

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Salinas Municipal Airport (SNS), 30 Mortensen Ave., Salinas, California 93905

Project Title:

Airport Lighting Control Monitoring System (ALCMS)

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project at Salinas Municipal Airport involves installing a new Airport Light Control and Monitoring System (ALCMS) to replace the existing mechanical system (see **Attachment 1 – Proposed Project**). The ALCMS will be installed in accordance with the FAA Advisory Circular 150/5345-56B. A unit will be installed in both the air traffic control tower (ATCT) and the electrical vault. Additionally, the proposed project will include trenching (2' width x 90' +/- length at 2.5' depth) to install new conduit communication cable. The proposed project limits will be constrained to the area between the ATCT and the existing electrical vault, which is approximately 90 feet. There will be no impact to normal airport operations. Construction is anticipated to begin in late August of 2020.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

Salinas Municipal Airport is located in the City of Salinas (City) in Monterey County, roughly 10 miles east of the Monterey Bay area and less than an hour from Silicon Valley. The Airport is owned and operated by the City and resides on 605 acres. The Airport sits at an elevation of 84 feet mean sea level. The proposed project site consists of a combination of disturbed areas and asphalt between the electrical vault and the ATCT.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The appropriate CATEX paragraph from order 1050.1F includes paragraphs 5-6.3 (b) and (g) and 5-6.4 (n):

b. Establishment, installation, upgrade, or relocation of any of the following on designated airport or FAA property: airfield or approach lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, and other related facilities. (ATO, ARP)

g. Replacement or upgrade of power and control cables for existing facilities and equipment, such as airfield or approach lighting systems (ALS), commercial space launch site lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, or airport surveillance radar (ASR), commercial space launch site surveillance radar, Instrument Landing System (ILS), and Runway Visual Range (RVR). (ATO)

n. Minor expansion of facilities, including the addition of equipment such as telecommunications equipment, on an existing facility where no additional land is required, or when expansion is due to remodeling of space in current quarters or existing buildings. Additions may include antennas, concrete pad, and minor trenching for cable. (ATO, AST)

