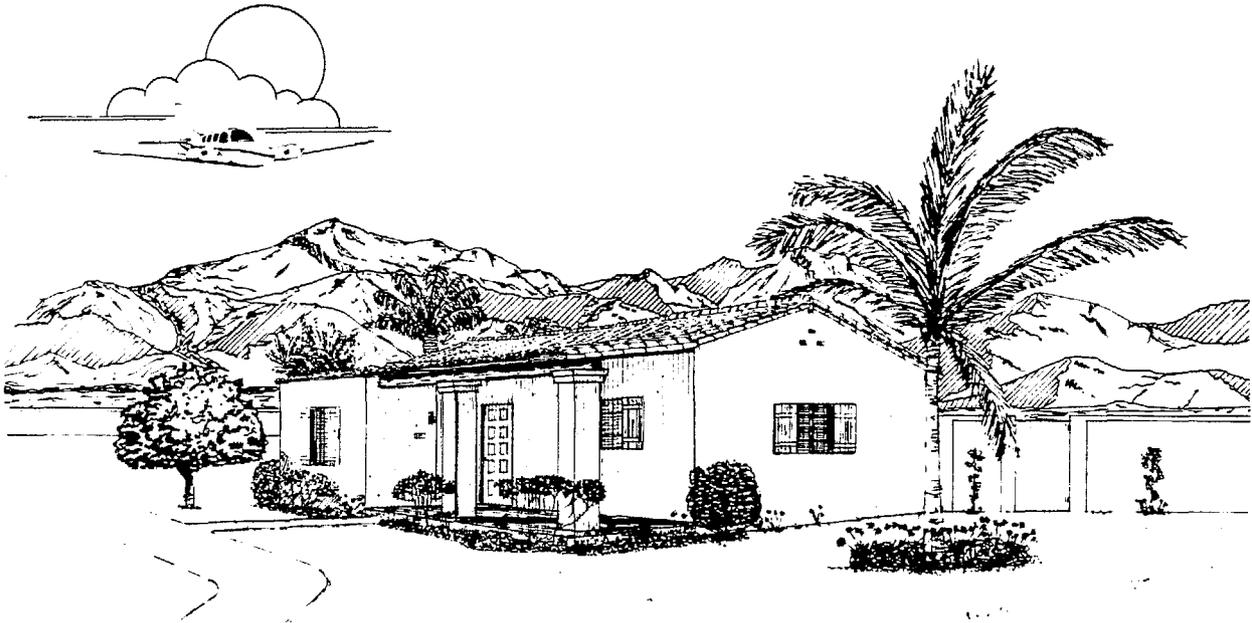


ENVIRONMENTAL EVALUATION



Chapter Seven

ENVIRONMENTAL EVALUATION

INTRODUCTION

Analysis of the potential environmental impacts of proposed airport development projects is an important component of the Airport Master Plan process. The primary purpose of this chapter is to evaluate the proposed development program for the new Benson Municipal Airport to determine whether proposed development actions individually or collectively would significantly affect the quality of the environment. A major component of this evaluation is to coordinate with appropriate federal, state and local agencies to identify potential environmental concerns that should be considered prior to the design and construction of the new airport. Agency coordination consisted of two separate letters requesting comments and/or information regarding the proposed airport. The first letter requested comments on Sites A, C, D, H, and I. Since Site F1 was ultimately selected, a second letter was distributed to

provide agencies a second opportunity to comment. Issues of concern that were identified as part of this process, are presented in the following discussion. Letters received from various agencies are included in **Appendix A**.

The construction of the proposed Benson Municipal Airport will require compliance with the National Environmental Policy Act of 1969 (NEPA). Compliance with NEPA is generally satisfied by the preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS). While this section of the master plan is not intended to satisfy NEPA requirements, it is intended to supply a preliminary review of environmental considerations that would be analyzed in more detail within the NEPA process. This environmental analysis includes a preliminary examination of each of the environmental impact categories outlined in FAA Order 5050.4A, Airport Environmental Handbook.

