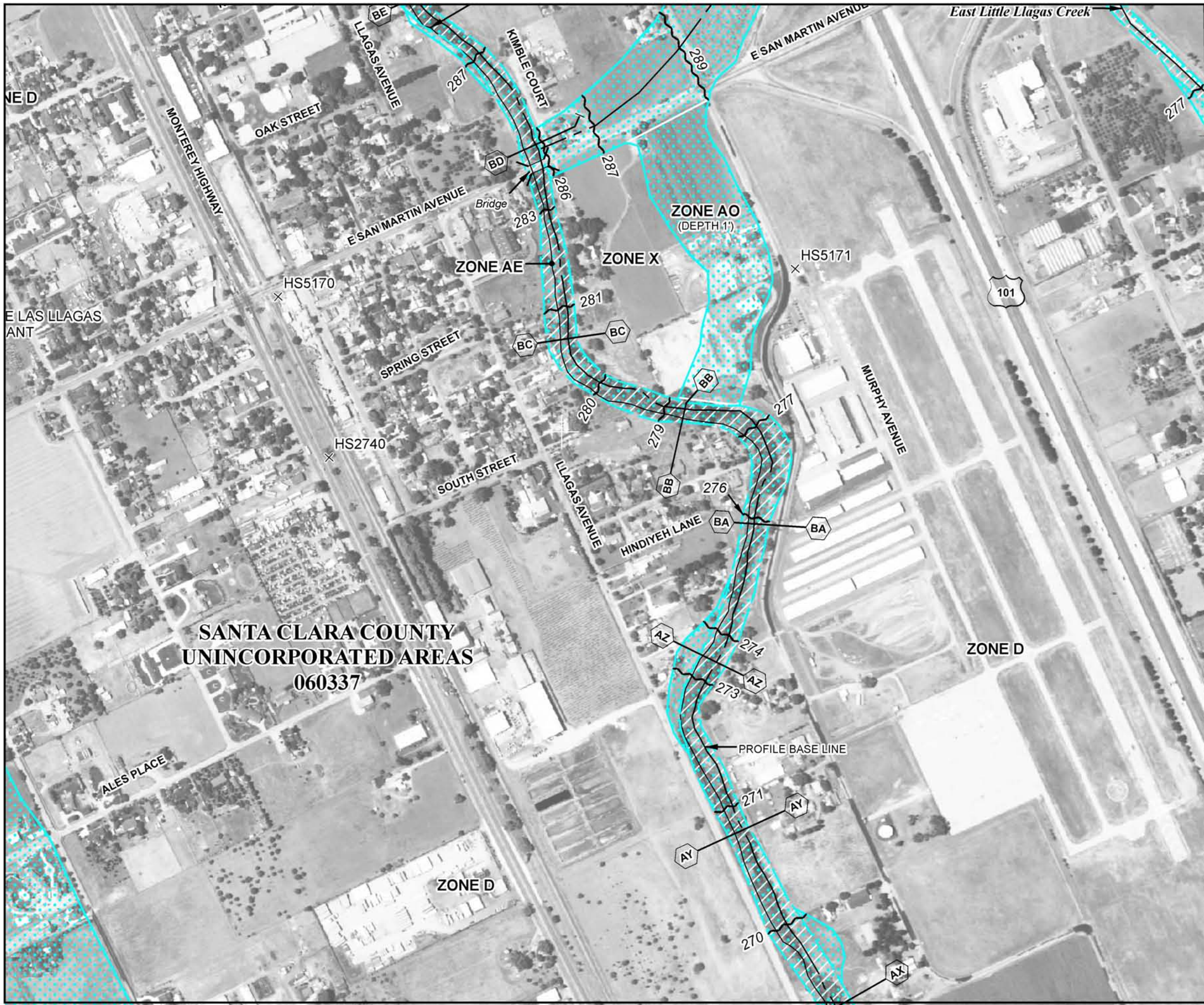
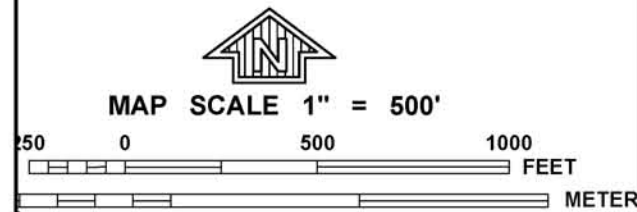


Figure 1

**Project**  
South County Airport



**SANTA CLARA COUNTY  
UNINCORPORATED AREAS  
060337**



**NFIP** PANEL 0628H

**FIRM**  
FLOOD INSURANCE RATE MAP  
SANTA CLARA COUNTY,  
CALIFORNIA  
AND INCORPORATED AREAS

PANEL 628 OF 830  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MORGAN HILL, CITY OF	060346	0628	H
SANTA CLARA COUNTY	060337	0628	H

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**  
06085C0628H

**EFFECTIVE DATE**  
MAY 18, 2009

Federal Emergency Management Agency

41°05'00.00"N  
JOINS PANEL 0629

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)