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>A search of the National Register of Historic Places Database found no historic or cultural resources located within the Area of Potential Effect for the proposed project. The closest historic or cultural resources are approximately one mile northwest in downtown Salinas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The proposed project will not have an effect on the historical/cultural resources listed here. The proposed project will take place entirely on airport property. However, in the instance that a historic or cultural resource is discovered during construction, all work will be stopped immediately and the appropriate agency will be contacted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The proposed project area has been previously disturbed including asphalt surfaces that consists of the ATCT, parking spaces, and electrical vault. Although previously disturbed, approximately 90 feet between the ATCT and electrical vault will need to be cut into at a depth of 2.5 feet.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The proposed project area has previously been disturbed. All activities will take place on airport property and will not impact tribal land or land of interest to tribes.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No Section 4(f) properties have been identified in or near the proposed project area. The closest Section 4(f) properties would be the Los Padres Neighborhood Park and the Salinas Fairways Golf Course located more than half a mile northwest of the proposed project area. The closest wildlife refuge of national importance is the Salinas River National Wildlife Refuge located approximately 12 miles northwest of Airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>The proposed project will not use or affect any Section 4(f) resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The proposed project will not affect any recreational or park purchased with Section 6(f) land and Water Conservation Funds.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>An official list of federal and state listed endangered, threatened or candidate species and critical habitats was reviewed and is provided as Attachment 2 - Federal and State Listed Species. The following species were identified as having the potential to occur around airport property with no critical habitats identified within the proposed project area:</p> <ul style="list-style-type: none"> • California Condor- <i>Gymnogyps californianus</i> • Least Bell's Vireo- <i>Vireo belli pusillus</i> • Southwestern Willow Flycatcher- <i>Empidonax traillii extimus</i> • California Red-legged Frog- <i>Rana draytonii</i> • California Tiger Salamander- <i>Ambystoma californiense</i> • Santa Cruz Long-toed Salamander – <i>Ambystoma macrodactylum croceum</i> • Vernal Pool Fairy Shrimp- <i>Branchinecta lynchi</i> • Marsh Sandwort- <i>Arenaria paludicola</i> • Tricolored Blackbird- <i>Agelaius tricolor</i> <p>The project site is located within the footprint of disturbed and asphalt surfaces and does not support the habitat for any of the above species.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>The proposed project will take place entirely on airport property and within existing disturbed and asphalt areas. The project does not include tree removal or work within forested areas, wet areas (i.e., wetlands, creeks, marshes) or agricultural lands. Since the proposed project area does not support habitat preferred by the protected species identified in Attachment 2, no impact to the species is anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The proposed project is not anticipated to have the potential to take birds protected by the Migratory Bird Treaty Act. However, in the instance that this is necessary, official consultation with the US Fish & Wildlife Service will be conducted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The proposed project does not contain resources protected by the Fish and Wildlife Coordination Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>No wetlands have been identified in or near the proposed project area. The closest designated Freshwater Emergent Wetland and Riverine system is approximately 0.1 miles south of the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Based on a review of the US Fish and Wildlife National Wetlands Inventory (NWI) map and the California Aquatic Resource Inventory (CARI), the project will not occur within State or Federally regulated wetland areas. NWI and CARI wetlands maps are provided in Attachments 3 and 4, respectively.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The proposed project will take place entirely on airport property and within a combination of previously disturbed and asphalt surfaces. No impacts to wetlands are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>A USACE Clean Water Act Section 404 permit will not be required for the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The proposed project is located in a floodplain area designated as Zone X with a 0.2 percent annual chance of flood hazard (see Attachment 5 - FEMA FIRM Map). Therefore, the proposed project is not anticipated to affect the floodplain values for this area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The proposed project is not in a coastal zone.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The proposed project is not in a coastal zone and will take place entirely on airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The proposed project is not located in or near a National Marine Sanctuary.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The proposed project is not located in or near a Wilderness Area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>According to the Farmland Classification Map (Attachment 6) from the U.S. Department of Agriculture, the proposed project area resides on land classified as prime farmland if irrigated. Due to the nature of the proposed project taking place on a combination of disturbed and asphalt areas along with buildings, no significant impacts to farmland are anticipated.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The proposed project does not include the acquisition and conversion of farmland.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations? A temporary increase in energy and consumable natural resources related to construction activities is anticipated to occur.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? The proposed project will not involve changes to aircraft/vehicle traffic patterns.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? The closest designated wild and scenic river is the Big Sur River approximately 50 miles southwest of the Airport.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? The proposed project will not affect the river.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. The proposed project will not generate significant levels of solid waste.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The proposed project will take place entirely on airport property and is consistent with the areas existing function.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project? No residents or businesses will be relocated as part of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>The proposed project will take place entirely on airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The proposed project will not cause any disproportionately high and adverse impacts to minority and/or low-income populations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The proposed project is not anticipated to affect surface traffic congestion.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>The proposed project will not require a permanent road relocation or closure.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The proposed project will not result in an increase in aircraft operations, nighttime operations, or aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The proposed project will not cause a change in airfield configuration, runway use, or flight patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>The proposed project will not result in a change in operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>Factors that contribute to changes in noise exposure include increases in the number of aircraft operations, changes in aircraft types, and changes in day/night operations splits. The proposed project will not influence aircraft operations, airport fleet mix, or day/night operation splits. As such, a noise analysis is not required as no changes to noise exposure will occur as a result of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>Project-related noise level increases are associated with construction equipment observed during construction activities. These noise level increases are temporary; noise levels will return to pre-project levels once construction is complete. Increases in aviation noise levels as a result of this project will not occur.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>Salinas Municipal Airport is located in Monterey County and is not designated as a non-attainment or maintenance area according to the EPA Green Book current as of September 30, 2019.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The proposed project will not increase landside or airside capacity. Project-related increase in surface vehicles is associated with construction vehicles and is temporary. The surface vehicle levels will return to pre-project levels once construction is complete.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>Air pollution resulting from construction equipment and fugitive dust from exposed soil will temporarily impact air quality. The creation of equipment emissions and fugitive dust can be minimized but is inevitable during construction projects. To minimize potential adverse impacts to air quality, proper and standard construction practices will be used. These include periodic watering of dusty on-site travel routes during dry conditions, utilization of a designated entrance that will minimize soil being carried onto adjacent roads by construction vehicles leaving the Project site, and cessation of earthwork activities during particularly dry and high wind conditions if the generation of such dust could potentially impact adjacent properties.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>Based on a search of the U.S. EPA NEPAAssist mapper, there are no water sources near or within the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The proposed project will not impact any water resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The proposed project involves trenching to install new conduits for communication cables. The area is currently disturbed including asphalt surfaces; therefore, the proposed project is not anticipated to increase the amount or rate of stormwater runoff.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>According to the California Water Board 2019 Water Quality Status report, the wells surrounding the Airport are contaminated with Nitrate above the drinking water standards. The proposed project will not impact the groundwater wells.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>The proposed project will not require any water quality related permits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The proposed project is not considered highly controversial.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The proposed project is consistent with the existing use of the area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The proposed project is consistent with the existing use of the area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>The proposed project does not involve changes to existing lighting conditions, or addition of light emissions. No light emission impacts will occur as a result of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>Since the project is taking place entirely within airport property, no adverse visual or aesthetic impacts are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>The proposed project does not involve or affect hazardous materials.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>According to the EPA's NEPAAssist online mapper, there are no hazardous waste sites located within or immediately adjacent to the proposed project area. According to US EPA Cleanups in My Community (CIMC) database there are no known contaminated sites within or immediately adjacent to the project area. National Pollutant Discharge Elimination System (NPDES) sites are shown on the CIMC Map but are not located within or immediately adjacent to the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>The project does not involve land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>The proposed project will not produce hazardous waste and does not involve significantly expanding airport operations or passenger terminal facilities. The project will not create conditions likely to produce a large increase in solid waste collection, control, or disposal other than short-term waste associated with construction activities. Construction debris generated as part of this project will be disposed of consistent with federal, state, and local regulations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>The proposed project did not involve public notification or involvement.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>The proposed project will not result in a significant change in airport operations. As a result, there will be no change in population growth or movement, demands for public services, or changes in business or economic activity as a result of this project. Based on this information, there are no secondary (induced) impacts as a result of the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
As documented within this CATEX, there are no anticipated significant adverse impacts associated with the proposed project and therefore, no adverse cumulative impacts would result from implementation of the proposed project.		