PROPOSED DEVELOPMENT

As a result of the Master Plan analysis, a number of airport improvements have been recommended for implementation over the next 20 years. Drawing No. 1 (Chapter Six) illustrates the development proposed during this period. A list of the major projects planned for completion follows.

- ◆ Grading and Drainage
- ◆ Construct Access Road to Site
- ◆ Install Utilities
- ◆ Construct Runway and Taxiway
- ◆ Construct Aircraft Parking Apron
- ◆ Construct Auto Parking
- ◆ Install Airfield Lighting, Landing Aids, Navigational Aids
- ◆ Pave Access Road
- ◆ Construct Fuel Storage Facility
- ◆ Construct Terminal Building
- ◆ Construct T-hangars
- ◆ Construct FBO Building/Hangar

ENVIRONMENTAL CONSEQUENCES - SPECIFIC IMPACTS

The purpose of this section is to briefly examine potential impact areas as they relate to the proposed airport development actions. The following subsections address each of the specific impact categories outlined by FAA Order 5050.4A.

NOISE

In Chapter Five potential impacts related to noise were examined through the development of noise exposure patterns, or contours. These contours were developed based on the type and quantity of operations forecasted for the year 2010. The noise contours generated were overlaid on the proposed airport layout for each site considered for the new Benson Municipal

Airport. Exhibit 5N depicts the noise contours as they relate to the selected site.

For the year 2010, the total area included within the 60+ Ldn noise contour area would be 396 acres. One hundred and ninety of these acres are contained within the 65+ Ldn contour, and 57 of these acres are included within the 75+ Ldn noise contour.

COMPATIBLE LAND USE

Noise contours can be used as a tool to determine potential incompatible land uses. To identify the land uses potentially impacted, aircraft noise contours are overlaid on current and future land use maps for the airport and vicinity.

Federal Aviation Regulation Part 150, which recommends guidelines for land use compatibility within various levels of noise exposure, indicates that mobile home parks, outdoor music shells and amphitheaters are incompatible with noise above 65 Ldn. Schools and residential uses other than mobile homes also are generally incompatible with noise above Ldn 65, however, the guidelines note that, where local communities determine that these uses are permissible, sound attenuation measures should be used. Several other uses including hospitals, nursing homes, churches, auditoriums, livestock breeding, amusements, parks, resorts, and camps are considered incompatible at levels above 75 Ldn. Experience has shown that new residential development should be prohibited in areas subject to noise exceeding Ldn 65.

The proposed site for the new Benson Municipal Airport is located within the jurisdiction of Cochise County. It is approximately two and one half miles north of Interstate 10, about one half mile north of and roughly parallel to the Southern Pacific Railroad, and two miles west of Ocotillo Road.

At this time, all of land identified for acquisition for the proposed new airport is State owned and is leased for livestock grazing purposes. No residences or other habitable structures are located within the 60 Ldn noise exposure area for Site F1. The closest noise sensitive land uses are residential units situated along Ocotillo Road, over two miles from the east end of the proposed runway location. No specific land use plans have been developed for this area, however, additional growth of residential land uses is anticipated in the vicinity of Ocotillo Road.

Development of the airport on this site would reduce the amount of land in the area devoted to the grazing of livestock and could serve as a barrier to the movement of livestock in the immediate area.

The current zoning designation for the proposed airport site is RU-4. This is a rural, residential district, which does allow a number of other uses, some requiring special use permits. The number four designates a minimum lot size of four acres. Permitted uses include most types of single and multiple family housing, a number of governmental services, some utility installations, churches, golf courses, cemeteries, and recreational facilities or clubs excluding those using amplifiers or loudspeakers outside of buildings. In this zone, most business and industrial uses are approved on a case by case basis, through a public hearing process. The siting of an airport would normally require the completion of the special use process, however, since the airport would be owned by the City of Benson, the use would be exempt. According to the Planning Director, Jody N. Klein, the airport would be consistent with existing and planned land uses within the area.

