

NOVEMBER 2003

FINAL

**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR
VARIOUS ROAD IMPROVEMENTS FROM
CANYON CITY, CALIFORNIA TO THE
IMPERIAL COUNTY LINE
SAN DIEGO COUNTY, CALIFORNIA**



**DEPARTMENT OF HOMELAND SECURITY
WASHINGTON, D.C.**

FINAL

**Supplemental Environmental Assessment for
Various Infrastructure and Road Improvements from
Canyon City, California to the Imperial County Line
San Diego County, California**

November 2003

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FINDING OF NO SIGNIFICANT IMPACT
VARIOUS INFRASTRUCTURE AND ROAD IMPROVEMENTS
FROM CANYON CITY TO THE IMPERIAL COUNTY LINE
SAN DIEGO COUNTY, CALIFORNIA

PROJECT HISTORY: The Department of Homeland Security (DHS) has the responsibility to regulate and control immigration. The official transfer of these responsibilities from the legacy Immigration and Naturalization Services (INS) occurred on March 1, 2003. At this time, the U.S. Border Patrol (USBP) was transferred into the U.S. Customs and Border Protection (CBP) within DHS. INS released a Finding of No Significant Impact (FONSI) and Final Environmental Assessment (EA) in March 2003 for various road improvements and construction projects in this area. Subsequently, it was determined that an additional four scope pads with access roads, a bypass road, road improvements, and border barriers consisting of pedestrian and vehicle barriers would be needed. This Supplemental EA (SEA) was developed to address only these actions, which required modification or are new actions.

PURPOSE AND NEED: The USBP has identified a need to improve existing roads, construct scope pads, access roads, a bypass road, and a border barrier at specific strategic locations near Tecate, California and Tierra del Sol, California. The combination of the proposed actions would aid the USBP in gaining and maintaining more control of the U.S.-Mexico border. The creation of new vantage points, safer driving conditions, improved access, and better protection of the border would all benefit the USBP's mission of controlling illegal entries. Each of the following project components would aid the USBP in fulfilling their mission:

- Night vision scope pads and access roads would allow the USBP to quickly and effectively detect and apprehend undocumented aliens (UDA) and smugglers. These capabilities provide the necessary and more effective surveillance to a larger area, improve response time, and enhance the safety of the USBP agents.
- Drainage structure repair or installation would reduce erosion and provide a safer, more environmentally sound water crossing. Repairs or installations would also improve USBP response time, reduce vehicle maintenance downtime and costs due to poor road conditions, and provide safer driving conditions.
- With the addition of 650-feet of barrier (468-feet of vehicle barrier and 182-feet of pedestrian barrier), the USBP would have enhanced response to illegal aliens who are presently able to escape agents via foot and vehicle.

PROPOSED ACTION: The proposed action would allow USBP to:

- (1) Construct six night vision scope pads and four access roads; with appropriate drainage structures;
- (2) Improve about 2.2-miles of the existing San Diego Gas & Electric Road including nuisance drainages and all weather surfacing,
- (3) Construct a bypass road approximately 467-feet long on land managed by the BLM to create a bypass around private property, and
- (4) Install approximately 650-feet of vehicle barriers and landing mat fence near Tecate.

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ALTERNATIVES: Alternatives carried forward for analysis in the Supplemental EA include the No Action and the Proposed Action described above. The No Action would not satisfy the need to provide necessary surveillance sites to more effectively monitor a larger area, create safer driving conditions, provide quicker response times for apprehensions and rescues, and enhance the safety of the USBP agents. Of the alternatives considered, the Proposed Action would result in the most strategically effective approach to providing monitoring of larger areas and a safe working environment.

ENVIRONMENTAL CONSEQUENCES: No significant adverse effects to the natural or human environment are expected upon implementation of the Proposed Action Alternative. Ground disturbance would be required, but would not affect land use, aesthetics, threatened and endangered species and critical habitat, air quality, socioeconomics, and cultural resources. Since some of the proposed actions would involve ground disturbance, some effects are expected to vegetation, wildlife habitat, soils, and water resources. However, the total project is expected to disturb a maximum of 18.71 acres, much of which has been previously disturbed; therefore, the effects would not be considered significant.

ENVIRONMENTAL DESIGN MEASURES: Environmental design measures will be implemented and supervised by the USBP managers at the Campo and El Cajon Station. These measures include:

1. Using standard construction procedures to minimize the potential for erosion and sedimentation and control fugitive dust during construction by the implementation of Best Management Practices.
2. Proper routine maintenance of all construction vehicles and equipment will be implemented to ensure efficient operation. No equipment or vehicles will be maintained or stored in or near water resources.
3. To minimize potential impacts from hazardous and regulated materials, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment system that consists of an impervious floor and bermed sidewalls capable of holding 1 ½ times the volume of the largest container stored therein.
4. Any major fuel spills will be contained immediately by constructing an earthen dike and applying a petroleum absorbent to contain the spill.
5. Disturbed sites will be utilized to the maximum extent practicable for construction and operation support activities. Additionally, efforts to minimize loss of vegetation may include: (1) trimming vegetation along roadsides rather than removing the entire plant; (2) requiring heavy equipment to utilize road pullouts or other such disturbed areas; and (3) considering the possibility of revegetative efforts.

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6. Any construction activities near riparian areas will occur outside of the least Bell's vireo and southwestern willow flycatcher nesting season (15 February and 30 August). Migratory bird surveys will be conducted before any ground disturbing activities would occur during the nesting/breeding season.

FINDING: Based upon the results of the SEA and the environmental design measures to be incorporated as part of the Proposed Action, it has been concluded that the Proposed Action Alternative would not have a significant adverse effect on the environment, and no further NEPA analysis (i.e. Environmental Impact Statement) is warranted.



Chien Viet Le, Acting Director
Headquarters, Facilities and Engineering Division

11/19/03

Date

EXECUTIVE SUMMARY

PROPOSED ACTIONS:	The proposed actions consists of: the construction of six night vision scope pads and access road construction and maintenance, 2.2 miles of road improvements to the SDG&E Road, an approximately 467-foot section of bypass road construction, and the installation of an approximately 650-foot section of fence and vehicle barriers. These improvements are proposed by the U.S. Border Patrol (USBP) and would take place between Tecate and Tierra del Sol, California.
PURPOSE AND NEED FOR THE PROPOSED ACTIONS:	The combination of the proposed actions would aid the USBP in gaining and maintaining control of the U.S.-Mexico border. The creation of new vantage points, safer driving conditions, faster access, and better protection of the border would all benefit the USBP in protecting the border from UDAs and smugglers.
ALTERNATIVES ADDRESSED:	Two alternatives are evaluated in this Environmental Assessment: the Proposed Action and No Action. The Proposed Action Alternative includes implementing all of the actions listed above. The No Action Alternative would not allow for the expansion of USBP operations and would eliminate all proposed actions addressed in this document.
ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTIONS:	No significant adverse effects to the natural or human environment are expected upon implementation of the Proposed Action. Less than 18.71 acres of soil and 14.98 acres of vegetation and wildlife habitat would be disturbed under the Proposed Action Alternative, much of which has been disturbed previously. No Federally protected species, wetlands, or significant cultural resources sites would be impacted by the proposed construction activities.
CONCLUSION:	Based upon the findings of this analysis and assuming that all mitigation measures recommended herein are implemented, no significant adverse impacts would occur from the Proposed Action Alternative.

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1.0 INTRODUCTION AND PURPOSE AND NEED

1.1 Introduction

This Supplemental Environmental Assessment (SEA) addresses the potential effects, beneficial and adverse, of the construction of six night vision scope pads and access roads, 2.2 miles of road improvements to the San Diego Gas & Electric (SDG&E) Road, an approximately 467-foot section of bypass road construction on land managed by the Bureau of Land Management (BLM), and the installation of an approximately 650-foot section of pedestrian fence and vehicle barriers along the U.S.-Mexico border near Tecate, California. All construction activities would take place from Tecate, California to just east of Tierra del Sol, California in San Diego County. These improvements have been proposed by the U.S. Border Patrol (USBP) in an effort to enhance their capability to gain, maintain, and extend control of the U.S.-Mexico border.