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Preparer Information

Point of Contact: Sasha Schultz		
Address: 2355 Northside Drive, suite 350		
City: San Diego	State: CA	Zip Code: 92108
Phone: 619-819-2288	Email Address: sschultz@cscos.com	

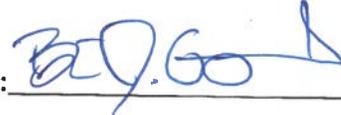
Signature:  Date: 10/07/19

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Brett Godown		
Address: 30 Mortensen Avenue		
City: Salinas	State: CA	Zip Code: 93905
Phone Number: 831-758-7214	Email Address: brett.godown@ci.salinas.ca.us	
Additional Name(s):	Additional Email Address(es):	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature:  Date: 10/10/19

FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Salinas Municipal Airport (SNS), 30 Mortensen Ave., Salinas, California 93905

Project Title:

Airport Lighting Control Monitoring System (ALCMS)

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name:

Title:

Responsible FAA Official

Signature: _____

Date:

ATTACHMENT 1

Proposed Project

SALINAS MUNICIPAL AIRPORT

PROPOSED ALCMS CONSTRUCTION PROJECT ATTACHMENT 1



LEGEND

- PROPOSED LIMITS OF TRENCHING (2' WIDTH x 90% LENGTH x 2.5' DEPTH)
- PROPOSED HAUL ROUTE
- PROPOSED STAGING AREA

ATTACHMENT 2
Federal and State
Listed Species



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ventura Fish And Wildlife Office

2493 Portola Road, Suite B

Ventura, CA 93003-7726

Phone: (805) 644-1766 Fax: (805) 644-3958



In Reply Refer To:

October 04, 2019

Consultation Code: 08EVEN00-2020-SLI-0011

Event Code: 08EVEN00-2020-E-00027

Project Name: Salinas Municipal Airport

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Ventura Fish And Wildlife Office

