

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

**REID-HILLVIEW AIRPORT**

**Runway 13L-31R Rehabilitation and  
Rehabilitation of Taxiways A, B, C, D, E, Y and Z**

**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 13L-31R, its associated parallel and connector and taxiways, and the apron edge taxiway are aged and weathered. Low severity cracking exists throughout the runway and taxiways. The pavement is in need of repair to obtain its full useful life. This project will consist of crack repair and application of a seal coat. The pavement will then be remarked. Runway Safety Action Team (RSAT) signing and pavement markings will also be included throughout the airfield area in order to meet FAA standards.

The project has the following components:

- Crack seal and seal coat of Runway 13L-31R and Taxiways A, B, C, D, E, Y, and Z. The runway and taxiways will be remarked following application of the seal coat. The remarking will include RSAT recommended changes.
- Modifications to taxiway 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.**

Reid-Hillview 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. The maintenance projects will not alter aircraft activity at Reid-Hillview. Air quality impacts will be temporary ones associated with construction.

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

Reid-Hillview Airport is not located in a Coastal Management Zone. The nearest coastal area is San Francisco Bay which is roughly 28 nautical miles to the northwest.

### **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, and aluminum and steel for signs. 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 21, 2010, found two sensitive wildlife species and four plant species of concern in the vicinity of the Airport.

#### **Special Status Wildlife Species**

- California tiger salamander (*Ambystoma californiense*)
- Bay checkerspot butterfly (*Euphydryas editha bayensis*)

#### **Special Status Plant Species**

- Santa Clara Valley dudleya (*Dudleya setchellii*)
- Contra Costa goldfields (*Lashthenia conjugens*)
- Metcalf Canyon jewel-flower (*Streptanthus albidus* ssp. *Albidus*)
- Robust spineflower (*Chorizantha concinna* ssp. *Automixa*)

The project is limited to existing pavement and adjacent graded shoulders.

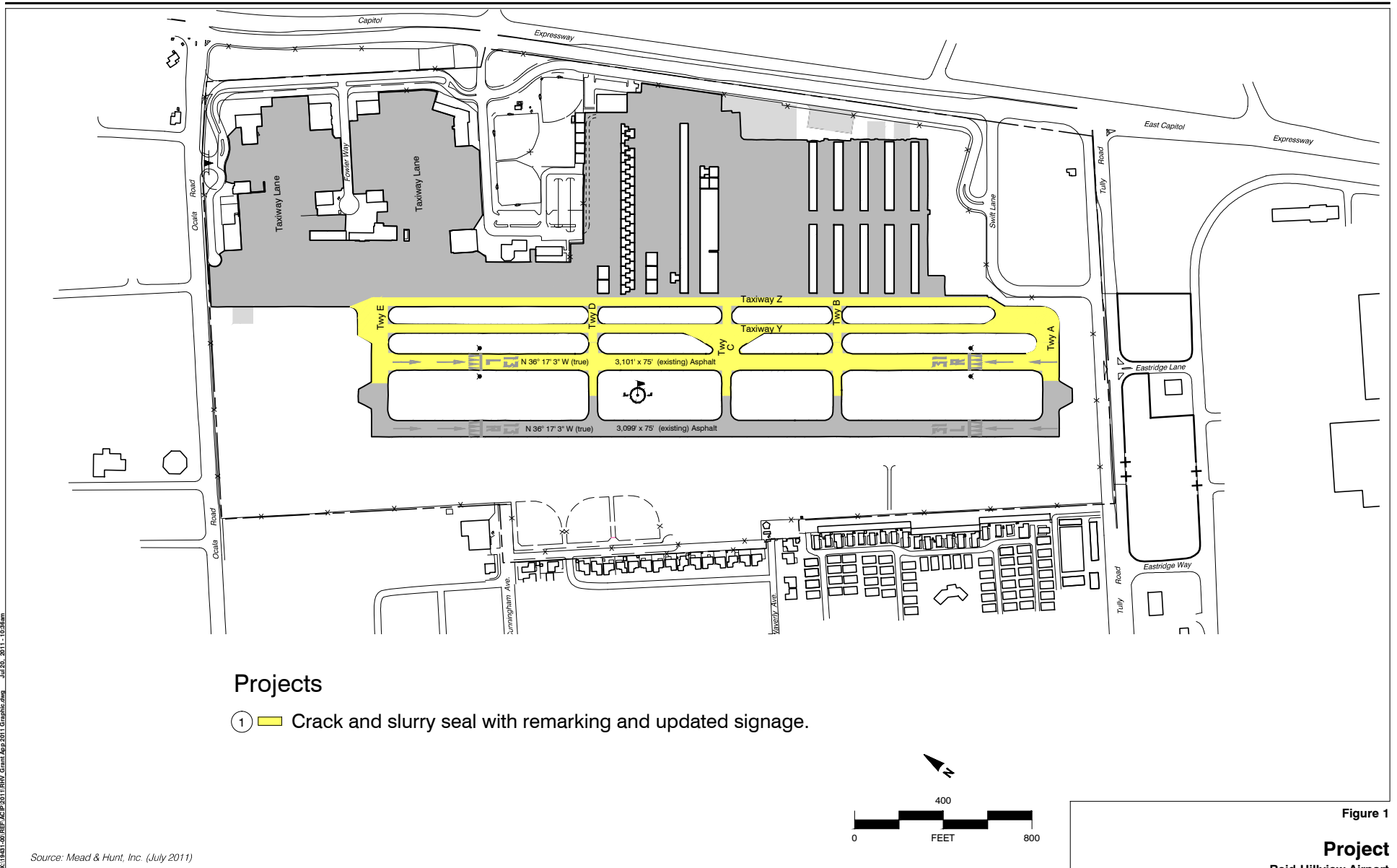
### **7. Floodplains – Paragraph 304c.**

According to the FEMA Flood Insurance Rate Map 06085C0254H, 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 21, 2010, search of the State of California Department of Toxic Substances Control's Envirostor online database found no contaminated sites for Reid-Hillview Airport.
- 9. Historic, Architectural, Archeological, and Cultural Resources – Paragraph 304a and 304j.**  
According to the Draft Reid-Hill Master Plan Update (July 2005), there are no known archaeological sites on the Airport. No structures will be altered by these projects.
- 10. Noise – Paragraph 304f.**  
The runway pavement rehabilitation is a maintenance project. The signage and marking improvements are to meet FAA compliance. 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 projects would consist of pavement repairs of existing asphalt and replacement of signage. 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. 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 or near the project sites. The nearest wetland is over 500 feet to the east across Capitol Expressway.
- 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 approximately 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.

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

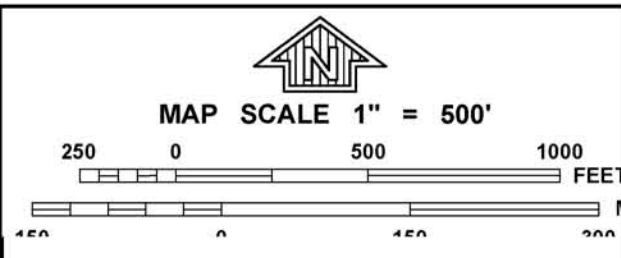


### Projects

- ①  Crack and slurry seal with remarking and updated signage.

Figure 1

**Project**  
Reid-Hillview Airport



CITY OF SAN JOSE  
060349

PANEL 0254H

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

PANEL 254 OF 830  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SAN JOSE, CITY OF	060349	0254	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  
06085C0254H

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](http://www.msc.fema.gov)