SOCIAL IMPACTS

Social impacts known to result from airport improvement projects are often associated with relocation activities or other community

disruption. Implementation of the proposed airport development will not require the relocation of residences or businesses.

The development of the proposed airport at Site F1 is not anticipated to alter surface transportation patterns; divide or disrupt established communities; disrupt orderly, planned development; nor create an appreciable change in employment.

INDUCED SOCIOECONOMIC IMPACTS

Significant shifts in patterns of population movement or growth or public service demands are not anticipated as a result of the proposed project. It is expected, however, that the proposed new airport development would potentially induce positive socioeconomic impacts for the community over a period of years. The new airport, with expanded facilities and services, will encourage or attract additional users. It is expected to encourage tourism, industry, and trade as well as the future growth and expansion of the community's economic base. Future socioeconomic impacts resulting from the proposed development will be primarily positive in nature.

AIR QUALITY

The federal government has set health-based ambient air quality standards for the following six pollutants: carbon monoxide (CO), nitrogen dioxide (NO_x), sulphur dioxide (SO_x), lead, and PM₁₀ (particulate matter of 10 microns or smaller). Non-attainment refers to those areas that, by virtue of their air pollutant emission trends, violate these national standards.

The Arizona Department of Environmental Quality was contacted to determine the potential impacts the proposed development would have on air quality. According to their

written response dated March 30, 1990, included within **Appendix A**, the planned project is located in an area that is currently meeting all federal health standards for air pollution levels, and no adverse air quality impact is anticipated as a result of the proposed project. Since the area would be considered to have a medium probability of violating the NAAQS standards for particulate in the future, however, it was recommended that steps be taken during construction and implementation activities to minimize the amount of particulate matter (fugitive dust) generated as a result of the project.

The generation of fugitive dust as a result of construction activities is anticipated due to the movement of heavy construction equipment and the exposure and disturbance of surface soils. This impact is expected to be both temporary and localized. The following preventive and mitigative measures were recommended and should be utilized during construction. Applicable State regulations are contained in AAC R18-2-404.

Site Preparation

- ◆ Minimize land disturbance
- ◆ Use watering trucks to minimize dust
- ◆ Cover trucks when hauling dirt
- ◆ Stabilize the surface of dirt piles if not removed immediately
- ◆ Use windbreaks to prevent any accidental dust pollution
- ◆ Limit vehicular paths and stabilize these temporary roads
- ◆ Grade to prevent soil from washing onto paved roadways

Construction

- ◆ Cover trucks when transporting materials
- ◆ Use dust suppressants on traveled paths which are not paved
- ◆ Minimize unnecessary vehicular and machinery activities
- ◆ Minimize dirt track-out by washing or cleaning trucks before leaving the construction site

Post Construction

- ◆ Revegetate any disturbed land not used
- ◆ Remove unused material
- ◆ Remove dirt piles
- ◆ Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities

According to the handbook "Air Quality Procedures for Civilian Airports and Air Force Bases" Report No. FAA-EE-82-21, if the proposed action is in a state which does not have applicable indirect source review (ISR) requirements, as with the State of Arizona, then projected airport activity levels are examined. According to the handbook, air quality analysis is not required for the proposed actions since the proposed Benson Municipal Airport would be a general aviation airport with less than 180,000 forecast annual operations.

An air quality certification of this project must be pursued during the environmental process, pursuant to Order 5050.4A, which states that "The 1982 Airport Act requires that Airport Improvement program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certifies that there is "reasonable assurance" that the project will be located, designed, constructed, and operated in compliance with applicable air and water quality standards".

WATER QUALITY

Water quality concerns related to airport expansion most often relate to the following.

- ◆ Domestic sewage disposal
- ◆ Increased surface runoff and soil erosion
- ◆ Storage and handling of fuel, petroleum, solvents, etc.