2493 Portola Road, Suite B

Ventura, CA 93003-7726

(805) 644-1766

Project Summary

Consultation Code: 08EVEN00-2020-SLI-0011

Event Code: 08EVEN00-2020-E-00027

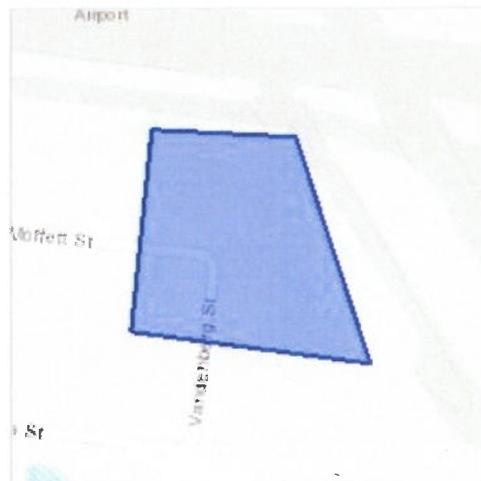
Project Name: Salinas Municipal Airport

Project Type: DEVELOPMENT

Project Description: ALCMS Project

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/36.65973531664079N121.60640709679937W>



Counties: Monterey, CA

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
<p>California Condor <i>Gymnogyps californianus</i></p> <p>Population: U.S.A. only, except where listed as an experimental population</p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/8193</p>	Endangered
<p>Least Bell's Vireo <i>Vireo bellii pusillus</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/5945</p>	Endangered
<p>Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/6749</p>	Endangered

Amphibians

NAME	STATUS
<p>California Red-legged Frog <i>Rana draytonii</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891</p>	Threatened
<p>California Tiger Salamander <i>Ambystoma californiense</i></p> <p>Population: U.S.A. (Central CA DPS) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076</p>	Threatened
<p>Santa Cruz Long-toed Salamander <i>Ambystoma macrodactylum croceum</i></p> <p>There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7405</p>	Endangered

Crustaceans

NAME	STATUS
<p>Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498</p>	Threatened

Flowering Plants

NAME	STATUS
<p>Marsh Sandwort <i>Arenaria paludicola</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229</p>	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

State Listed Species

Element_Type	Scientific_Name	Common_Name	Federal_Status	State_Status	CDFW_Status	Taxonomic_Sort
Animals - Amphibians	Ambystoma californiense	California tiger salamander	Threatened	Threatened	WL	Animals - Amphibians - Ambystomatidae - Ambystoma californiense
Animals - Amphibians	Rana draytonii	California red-legged frog	Threatened	None	SSC	Animals - Amphibians - Ranidae - Rana draytonii
Animals - Amphibians	Spea hammondi	western spadefoot	None	None	SSC	Animals - Amphibians - Scaphiopodidae - Spea hammondi
Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	Animals - Birds - Accipitridae - Accipiter cooperii
Animals - Birds	Eremophila alpestris actia	California horned lark	None	None	WL	Animals - Birds - Alaudidae - Eremophila alpestris actia
Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Threatened	SSC	Animals - Birds - Icteridae - Agelaius tricolor
Animals - Birds	Setophaga petechia	yellow warbler	None	None	SSC	Animals - Birds - Parulidae - Setophaga petechia
Animals - Birds	Coturnicops noveboracensis	yellow rail	None	None	SSC	Animals - Birds - Coturnicops noveboracensis
Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	Animals - Birds - Strigidae - Athene cunicularia
Animals - Mammals	Dipodomys venustus venustus	Santa Cruz kangaroo rat	None	None	-	Animals - Mammals - Heteromyidae - Dipodomys venustus venustus
Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	Animals - Reptiles - Emydidae - Emys marmorata
Plants - Vascular	Centromadia parryi ssp. congdonii	Congdon's tarplant	None	None	-	Plants - Vascular - Asteraceae - Centromadia parryi ssp. congdonii
Plants - Vascular	Lessingia hololeuca	woolly-headed lessingia	None	None	-	Plants - Vascular - Asteraceae - Lessingia hololeuca
Plants - Vascular	Astragalus tener var. tener	alkali milk-vetch	None	None	-	Plants - Vascular - Fabaceae - Astragalus tener var. tener
Plants - Vascular	Fritillaria liliacea	fragrant fritillary	None	None	-	Plants - Vascular - Liliaceae - Fritillaria liliacea
Plants - Vascular	Clarkia lewisii	Lewis' clarkia	None	None	-	Plants - Vascular - Onagraceae - Clarkia lewisii
Plants - Vascular	Leptosiphon latisectus	broad-lobed leptosiphon	None	None	-	Plants - Vascular - Polemoniaceae - Leptosiphon latisectus
Plants - Vascular	Eriogonum nortonii	Pinnacles buckwheat	None	None	-	Plants - Vascular - Polygonaceae - Eriogonum nortonii