This SEA will address new actions and update alternatives addressed in previous National Environmental Policy Act (NEPA) documents. This document supplements the Final EA for Various Road Improvements from Canyon City, California to the Imperial County Line, California (Immigration and Naturalization Service [INS] 2003). This document is also tiered from four past NEPA documents: Final EA for Border Road and Fence Construction and Repair from Tecate to Canyon City, San Diego County, California (USACE 1993); Final EA for Border Road and Fence Construction and Repair from Campo to Jacumba, San Diego County, California (USACE 1994); Final EA for Border Road Maintenance and Construction, Tecate to Campo, San Diego County, California (USACE 1997); and the Final Supplemental Programmatic Environmental Impact Statement (EIS) for the Immigration and Naturalization Service (INS) and Joint Task Force-Six (JTF-6) Activities (INS 2001).

1.2 Background and History

The background and history of the legacy INS, Regulatory Authority, San Diego Sector, Campo Station, and the BLM was described in detail in the original EA (INS 2003) and is incorporated herein by reference; however, some changes have been made to the associated agencies.

The Department of Homeland Security has the responsibility to regulate and control immigration. On November 25, 2002, Congress transferred all INS responsibilities to the

newly created Department of Homeland Security with the passage of the Homeland Security Act of 2002. The official transfer of responsibilities occurred on March 1, 2003, and the USBP was transferred into the Bureau of Customs and Border Protection within the Department of Homeland Security.

1.3 Location of the Proposed Action

The project area covers four sites between Tecate, California and Tierra del Sol, California (Figure 1-1). All four sites are within one mile of the U.S.-Mexico border and portions of all of the projects fall within the 60-foot Roosevelt right-of-way (ROW) along the international border. This ROW was set aside for the Federal government in the Presidential Proclamation dated May 27, 1907. All actions would occur within San Diego County.

1.4 Purpose and Need

The USBP is charged with the responsibility of protecting the sovereign borders of the U.S. It has been reported by the USBP that the U.S.-Mexico border is breached more than any other international border in the world. The border area is a large, diverse, and difficult boundary to effectively enforce without the use of dedicated tactical infrastructure (fences, roads, scope sites, etc.).

The purpose of these proposed actions is to create safer working conditions for the USBP and in so doing, deter undocumented alien (UDA) activities. UDAs pass through the border areas, threaten public lands, historical structures, and Federal and state protected species and habitat. Vehicles used by smugglers are continuously abandoned in National Parks and other natural and sensitive areas. Dealing with the detrimental effects of UDAs is becoming an ever-increasing burden on Federal and state land managers, private landowners, as well as the USBP. UDAs have trampled vegetation, started wildland fires, left litter, and abandoned vehicles throughout the entire border region (see Photograph 1).



Photograph 1: Trails created and litter left behind by UDAs near SDG&E Road.

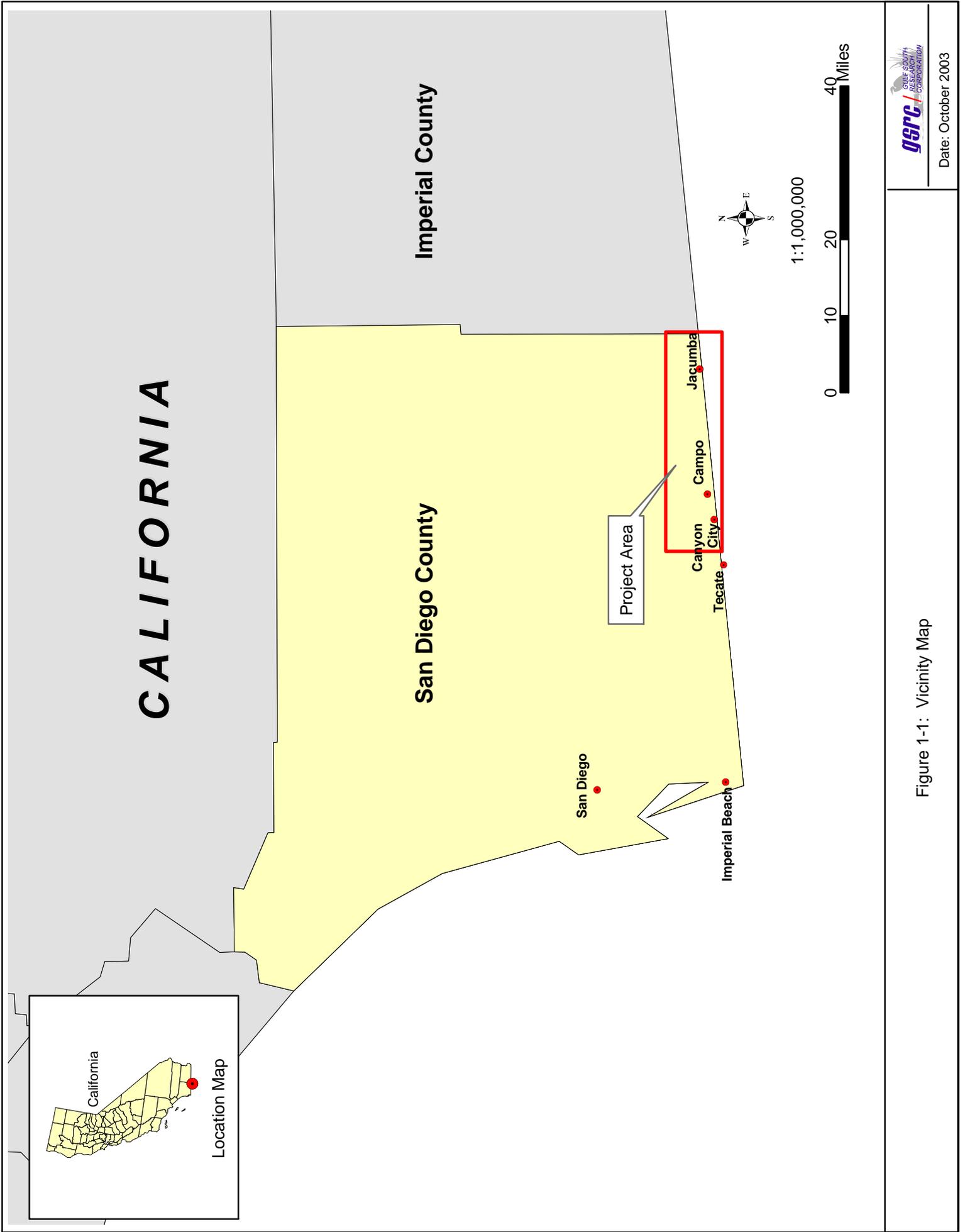


Figure 1-1: Vicinity Map

Furthermore, many UDAs attempt to enter the U.S. through harsh environments with dangerous conditions. Many regions along the border are vast, undeveloped areas that represent a danger to the UDAs from exposure to high temperatures in the summer and below freezing temperatures in the winter. The USBP agents are faced with increasing demands for rescuing UDAs from heatstroke, snakebites, dehydration, hypothermia, or from being lost. Detection of UDAs before they access these harsh environments will reduce injuries and help prevent the loss of life.

- Night Vision Scope Pad and Access Road Construction

There is a need to provide surveillance capabilities that would allow the USBP to quickly and effectively detect and apprehend UDAs and drug traffickers. The purpose of the proposed night vision scope pads, and associated access road construction, is to more effectively monitor a larger area, improve response time, reduce the enforcement footprint, and enhance the safety of the USBP agents. This is especially important at night when illegal entry attempts are highest. These night vision scope pads allow one agent to monitor an area with a much-improved field of vision. The scope pads and access roads also facilitate the USBP's mission to better gain and maintain control of the U.S.-Mexico border.