A water quality certificate for this project must be pursued during the formal Environmental Assessment process, pursuant to Order 5050.4A, which states that "The 1982 Airport Act requires that Airport Improvement Program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certifies that there is "reasonable assurance" that the project will be located, designed, constructed and operated in compliance with applicable air and water quality standards.

Initial plans for the proposed Benson Municipal Airport include the installation of a septic system, since the costs needed to extend sanitary sewer lines to the site or purchase an on-site treatment facility would be prohibitive. It is anticipated that the quantity of sewage that would be generated by the proposed project activities could easily be handled with a septic system. The design and location of the septic system should take into consideration the presence of designated floodplain and existing natural washes or arroyos. The future potential to connect to a sanitary sewer system would be dependent on the level of use and the future proximity of these sanitary facilities.

Implementation of the proposed project will result in an increase in impermeable surfaces and a resultant increase in surface runoff for both landside and airside facilities. The proposed development might have short-term effects on water quality, particularly suspended sediments, during and shortly after precipitation events in the construction phase. Recommendations established in FAA Advisory Circular 150/5370-10 Standards for Specifying Construction of Airports, item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control will be incorporated in project design specifications to further mitigate potential impacts. These standards include temporary measures to control water pollution, soil erosion, and siltation through the use of berms, dikes,

dams, sediment basins, slope drains, and other control devices (see section on Construction Impacts). Due to the rough topography of the area selected, it will be especially important to minimize and control erosion activities.

Spills, leaks and other releases to the environment of hazardous substances are often a concern at airports due to fuel storage, fueling activities and maintenance of aircraft. Stormwater flowing over impermeable surfaces may pick up petroleum product residues, and, if not controlled, transport them off site. Perhaps the most crucial concern would be spills or leaks of substances that could filter through the soil and contaminate groundwater resources. Federal and State laws and regulations have been established to safeguard these facilities and activities. These regulations include standards for underground tank construction materials and the installation of leak or spill detection devices. The fuel requirements for the initial period of airport development could more effectively be accommodated by the use of a fuel truck, rather than the construction of an underground tank. As growth of activity is experienced, storage expansion would be necessary. Based on the Facility Requirements analysis conducted for this study, future fuel storage needs by the end of the 20 year planning period would likely total roughly 20,000 gallons per month. Fuel tanks and other material storage areas will be designed for compliance with applicable laws and regulations.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) LANDS

Paragraph 47e, FAA Order 5050.4A provides the following.

(7)(a) "Section 4(f) provides that the Secretary shall not approve any program or project which requires the use of any publicly-owned land from a public park,

recreation area, or wildlife and waterfowl refuge of national, state or local significance, or any land from an historic site of national, state or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such program includes all possible planning to minimize harm."

(7)(b) ..."When there is no physical taking but there is the possibility of use of or adverse impacts to section 4(f) land, the FAA must determine if the activity associated with the proposal conflicts with or is compatible with the normal activity associated with this land. The proposed action is compatible if it would not affect the normal activity or aesthetic value of a public park, recreation area, refuge, or historic site. When so construed, the action would not constitute use and would not, therefore, invoke Section 4(f) of the DOT Act."

A written response to the first agency coordination letter from the National Forest Service (US Department of Agriculture), signed by James Abbott, Forest Supervisor for the Coronado National Forest, states that the Coronado National Forest lands and resources would not be adversely affected by implementation of the project at the sites considered. According to this response, of the sites considered (A, C, D, H and I), Site A was the only site considered to have the potential to impact the wilderness values of lands in the Rincon Mountains and those near the Saguaro National Monument. No response was received regarding the second letter (F1). As with all other sites except A, the use of Site F1 is not expected to adversely affect Coronado National Forest lands.

There are no Section 4(f) facilities located at or adjacent to the site proposed for the development of the Benson Municipal Airport. Based on the location of Site F1, no

impacts to Section 4(f) lands are anticipated as a result of the proposed development.

HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

The Arizona State Historic Preservation Officer was contacted regarding the potential presence of cultural resources within the area of the proposed development. Their written response states that "the likelihood appears fairly good that cultural resources may be located within the different proposed project areas. The newest location near Cornfield Canyon may be especially sensitive insofar as cultural resources are concerned."

"Therefore, it is my recommendation that the project areas be surveyed by a qualified archaeologist to locate and evaluate any existing cultural remains." Once the survey is completed, a copy of the report should be sent to the SHPO office for review and comment.

Should archaeological resources be encountered during preconstruction or construction activities, work should cease in the area of the discovery and the SHPO be notified immediately, pursuant to 36 CFR 800.11. A statement to this effect should be included in any contractual agreement for airport construction.

BIOTIC COMMUNITIES

As part of this environmental evaluation, the U.S. Department of the Interior, Fish and Wildlife Service (USFWS), the Arizona Game and Fish Department (AG&F) were contacted to request information regarding potential impacts to wildlife, plants and native habitat as a result of the proposed project. Both agencies were asked whether there were any known threatened or endangered species other species of special significance know to

exist in the area of the project. Information specifically related to threatened and endangered species is discussed in the following section, Endangered and Threatened Species of Flora and Fauna. Correspondence from these agencies is included in Appendix A.

The proposed site area is considered desert scrub vegetation, including creosotebush, yucca, white-thorn and other plant types. Three miles to the east is the San Pedro River Valley. This valley supports riparian plant communities of exceptionally high densities of both resident and migratory birds. According to a response from the Arizona Game and Fish Department, the potential for bird strikes may be of concern, however, the sites considered are located a sufficient distance away from the river to limit this potential.

THREATENED AND ENDANGERED SPECIES OF FLORA AND FAUNA

The written response from the USFWS states "The Service recognizes the potential existence of two species of concern in the project area. The Federally listed endangered Sanborn's long-nosed bat (Leptonycteris sanborni), and the desert tortoise [Gopherus (=Xerobates) agassizii] Sonoran population, which is a candidate category two species currently under petition for listing as threatened or endangered," may be located in the area. The USFWS recommends that a survey be conducted to look for signs of or the presence of these two species, with specific notation for the presence of agave or saguaro plant species which are important food resources for Sanborn's long-nosed bat. A copy of the survey results should be forwarded to the USFWS, Phoenix office, for their review.

According to a letter from the AG&F Department, they have no records of any known Federal or State listed threatened or endangered species in the project area.

COASTAL MANAGEMENT PROGRAM AND COASTAL BARRIERS

The proposed Benson Municipal Airport is not located within the jurisdiction of any State Coastal Management Program. The Coastal Zone Barrier resources system consists of undeveloped coastal barriers along the Atlantic and Gulf Coasts. These resources are well outside the sphere of influence of Benson and its vicinity, and do not apply to the proposed action.

WILD AND SCENIC RIVERS

According to the River Mileage Classifications for Components of the National Wild and Scenic Rivers System, there are no rivers within Cochise County that are protected by the Wild and Scenic Rivers Act (PL-90-542) as amended.

Portions of the San Pedro River Valley, south of Benson, have been classified as a National Riparian Area, known as the *San Pedro River Riparian Management Area*. The portion of the San Pedro River Valley included within this Management Area is located nine miles to the south of, and seven miles east of, the proposed airport site. No impacts to this resource are anticipated as a result of the proposed action.

WETLANDS

No wetlands would be impacted by the development of the proposed Benson Municipal Airport.

FLOODPLAIN

Federal Emergency Management Act (FEMA) maps were examined to identify designated 100 year floodplain areas within the proposed project or immediate vicinity. In addition, representatives of the Cochise

County Flood Control District were contacted to determine any floodplain or drainage concerns related to the proposed project.

The maps provided by Cochise County identify areas of floodplain, and areas of shallow sheetflow. The two most significant washes identified on the County map were Cornfield Canyon, located along the west end of the proposed runway, and Cadillac Wash, located along the east end of the proposed runway. Both washes flow generally from the southwest to the northeast. Several smaller volume washes also cross the site in this same general direction. In addition, areas subjected to sheet flow are also present over the proposed site.