ATTACHMENT 3
National Wetlands Inventory
(NWI) Map



U.S. Fish and Wildlife Service

National Wetlands Inventory

Salinas Municipal Airport



U.S. Fish and Wildlife Service, National Standards and Support Team.
wetlands_team@fws.gov

October 7, 2019

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

ATTACHMENT 4
FEMA FIRM Map



Salinas Municipal Airport

Notes

ALCMS

Basemap data provided by © [OpenStreetMap](#)

Legend

Existing Aquatic Resources - CARI

Drainage Features

Fluvial  Tidal 

Wetlands

Estuarine and Marine

 Tidal Flat and Marsh Panne

 Tidal Marsh

 Managed and Muted Tidal Habitats

 Pond

 Subtidal Water

 Beach, Dune, and Rocky Shore

 Tidal Channel

Palustrine and Riverine

 Pond and associated vegetation

 Lake, Reservoir and associated vegetation

 Playa

 Fluvial Channel

 Slope and Seep Wetlands

 Vernal Pool

The California Aquatic Resource Inventory (CARI) is a standardized statewide map of wetlands, streams, and riparian areas. CARI v0 is a compilation of multiple data sources to produce seamless coverage across the state. Datasets used in CARI v0 include the National Wetland Inventory (USFWS), National Hydrography Dataset (USGS), and regional intensified maps. The effort to stitch together a statewide dataset from multiple sources is largely a classification crosswalk exercise. Due to this there may be errors in classification of the features or boundaries of wetland extent in CARI v0. This is particularly an issue with depressional features or freshwater ponds and marshes. The CARI map is not intended for regulatory purposes and does not serve as a jurisdictional delineation. Efforts to correct both spatial accuracy and classification errors will be addressed in CARI v1. Please provide comments or corrections (including screen shot or lat/longs) to CARImapping@sfei.org

Modern Delta Habitat Types

 Water

 Freshwater emergent wetland

 Willow thicket

 Willow riparian scrub/shrub

 Valley foothill riparian

 Wet meadow/Seasonal wetland

 Vernal pool complex

 Alkali seasonal wetland complex

 Stabilized interior dune vegetation

 Grassland

 Managed wetlands

 Agriculture/Non-native/Ruderal

 Urban/Barren

 Unknown

ATTACHMENT 5

FEMA FIRM

National Flood Hazard Layer FIRMette



36°39'49.09"N



121°36'5.24"W

USGS The National Map. Orthoimagery. Data refreshed April, 2019.



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS



OTHER AREAS OF FLOOD HAZARD



OTHER AREAS



GENERAL STRUCTURES



OTHER FEATURES



MAP PANELS



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/4/2019 at 2:45:45 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ATTACHMENT 6
Farmland Classification