The need for the proposed scope pads and access roads is based on increased border activity and the limited manpower available to the USBP. Sites selected for scope pads provide a high-ground lookout in remote, hilly areas for the USBP to monitor larger areas.

- 2.2 miles of road improvements to SDG&E Road

The purpose of the proposed action is to improve 2.2 miles of roadway in order to reduce risks to the health and safety of USBP agents and to facilitate the USBP's mission to reduce illegal drug smuggling and UDA activity along the border region. A secondary purpose for the proposed project is to reduce road and vehicle maintenance costs.

The proposed improvement activities would consist of grading and filling road beds with a clean compactable material, applying road stabilizer, re-establishing ditch lines, and cleaning culverts and silt catch basins.

These improvements have been proposed by USBP in an effort to enhance the USBP's capability to gain, maintain, and extend control of the U.S./Mexico border. This maintenance project would not only increase operational efficiency within the area and reduce maintenance costs but also create a significantly safer working environment for USBP agents.

- Bypass Road Construction

The existing piece of border road proposed for replacement is located on private land. This road is in an area that is very steep and rocky and is in need of maintenance; however, the current landowner will not allow any reconstruction or maintenance activities. Due to the poor condition of the road and the lack of maintenance, traveling along this section of road has become a safety risk for USBP agents.

The need for the construction of the Bypass Road is to create a detour around this private section of road on land managed by the BLM. This would allow the USBP safer driving conditions, the ability to maintain the road when necessary, and quicker response times for apprehensions and rescues due to better road conditions.

- Pedestrian Fence and Vehicle Barriers

Border fences have proven to be an effective deterrent for pedestrian traffic in numerous areas (e.g., San Diego, Tecate, Jacumba), even though a single fence can be breached due to no enforcement on the south side of the fence. Fences are typically constructed in urban or developed areas and are usually constructed out of military surplus steel landing mat. These fences are generally 10-14 feet high and usually constructed within 6 feet of the U.S.-Mexico border.

Vehicle barriers typically consist of 4- to 5-inch horizontal, metal beams welded to vertical support beams with a concrete anchor. The barriers are approximately 3 feet high. They are usually constructed along the southern edge of existing roads, particularly along the U.S.-Mexico border. Other barrier designs are also used however. As the name implies, vehicle barriers are designed to impede illegal vehicle entry; however, they do not preclude pedestrian or wildlife movement, or the flow of water.

Since both fence and vehicle barriers have been proven effective in stopping illegal traffic, the USBP feels they are needed in areas of high foot and vehicle traffic to halt the continuous flow coming north across the border. For instance, during the month of

October 2003, the Cetis Hill area has experienced up to four vehicle drive-throughs per day. With a combination of barrier types, this effort would control both vehicle traffic traveling and pedestrian traffic. Due to the nearby road network, UDAs and smugglers can cross this low area undetected on foot or in vehicles and escape easily into the U.S. once they have breached the border. Thus, there is a need to place a combination of vehicle barriers and pedestrian fence in this area to halt UDA traffic. The purpose is to create a structure that would halt or substantially hinder illegal foot and vehicle traffic, without hindering the flow of water, in this area.

1.5 Environmental Regulations

The environmental requirements used in the development of this SEA were discussed in the original EA (INS 2003) and are incorporated herein by reference.

2.0 ALTERNATIVES

This section describes the alternatives considered in this SEA, relative to their ability to satisfy the USBP's purpose, mission, and need. Two alternatives will be addressed:

1. Proposed Action Alternative; and
2. No Action Alternative.

2.1 Proposed Action Alternative

After the Draft SEA was released, a new alignment for the Airport Mesa Road, which was addressed in the original EA (INS 2003), was evaluated. The new alignment would greatly reduce the impacts associated with the road construction described in the original EA. The new alignment would reduce the construction footprint from 7.4 to 5.1 acres and reduce the footprint within several drainages. This new alignment was surveyed for protected species and cultural resources, with negative results. Since this action was addressed in the original EA (INS 2003) and would result in reduced impacts it will be only briefly discussed in this SEA.

The Proposed Action Alternative addressed in this SEA consists of the construction of six night vision scope pads and access roads, 2.2 miles of road improvements/maintenance on the SDG&E Road, construction of an approximately 467-foot section of bypass road on land managed by the BLM, and the installation of an approximately 650-foot section of pedestrian fence and vehicle barriers along the U.S.-Mexico border.

2.1.1 Night Vision Scope Pad and Access Road Construction

Six night vision scope pads are proposed at high points near the U.S.-Mexico border. Approximately 2.06 miles of road construction and 2.2 miles of road improvements is required to install and operate the six scope pads.

2.1.1.1 Monument 241 Road

A new night vision scope pad and access road construction (approximately 0.23 mile) are proposed near Monument 241 along the U.S.-Mexico border (Figure 2-1). The proposed night vision scope pad would be at the end of the access road and would consist of a 20-foot by 20-foot permanent clearing—the minimal area to turn a USBP vehicle around—with an additional 20-foot by 20-foot temporary impact zone required during construction. Each site would be

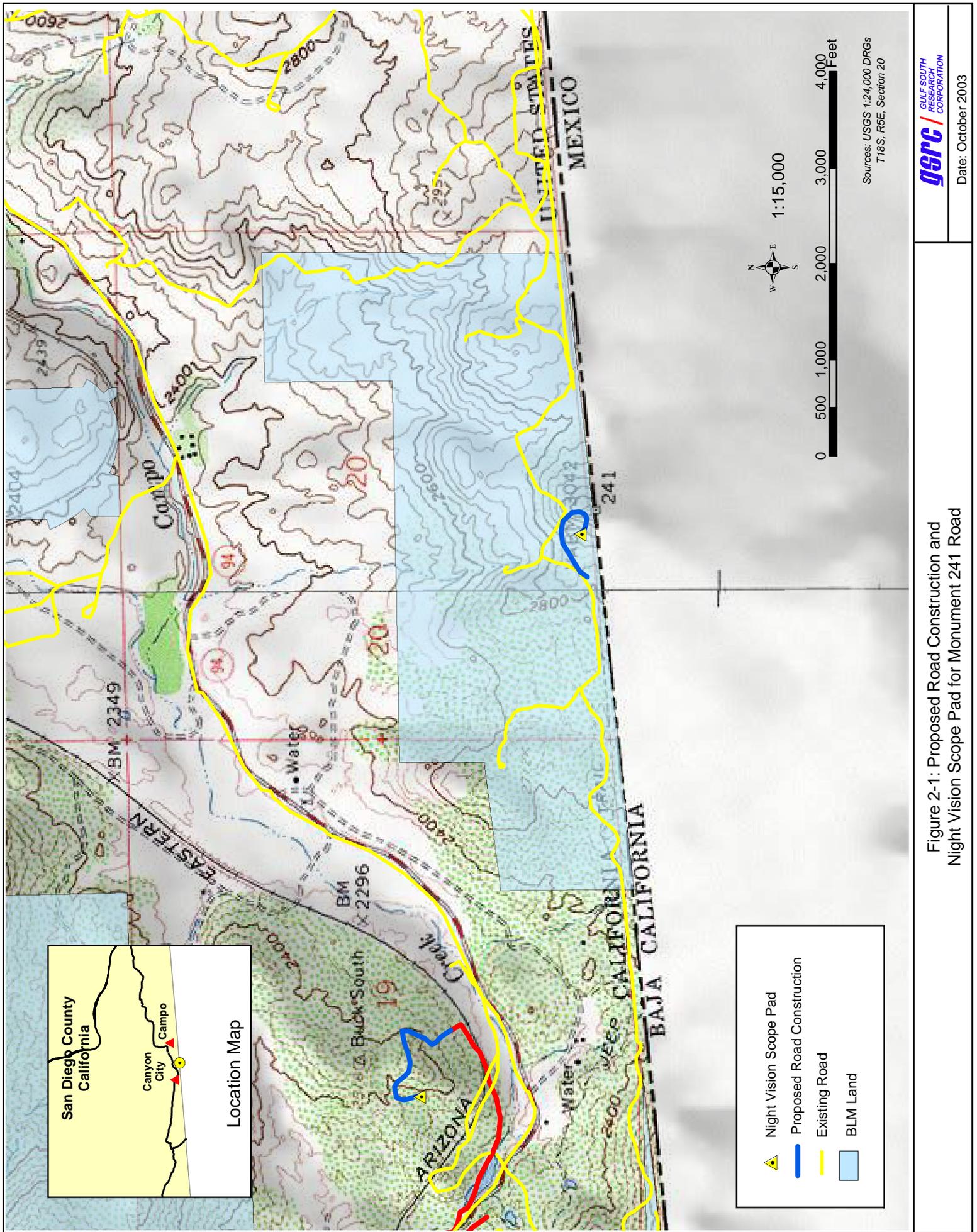


Figure 2-1: Proposed Road Construction and Night Vision Scope Pad for Monument 241 Road

mechanically and hand cleared of rock, vegetation, and debris to make room for a vehicle. The total area permanently impacted by the scope pad would be 400-square feet (ft²).