According to the FEMA maps, Cornfield Canyon wash is designated as 100 year floodplain. No other areas in the vicinity of the site are designated on these maps. While construction of the initial and ultimate runway in the proposed location would not occur within the areas designated as 100 year floodplain, care must be taken in construction and design to control stormwater runoff volumes and preserve water quality. Mitigation measures related to these concerns are presented in the Construction section of this chapter.

According to a response from the Department of the Army, Los Angeles District, Corps of Engineers, any work to be completed within waters of the United States might require a permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Based on the information available at this time and the preliminary layout proposed, it is not anticipated that Section 404 or Section 10 permits will be required for the proposed action. Due to the project's proximity to floodplain areas, it will be necessary, however, to provide documentation to the Corps of Engineers that clearly describes the area and extent of the proposed work so that they can make the official determination.

FARMLAND

Construction of the proposed new airport would occur in an area currently used for the grazing of livestock. No cultivated farmland exists within the site or adjacent areas.

Since prime and unique farmland in the State of Arizona includes, by definition, only land that is currently being irrigated, no land of this designation would be impacted by the proposed action.

ENERGY SUPPLY AND NATURAL RESOURCES

There are no existing energy production or supply facilities that would be affected by the proposed project and no impacts are anticipated on the development of energy resources.

A slight increase in energy demand will likely occur as a result of the proposed project. Additional electricity will be needed for taxiway and parking area lighting, a terminal, FBO building, and parking lot lighting. This increase in electrical demand is not expected to be significant.

In addition to this electric demand, expenditures of manpower, fuel, electricity, chemicals, water and other forms of energy will be necessary to construct the improvements and to provide for maintenance and operation of the facilities.

The use of nonrenewable resources is considered to be an irreversible impact, since these resources are only renewable over long periods of time. Commitments of these resources must be made in order to allow for continued maintenance and operation of the facilities proposed in the Master Plan.

While traffic is likely to increase on Ocotillo Road as a result of the use of the proposed new airport, based on the forecasted levels of

use, increases in traffic are not expected to be significant.

LIGHT EMISSIONS

The proposed lighting improvements for the short and midterm development include Medium Intensity Runway Lighting and a Precision Approach Path Indicator (PAPI-2). In the long term, improvements would include Medium Intensity Taxiway Lighting (MITL) and Runway End Identification Lights (REIL) on each runway. It is also anticipated that light poles would eventually be installed within the automobile parking areas.

Due to the limited nature of light generating equipment proposed and the distance from existing residential structures, the proposed improvements are not expected to result in a significant increase in light emission impacts. If problems do materialize, they can be handled on a case-by-case basis by shielding or adjusting the angle of the lighting.

To reduce potential impacts associated with project lighting, the use of low pressure sodium lights is recommended for all public automobile parking areas and driveways.

SOLID WASTE

An increase in the generation of solid waste as a result of the proposed action will be slight. The City of Benson will be responsible for the collection and proper disposal.

CONSTRUCTION IMPACTS

Construction activities have the potential to create temporary environmental impacts at the airport. These impacts will primarily relate to noise resulting from heavy construction equipment, fugitive dust emissions resulting from construction activities, and potential impacts on water

quality from runoff and soil erosion from exposed surfaces.

A temporary increase in particulate emissions and fugitive dust may result from construction activities. The use of temporary dirt access roads would increase the generation of particulate. Dust control measures, such as the watering of exposed soil areas (see section on Air Quality), will be implemented to minimize this localized impact. Any necessary clearing and grubbing of construction areas will be conducted in sections or sequenced to minimize the amount of exposed soil at any one time. All vehicular traffic will be restricted to the construction site and established roadways.