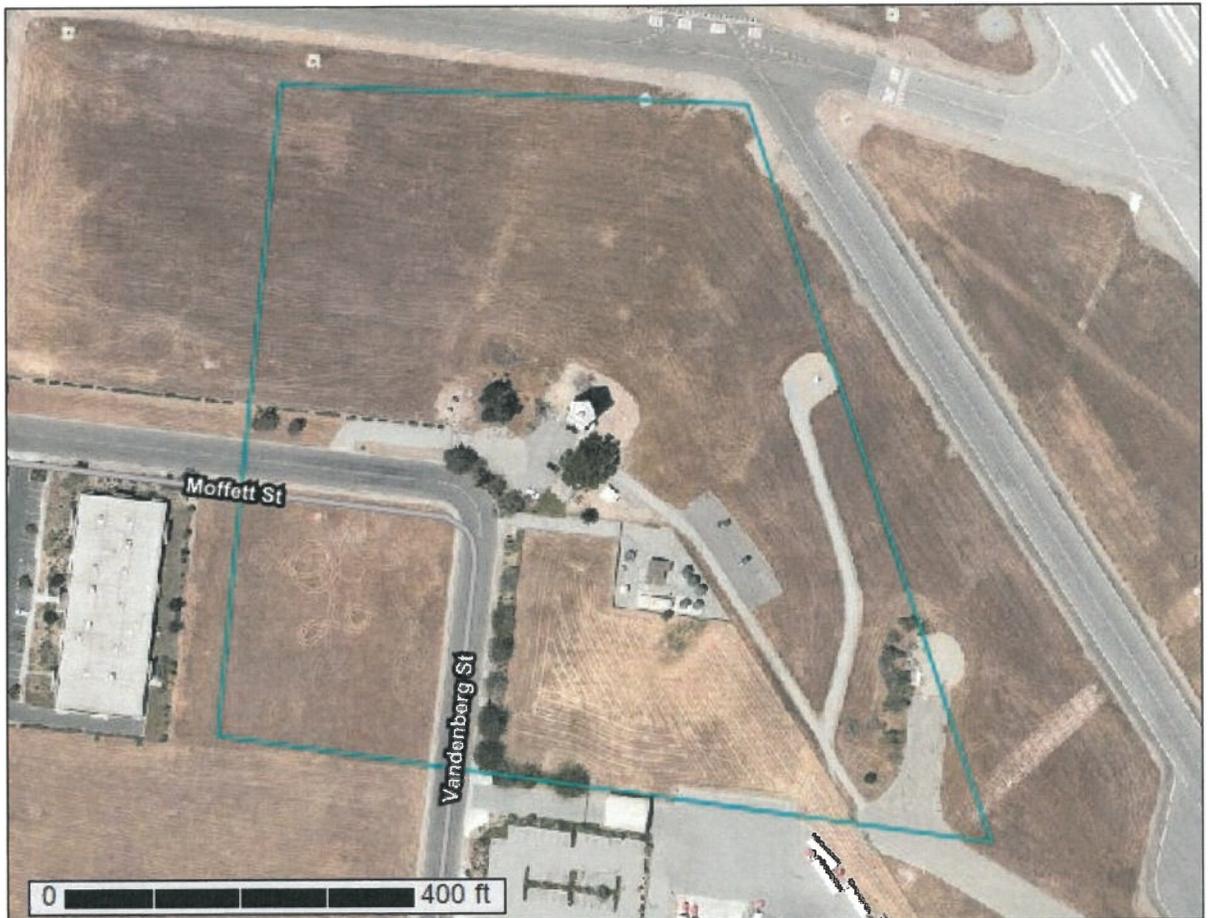
United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Monterey County, California



October 7, 2019

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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Soil Information for All Uses

Suitabilities and Limitations for Use

The Suitabilities and Limitations for Use section includes various soil interpretations displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each interpretation.