The finished access road surface would be approximately 14-foot wide with a 2- to 5-foot ditch/safety berm on either side of the proposed road. Cut and fill activities would be required for these activities; consequently, the permanent impact area would be approximately 50-foot wide. Due to the slope in the area the road is proposed, nuisance drainage culverts (i.e., one pipe) would be required approximately every 300-linear feet under the road and would remain within the proposed road's footprint. These culverts would be installed to drain the road surface and to handle small concentrations of stormwater. Rock or rip-rap would be placed downstream of the culverts to alleviate water flows and minimize erosion during storm events. Approximately 0.1 mile (or half of the proposed access road) is an existing two-tire track road where vegetation is very sparse. Approximately 1.4 acres would be impacted from the access road construction and scope pad.

2.1.1.2 Larry Pierce Road

Approximately 0.19 mile of access road construction and one night vision scope pad are proposed along the Larry Pierce Road (Figure 2-2). The finished road surface and night vision scope pad would use the same designs as described above for the Monument 241 Road. The proposed road alignment follows an existing two-tire track trail for a portion of the way. There is a small ephemeral drain, which would require a drainage structure. The footprint of the drainage structure would remain within the proposed road's footprint and rock or rip-rap would be placed downstream of the drainage structure to alleviate flows and minimize erosion. Approximately 1.16 acres would be impacted from the scope pad and access road construction and drainage structure.

2.1.1.3 SDG&E Cherry Stem Road

A total of 0.7 mile of access road construction is proposed for the two SDG&E Cherry Stem Roads (see Figure 2-2). This access road construction would lead to two night vision scope pads at selected high points off two branches, or cherry stems, of the main SDG&E Road. The finished road surface would use the same design as discussed for the Monument 241 scope pad and access road. Maintenance of these roads would be conducted by the USBP. The northern Cherry Stem would involve improvements and repairs to an existing road for

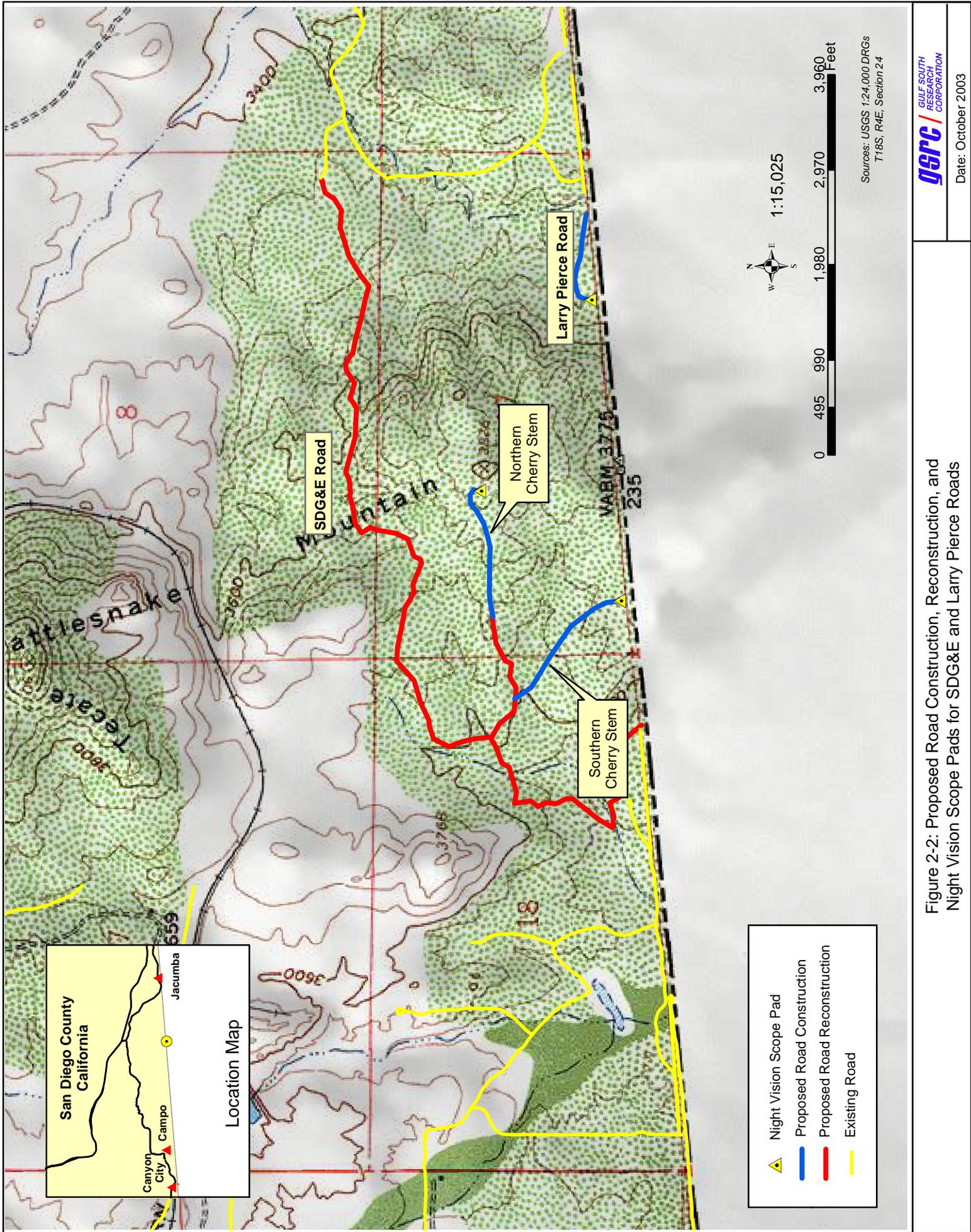


Figure 2-2: Proposed Road Construction, Reconstruction, and Night Vision Scope Pads for SDG&E and Larry Pierce Roads

