

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

PALO ALTO AIRPORT

**Runway13-31 Pavement Rehabilitation
Crack and Slurry Seal, Marking and Signage Improvements**

August 16, 2011

A. AIRPORT/SPONSOR/ADDRESS/CONTACT INFORMATION:

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

The runway surface is aged and weathered. It is showing low severity cracking throughout its length. Settlement has occurred where drainage pipes pass under the runway. To restore the pavement surface and extend pavement life, the cracks will be sealed and then a sealcoat will be applied to the runway. Isolated pavement failures will be patched. The runway pavement will then be remarked. Similarly, Taxiways A, B, C, E and Z will have cracks sealed followed by a slurry seal. RSAT recommendations for changes to marking and signing will be implemented. This element will include remarking the tiedowns adjacent to Taxiways Z and G to provide standard taxiway OFA clearances. Nonstandard noise abatement signs will be replaced with those that meet FAA standards.

This project has the following components:

- ◆ Runway and taxiway (Taxiways A, B, C, E and Z) pavement repairs and seal coat
- ◆ Pavement remarking
- ◆ New signage installed

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. The remarking is considered to be a form of repair. These projects are not listed in paragraph 401 as projects normally requiring an Environmental Assessment. Available data does not indicate that the projects would involve any of the conditions (listed in paragraph 501) that would normally require an 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.

Palo Alto 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 PM2.5 and is listed as attainment or unclassified for all other criteria pollutants. These projects will not increase airport activity. Air quality impacts will be temporary ones associated with construction.

2. Coastal Resources – Paragraph 304c

The Airport is located within the coastal zone for the San Francisco Bay. The projects will not affect adjacent coastal resources.

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 projects will use asphalt, water-based paint, steel, aluminum, and plastic. These materials are not in short supply. There will not be a change in ongoing energy use due to these projects.

5. Farmlands – Paragraph 304c.

There are no farmlands on the Airport. The projects will be limited to Airport property.

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

A search of the California Department of Fish and Game's Natural Diversity Data Base on May 19, 2010, found four sensitive wildlife species and one plant species of concern in the vicinity of the Airport.

Special Status Wildlife Species

- ♦ California clapper rail (*Rallus longirostris obsoletus*)
- ♦ Western snowy plover (*Charadrius alexandrinus nivosus*)
- ♦ California least tern (*Sternula antillarum browni*)
- ♦ Salt-marsh harvest mouse (*Reithrodontomys raviventris*)

Special Status Plant Species

- ♦ California seablite (*Suaeda californica*)

The projects will occur on existing pavement and improved signage will occur on the current airfield area.

7. Floodplains – Paragraph 304c.

According to the FEMA Flood Insurance Rate Map 06085C0030H, Palo Alto Airport is located in Zone AE (11 Ft.) of the 100-year flood zone for San Francisquito Creek and is also subject to tidal flooding. The Airport area may be subject to seismically-induced flooding as a result of failure of the

Felt Lake or Searsville Lake dams. The projects listed in this proposal would not change the elevation of the runway or taxiways. 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 Palo Alto Airport.

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

According to the Palo Alto Airport Master Plan (October 2005), there are no known archaeological sites on the Airport. No structures will be altered by this project.

10. Noise – Paragraph 304f.

None of the projects will cause an increase in aircraft operations. The only increase in ambient noise levels would occur during construction activities. The nearest sensitive noise receptors (residences) are approximately 2,600 feet to the west of nearest construction site.

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 projects would consist of pavement repairs of existing pavement and reconfiguring markings on existing pavement. No additional pavement will be added. A SWPPP will be prepared prior to construction.