Temporary dikes, basins and ditches will be utilized with each phase of construction to control erosion and sedimentation, and prevent degradation of off-airport surface water quality. After construction is complete, slopes and denuded areas will be reseeded to aid in the vegetation process. Provisions of Advisory Circular 150/5370/10A Standards for Specifying Construction of Airport, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control will be incorporated into all project specifications.

Effects of construction are generally short term and localized. With implementation measures, impacts related to construction of the proposed project are not expected to be significant.

PUBLIC AND AGENCY INPUT

An analysis was made of the proposed project's consistency with objectives of federal, regional, state and local land use plans, policies and controls for the area concerned. To this end, various environmental and planning agencies were contacted in writing and by telephone to solicit general and site specific comments regarding the proposed site

of the new Benson Municipal Airport. All written responses received from these agencies, as well as interested citizens, are included in **Appendix A**.

Since the project is currently within the jurisdiction of Cochise County, consultation with County Planning representatives was completed at critical intervals of the site selection and master plan study process. The zoning for Site F1 is currently classified as RU-4, a rural residential zoning.

This consultation related to two main objectives: to select an airport site compatible with existing and planned land uses, and to encourage the development of compatible land use zoning around the airport to protect from the future encroachment of incompatible uses, particularly in areas that would be subjected to increased noise exposure. No specific concerns were expressed from the County Planning staff regarding the proposed Site F1, and according to Jody Klein, Planning Director, the airport would be considered consistent with the County's future land use plans.

In addition to agency coordination activities, the public was given the opportunity to provide input throughout the process. All meetings held with the Airport Planning Advisory Committee (PAC), as well as all presentations to the Benson City Council, were open to the public. Two of these meetings, specifically those held in order to select the proposed site, were formatted to be public hearings and were scheduled and advertised in accordance with the City's public hearing requirements. Written correspondence received from individuals with regard to the site selection or master plan process are included in **Appendix A**. The primary issues which surfaced at the two public hearings are summarized below.

- ◆ Concerns related to the potential economic and environmental impacts to

the area with the implementation of the proposed new airport.

- ◆ Concerns related to property value with the construction of the airport.
- ◆ Costs of airport to City. Is it worth the jobs that will be generated?
- ◆ Would the airport be incorporated, and if so, would adjacent land owners also be incorporated?
- ◆ What is the largest size of aircraft that would be anticipated at the new airport?
- ◆ What future jobs would be created?
- ◆ Will the City conduct a public opinion survey to determine residents desires for such a facility?
- ◆ How would the proposed airport affect current land uses such as livestock grazing, horse breeding and adjacent residential development?
- ◆ How will the City pay their local share of the costs? Will they issue bonds, raise taxes?
- ◆ Concern that other important City expenditures would have to be postponed.
- ◆ Airport is needed to encourage industry, jobs and tourism in the area.
- ◆ Airport is needed to facilitate growth.
- ◆ Airport is good investment for community. Dollars spent by City are small compared to overall return.
- ◆ Airport construction will bring new dollars into community.

The development of the proposed Benson Municipal Airport is consistent with the

objectives of both the Federal Aviation Administration's National Plan of Integrated Airport Systems, and the Arizona State Aviation System Plan.

CONCLUSION

Based on the review of potential environmental impacts and considerations anticipated as a result of the construction and operation of the proposed new Benson Municipal Airport, the major issues identified are summarized below. Mitigation measures may be recommended to limit the potential impacts related to a number of these resources. Please note that as more specific information is gathered through the upcoming Environmental Assessment process, additional issues may arise.

- ♦ Air Quality - limiting of fugitive dust during construction, and stabilization techniques for non-paved access road to site.
- ♦ Water Quality - erosion control and storage and handling of fuel and other petroleum products.
- ♦ Floodplain/Stormwater Control - protect airport facilities from storm runoff damage and protection of downstream areas from increases in stormwater runoff or degradation of water quality.
- ♦ Cultural Resources - survey required.
- ♦ Endangered and Threatened Species - survey for two species requested by the USFWS.