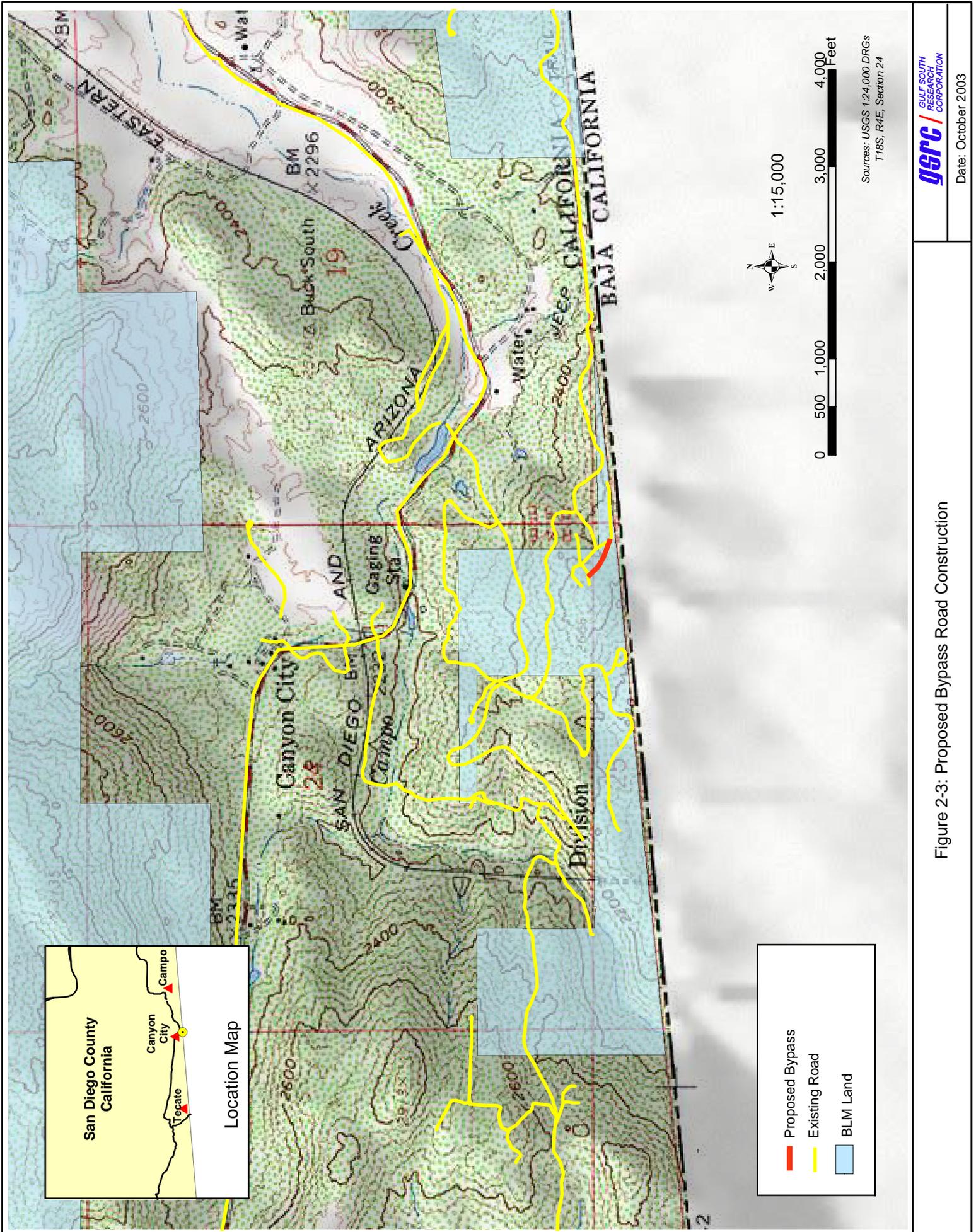
most of the route. The last 0.25 miles would require new construction. The southern Cherry Stem would require all new road construction and the installation of one drainage structure, similar to the one described for the Larry Pierce Road above. Approximately 4.24 acres would be impacted by this action.

2.1.1.4 SDG&E Road Improvements

Approximately 2.2 miles of road improvements would be made to the existing SDG&E Road in order to improve driving conditions and USBP agent safety and enhance response time for apprehensions (see Figure 2-2). These proposed road improvements would consist of grading and filling road beds with a clean compactable material, re-establishing ditch lines, cleaning culverts and silt catch basins, and applying road stabilizer such as PennzSuppress® or an equivalent product. No additional vegetation clearing would be required for this action. The existing road averages about 14 feet wide.

2.1.1.5 Airport Mesa Road

The old alignment for Airport Mesa road as previously discussed in the previously mentioned 2003 INS Final EA for Various Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California totaled approximately 1.23 miles of road construction. However, the new alignment would require new road construction for approximately 0.85 miles and is proposed to the top of Airport Mesa just east of Jacumba, California. This roadwork is planned so USBP can access the top of the mesa for two proposed scope pads. The finished road surface will be approximately 14-feet wide with a 2- to 5-foot ditch/safety berm on either side of the proposed road. Cut and fill activities would be required for these activities; consequently, the permanent impact area would be approximately 50-feet wide. Due to the slope on Airport Mesa, nuisance drainage culverts (i.e., one pipe) would be required approximately every 300-linear feet under the road and would remain within the proposed road's footprint. These culverts would be installed to drain the road surface and to handle small concentrations of stormwater. The original and revised alignments for the Airport Mesa Road are presented in Figure 2-3.



Approximately five small, ephemeral drainages would be impacted with the proposed road construction and would require culverts. Approximately 0.025 acre would be affected from the five culverts; however, the effects from installing the five culverts would remain within the proposed road's footprint. Approximately 7.45 acres would be permanently affected by the road construction on Airport Mesa, including the installation of the five culverts.

The two proposed night vision scope pads would be at the ends of the Airport Mesa Road and would consist of a 20-foot by 20-foot permanent clearing—the minimal area to turn a USBP vehicle around—with an additional 20-foot by 20-foot temporary impact zone required during construction. Each site would be mechanically and hand cleared of rock, vegetation, and debris to make room for a vehicle. The total area permanently impacted by each scope site would be 400-square feet (ft²). These scope pads, and the access roads on top of the mesa, remain in the same location as they were presented in the original EA, as can be seen in Figure 2-3.

In summary, access road construction in the four areas would consist of a 14-foot wide roadbed with a 2- to 5-foot ditch or safety berm on each side of the road (18- to 24-foot total width). With the required cut-and-fill activities along the slopes, the permanent impact area is expected to be 50 feet wide; there is no intent to create major roadways. Much of the proposed roadbeds have already been disturbed and would follow existing two-tire track trails. All culverts placed along the roadbeds would remain within the proposed road footprint and are included in the impacts. Road improvement activities would bring existing roads up to these standards. The proposed road construction or improvements would give the USBP agents sufficient room to safely access the scope sites. The total area permanently impacted by the road construction would be approximately 14.24 acres for the four scope pad access roads, including Airport Mesa. The total area permanently impacted from the placement of six night vision scope pads would be approximately 2,400 ft² (0.05 acre). An additional 2,400-ft² (0.05 acre) of total temporary impact area would be required; however, this area would be revegetated upon completion of the construction activities.

The night vision scope pads addressed for the Proposed Action would be created with the idea of converting the scope pads to RVS sites in the future. These future RVS sites would require separate NEPA documentation.

2.1.2 Bypass Road Construction

An approximately 467-foot long road would be constructed on land managed by the BLM to create a bypass around private property and would tie into the existing border road (Figure 2-4). This road would be approximately 14-feet wide with a 2- to 5-foot ditch/safety berm on either side of the proposed road. Cut and fill activities would be required for these activities; consequently, the permanent impact area would be approximately 50-feet wide. Due to the slope in the area the road is proposed, approximately two nuisance drainage culverts (i.e., one pipe) would be required under the road on either side of the hill and would remain within the proposed road's footprint. These culverts would be installed to drain the road surface and to handle small concentrations of stormwater. Approximately half of this proposed road would be new construction while the other half would be along an existing dirt road. Approximately 0.54 acre would be affected by this action.

2.1.3 Cetis Hill Barrier

Approximately 650 feet of pedestrian fence and vehicle barriers would be installed in a drainage area on the east side of Cetis Hill (Figure 2-5). Landing mat fence would be constructed in this area except for two stream crossings, where vehicle barriers would be installed. The vehicle barriers would span the streambeds (Figure 2-6), however, no poles would be placed in within the streambeds themselves. No trees would be cut or disturbed for the proposed pedestrian fence and vehicle barriers. All fence construction would stay within the 60-foot Roosevelt ROW and a temporary impact area would be expected approximately 5 feet on either side of the vehicle barriers and fence for a total of 0.15 acre affected from the installation.