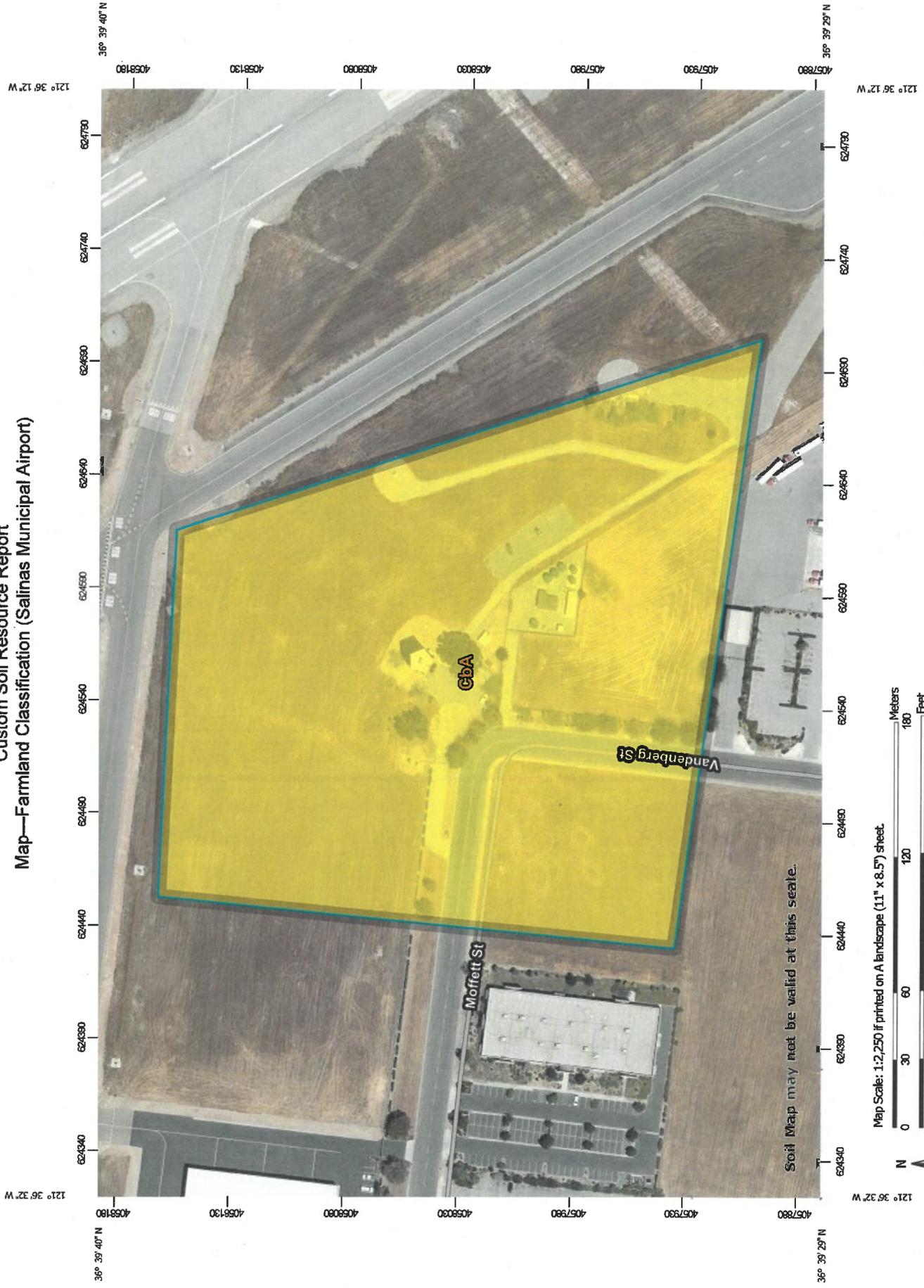
Land Classifications

Land Classifications are specified land use and management groupings that are assigned to soil areas because combinations of soil have similar behavior for specified practices. Most are based on soil properties and other factors that directly influence the specific use of the soil. Example classifications include ecological site classification, farmland classification, irrigated and nonirrigated land capability classification, and hydric rating.

Farmland Classification (Salinas Municipal Airport)

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Custom Soil Resource Report
Map—Farmland Classification (Salinas Municipal Airport)



Soil Map may not be valid at this scale.

Map Scale: 1:2,250 if printed on A landscape (11" x 8.5") sheet.

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84



Custom Soil Resource Report

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance Not rated or not available		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	Soil Rating Points	Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		All areas are prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if drained		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
					Farmland of local importance, if irrigated		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated

Custom Soil Resource Report

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.sc.egov.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Monterey County, California
 Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 1, 2018—Dec 31, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

	Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance
	Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Not rated or not available
	Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Water Features
	Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Transportation
	Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Rails
			Farmland of local importance		Interstate Highways
			Farmland of local importance, if irrigated		US Routes
					Major Roads
					Local Roads
					Background
					Aerial Photography

Custom Soil Resource Report

Table—Farmland Classification (Salinas Municipal Airport)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CbA	Chualar loam, 0 to 2 percent slopes	Prime farmland if irrigated	12.8	100.0%
Totals for Area of Interest			12.8	100.0%

Rating Options—Farmland Classification (Salinas Municipal Airport)

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

References

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