13. Wetlands - Paragraph 304c.

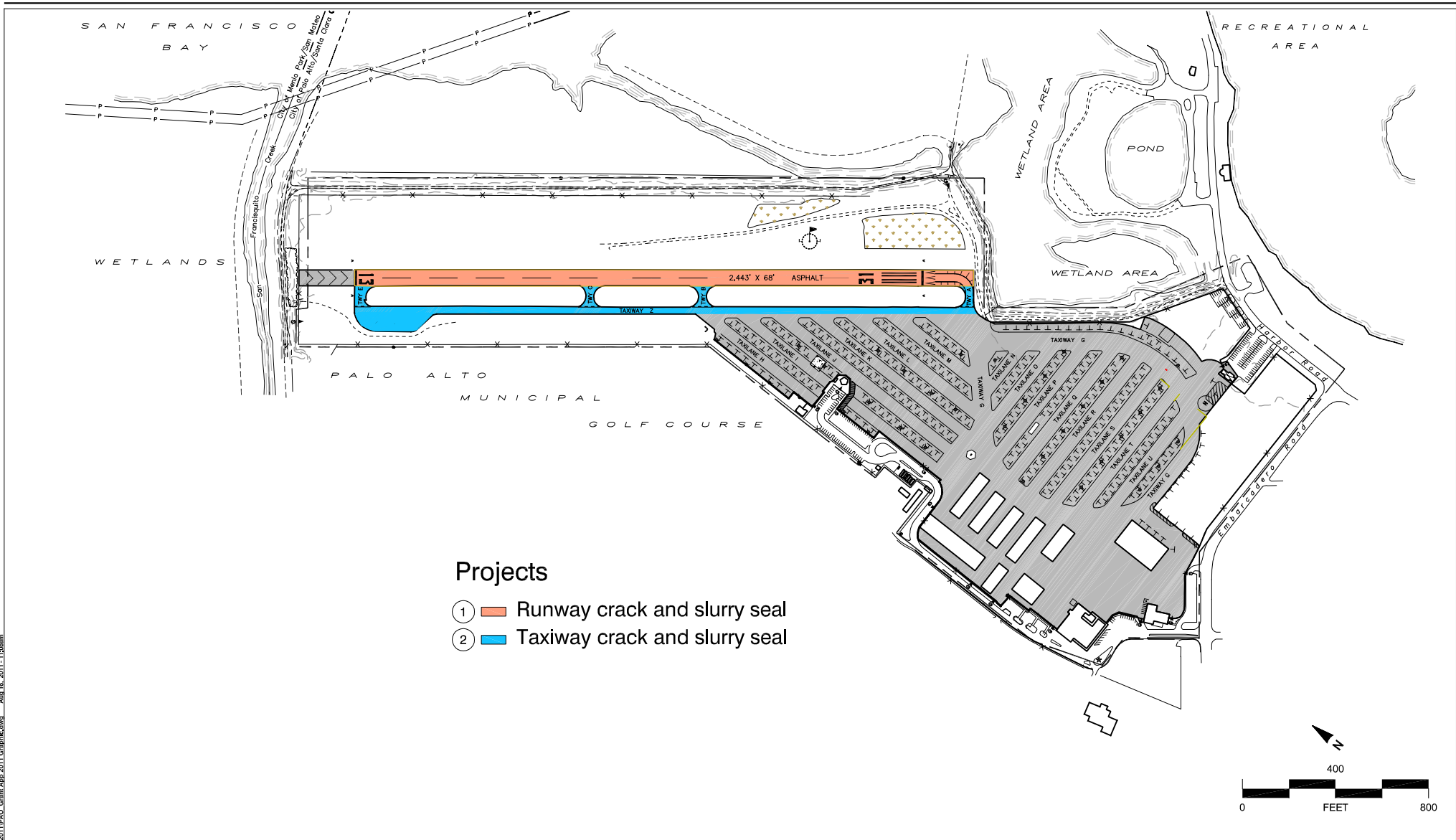
Tidal marshes and creeks lie adjacent to the Airport on the north, east, and southeast. Two wetland mitigation areas are located to the east of Runway 31. As the projects will occur on existing pavement, no impacts to these wetlands and water features will occur.

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 Tuolumne River over 50 nautical miles away.

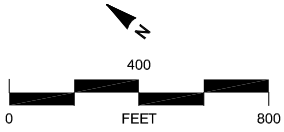
15. Other Considerations – Paragraphs 304d, 304i, 304j, and 304k.

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



Projects

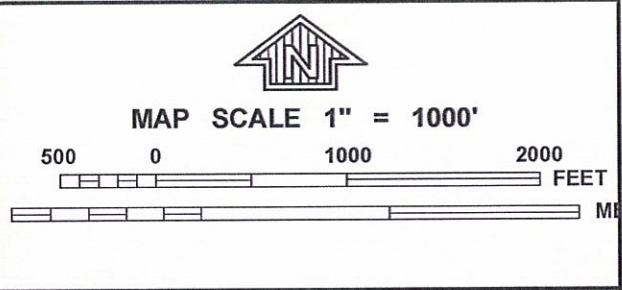
- ① Runway crack and slurry seal
- ② Taxiway crack and slurry seal



Projects
Palo Alto Municipal Airport

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



PANEL 0030H

NFIP
FIRM
 FLOOD INSURANCE RATE MAP

SANTA CLARA COUNTY,
 CALIFORNIA
 AND INCORPORATED AREAS

PANEL 30 OF 830
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOUNTAIN VIEW, CITY OF	060347	0030	H
PALO ALTO, CITY OF	060348	0030	H
SANTA CLARA COUNTY	060337	0030	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
06085C0030H

EFFECTIVE DATE
MAY 18, 2009

Federal Emergency Management Agency

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