2.2 No Action Alternative

Under the No Action Alternative, none of the actions included in the Proposed Action Alternative would occur, including night vision scope pad and access road construction, bypass road construction, or pedestrian and vehicle barriers.

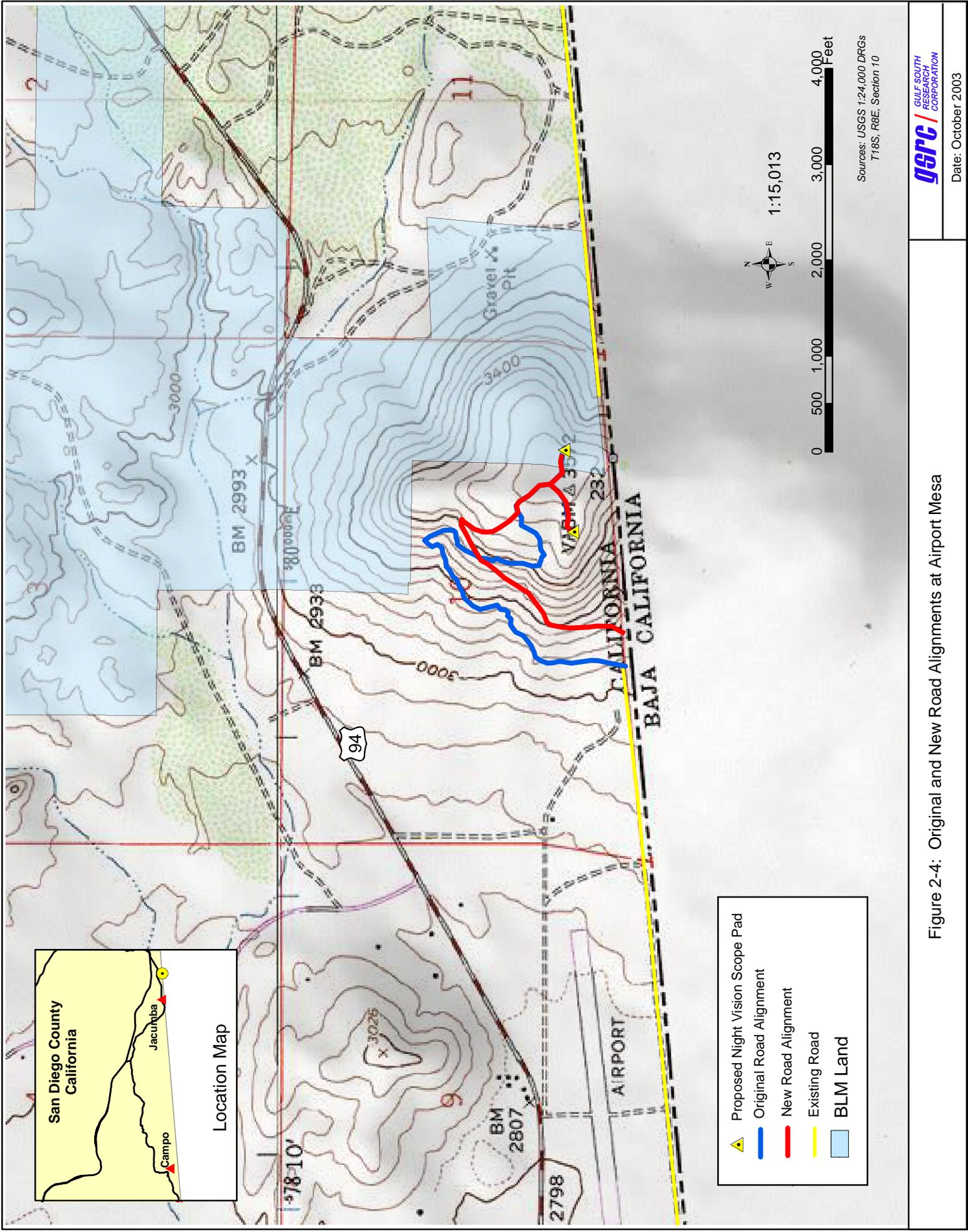


Figure 2-4: Original and New Road Alignments at Airport Mesa

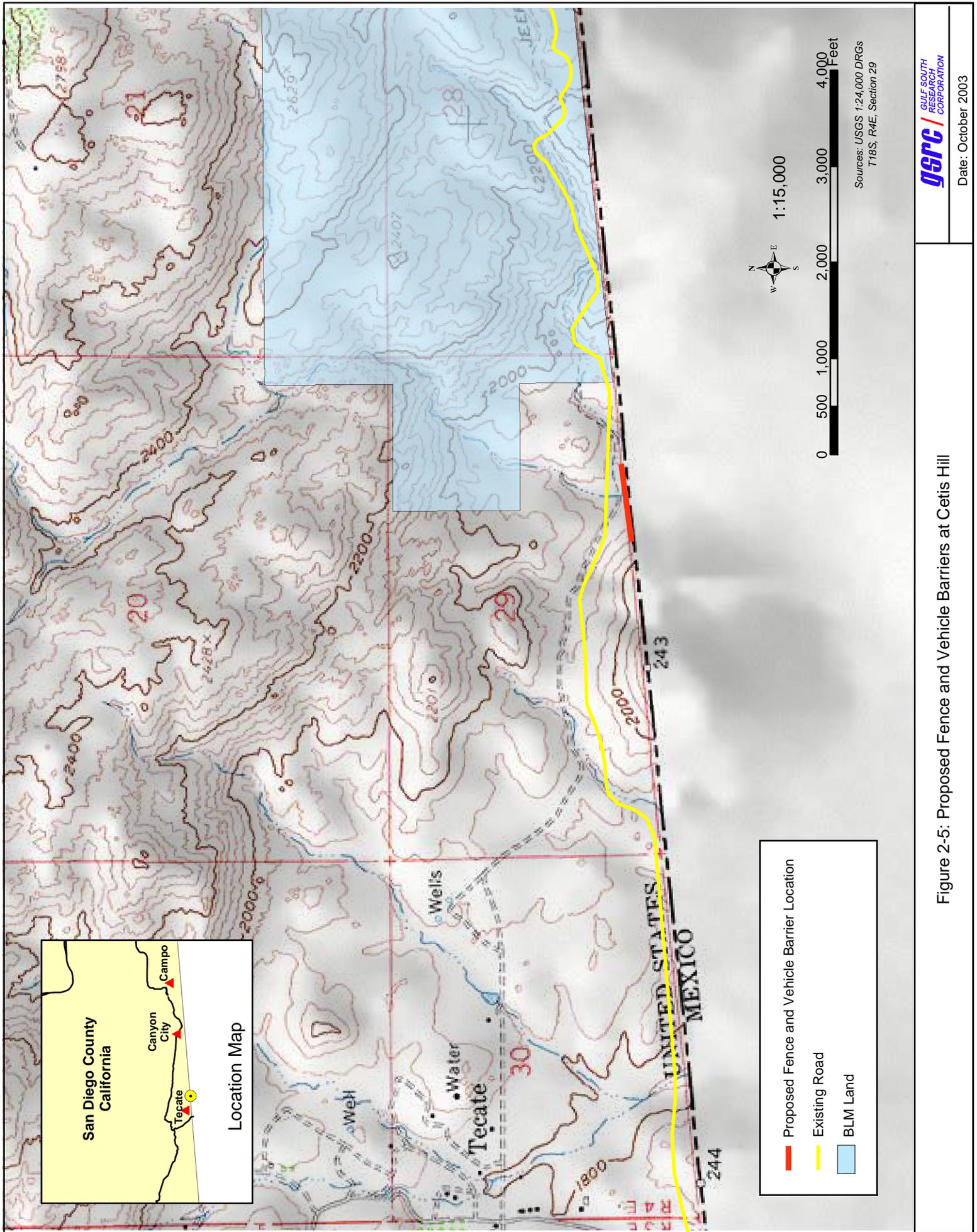
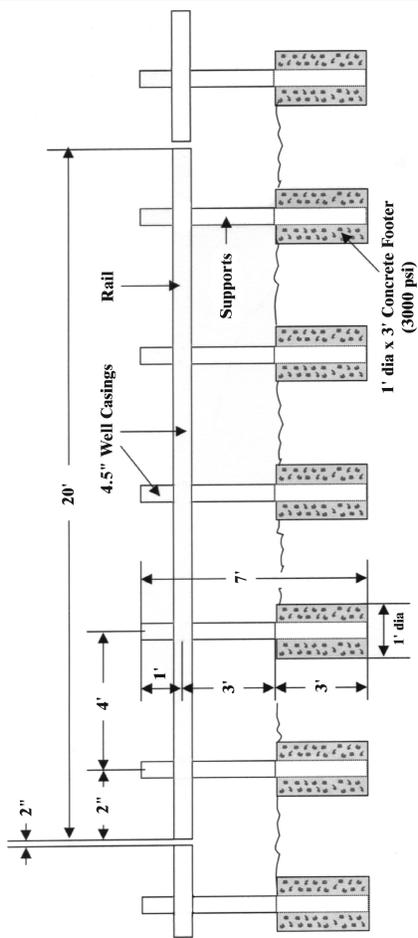
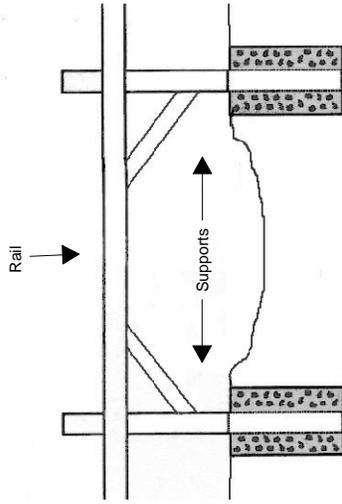


Figure 2-5: Proposed Fence and Vehicle Barriers at Cetus Hill

Schematic Drawing of Vehicle Barrier



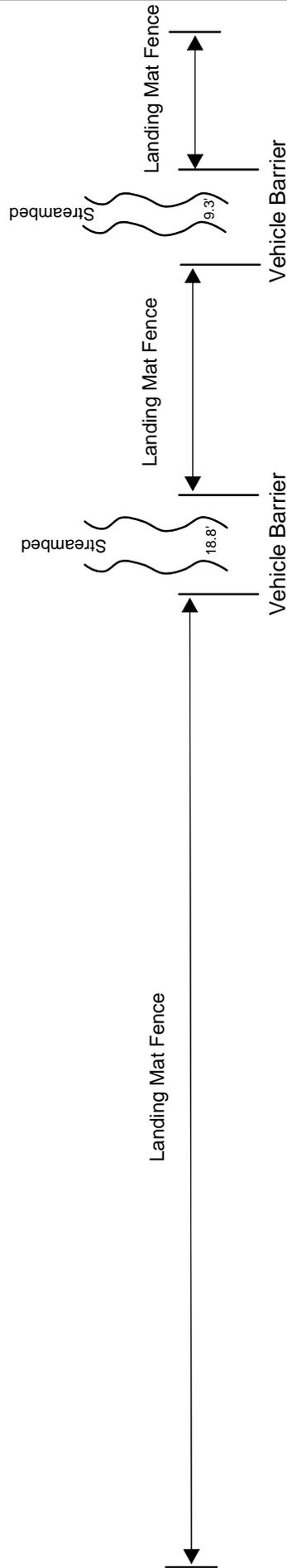
Schematic Drawing of Vehicle Barrier at Streambed Crossings



NOTE: Rail length over streambed will vary according to width of streambed (i.e. 18.8' streambed will have 20' rails and 9.3' streambed will have 10.5' rails)

United States

Mexico



NOTE: No poles to be placed in either streambed

Figure 2-6. Schematic of Proposed Fence and Vehicle Barriers at Cetis Hill

2.3 Summary

In summary, although the Proposed Action Alternative would have some minor impacts, it would significantly enhance the USBP's mission to gain and maintain control of the border. This alternative would also enhance the ability of the USBP to deter and apprehend illegal entrants near the border, therefore resulting in less trans-border traffic and reduce the amount of enforcement actions that occur outside the immediate border vicinity. The Proposed Action Alternative is comprised of all of the following components/actions: night vision scope pads and access road construction, 2.2 miles of road improvements to the SDG&E Road, bypass road construction, and pedestrian and vehicle barriers. The general locations of each of these actions are depicted in Figure 2-7. A summary of the two alternatives, in comparison to the purpose and need for the action, is presented in Table 2-1 and Table 2-2 is a matrix of potential effects by specific resource.

Table 2-1: Alternative Matrix

Purpose and Need Requirements	Proposed Action Alternative	No Action Alternative
Enhance the detection of illegal activities, and ability to gain and maintain control of the U.S.-Mexico border	Yes	No
Ability to monitor a large area	Yes	No
Deterrence of UDAs	Yes	No
Enhance the safety of USBP agents	Yes	No
Improve USBP response time	Yes	No
Quick detection of UDAs	Yes	No
Reduce the amount of foot traffic and vehicle drive throughs at Cetus Hill	Yes	No
Protection to neighborhoods, businesses, and environmentally and culturally sensitive areas near the project area	Yes	No

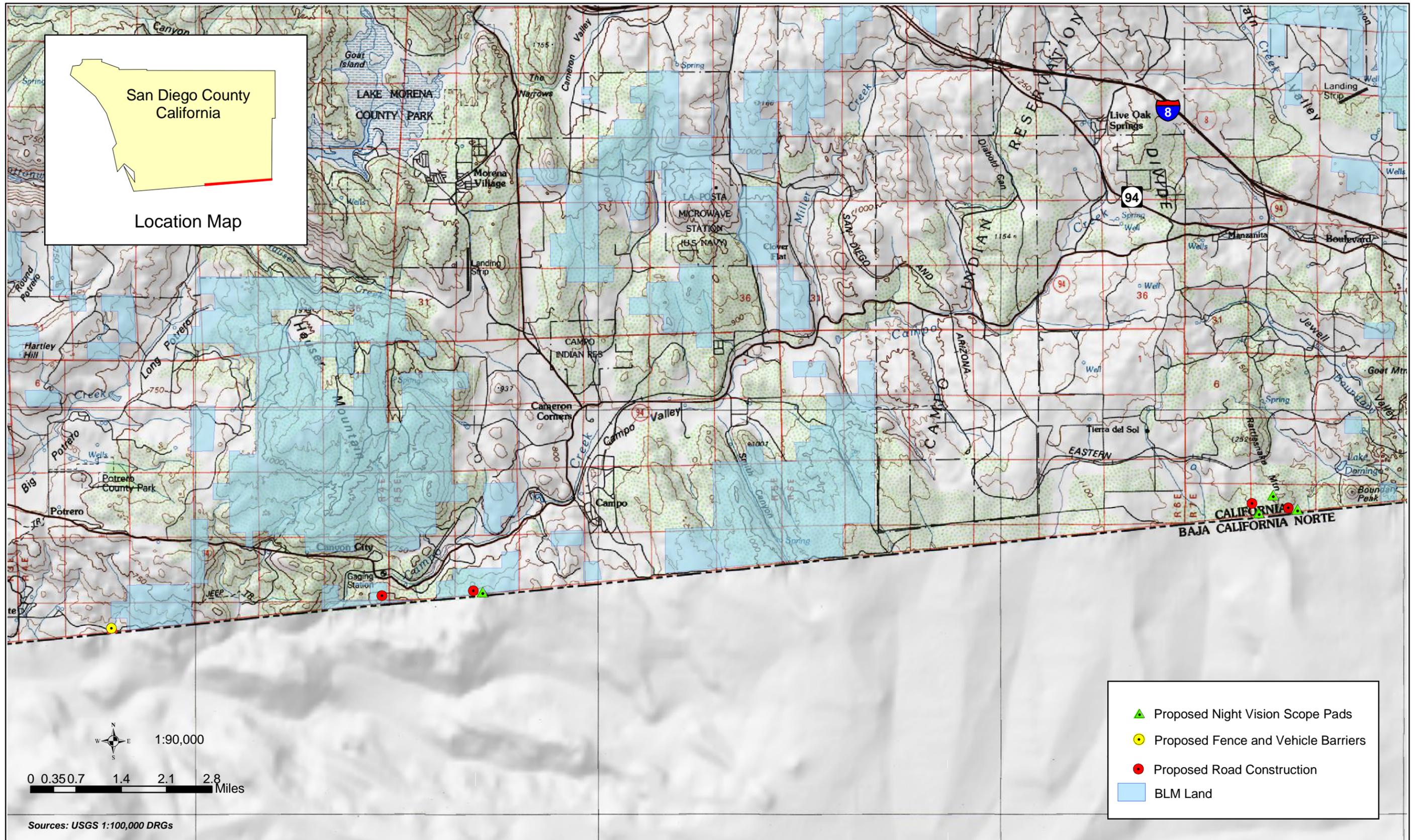


Figure 2-7: All Proposed Activities in the Project Area

Table 2-2: Matrix of Potential Impacts

Affected Environment	Proposed Action Alternative	No Action Alternative
Land Use	New scope pad and road construction (Monument 241, Larry Pierce, Airport Mesa, and Bypass roads) would convert 14.29 acres from open rangeland to roads	No impacts
Aesthetics	Scope pads would be placed on top of hill in six areas; temporary negative effects from on-site construction equipment; fencing/vehicle barriers would be installed in a new area	No direct impacts; UDAs would continue to cause long term indirect impacts from the creation of trails, littering, and wildland fires
Soils and Prime Farmland	All actions would permanently disturb soils; less than 18.71 acres of soil is expected to be permanently disturbed; no prime farmlands would be impacted	No direct impacts; UDAs would continue to cause long term indirect impacts from the creation of trails
Water Resources	No significant effects to water resources are expected; two drainage structures would be installed along the Larry Pierce and Southern Cherry Stem Roads; proposed vehicle barriers in the drain on the east side of Cetus Hill would not impede water flow; no support poles would be installed in streambeds at Cetus Hill	Vehicles would continue to cross though the drain on the east side of Cetus Hill causing negative impacts to water resources
Vegetation Communities	14.98 acres of vegetation would be disturbed with the Proposed Action Alternative: 14.29 acres for access road and scope pad construction , 0.54 acre for bypass road construction, and 0.15 acre for fence and vehicle barrier installation; however, much of the proposed road construction would be along existing trails; no trees would be cut or disturbed for barriers at Cetus Hill	No vegetation would be directly disturbed; indirect effects would continue from UDAs

Table 2-2: Matrix of Potential Impacts

Affected Environment	Proposed Action Alternative	No Action Alternative
Wildlife and Aquatic Resources	All actions would require vegetation disturbance and therefore would remove wildlife habitat; approximately 14.98 acres would be impacted; 650-foot section of proposed landing mat fence and vehicle barrier could impede wildlife movement	Heavy UDA traffic would continue across valuable wildlife habitat
Threatened and Endangered Species and Critical Habitat	No threatened or endangered species or critical habitat would be disturbed from any of the proposed activities	Heavy UDA traffic would continue across areas known to have protected species or valuable habitat in which protected species rely on
Air Quality	Short-term degradation in local air quality from construction equipment; however, impacts considered insignificant and below <i>de minimus</i> threshold	No additional impacts
Noise	Temporary increase in noise levels due to construction activities	No additional impacts
Cultural Resources	No impacts	The potential exists for UDA traffic to continue across possible cultural resource sites
Socioeconomics	Beneficial impacts would be expected to socioeconomics in the project area; increased safety to neighborhoods and surrounding communities	No impacts to housing and income; adverse impacts to the surrounding border towns and communities would continue
Environmental Justice and Protection of the Children	No impacts	No impacts

3.0 AFFECTED ENVIRONMENT

The affected environment of the region was discussed in detail in the original Final EA (INS 2003), and is incorporated by reference per 40 Code of Federal Regulations (CFR) 1502.21. The site conditions at each site are briefly described in the following paragraphs. Only those parameters that have the potential to be affected by the proposed action are described, as per Council on Environmental Quality (CEQ) guidance (40 CFR 1501.7). Therefore, discussions of resources such as transportation, unique/sensitive areas, climate, hazardous material, and coastal zone management are not addressed further due to the lack of potential effect on the resource, or because a particular resource is not located within the project area.

3.1 Land Use

Land use for the project corridor and region was previously discussed in the aforementioned INS March 2003 EA; thus, this information is incorporated herein by reference. Similar land uses (i.e., undeveloped or single-residence ranches) occur at all of the proposed sites.

3.2 Aesthetics

Aesthetics within the project corridor and region was previously discussed in the aforementioned INS March 2003 EA; thus, this information is incorporated herein by reference.

3.3 Soils and Prime Farmland

3.3.1 Soil Types

3.3.1.1 Monument 241 Road

The two soil types associated with the Monument 241 Road night vision scope pad and access road construction are in the Tollhouse Series. The first soil type is the Tollhouse rocky coarse sandy loam, 5 to 30 percent slopes, eroded. This soil type consists of shallow to very shallow very coarse sandy loams. It is found in the mountains with dominant slopes of 25 percent and is characterized as having a high erodibility rating. The Tollhouse rocky coarse sandy loam, 30 to 65 percent slope is also found at this site. This soil is steep to very steep and is found over hard rock. The erosion hazard is listed

as being high to very high. These two soils are commonly used as both wildlife habitat and for recreational purposes (USDA 1973).

3.3.1.2 SDG&E Road and Cherry Stems

Several soils are found within the SDG&E Road project area: Tollhouse rocky coarse sandy loam, 5 to 30 percent slopes, eroded; Acid Igneous Rock Land; and La Posta rocky loamy coarse sand, 5 to 30 percent slopes, eroded. The Tollhouse soil was discussed in the above section. The Acid Igneous Rock Land soil is found in rough, broken terrain where most of the area is covered in boulders and rocky outcroppings. This particular soil has no value for farming and consists of a loam to loamy coarse sand. Runoff associated with this soil is rapid to very rapid. The La Posta soil has a medium runoff rate with an erosion hazard rating of moderate and is classified as being moderately sloping to moderately steep (USDA 1973).

3.3.1.3 Larry Pierce Road

The soil found on the Larry Pierce Road site is the Tollhouse rocky coarse sandy loam, 5 to 30 percent slopes, eroded. This soil type was previously discussed in Section 3.3.1.1.

3.3.1.4 Airport Mesa Road

The soil type associated with the Airport Mesa scope pad and access road construction is Stony land. This soil type consists of rocks and boulders with little vegetation. It is strongly sloping and very steep with a severe erodibility rating (USDA 1973).

3.3.1.5 Bypass Road

The Tollhouse rocky coarse sandy loam, 30 to 65 percent slope soil is found at the Bypass Road site. This soil type has been previously discussed in Section 3.3.1.1.

3.3.1.6 Cetus Hill Barrier

The Las Posas stony fine sandy loam, 9 to 30 percent slopes, eroded and 30 to 65 percent slopes are strongly sloping to moderately sloping soils. This soil type is found in the proposed fence and vehicle barriers project area. The erosion hazard is moderate to high with runoff being medium to rapid. These soils are often used for range and wildlife habitat (USDA 1973).

3.3.2 Hydric Soils

There are no hydric soils located within the footprint of any of the project components (Hydric Soils of California 2002).

3.3.3 Prime Farmland

There are no prime farmland soils located at any of the project sites (USDA 1973).

3.4 Geology

Geology within the project corridor and region was previously discussed in the INS (March 2003) EA and is incorporated herein by reference.

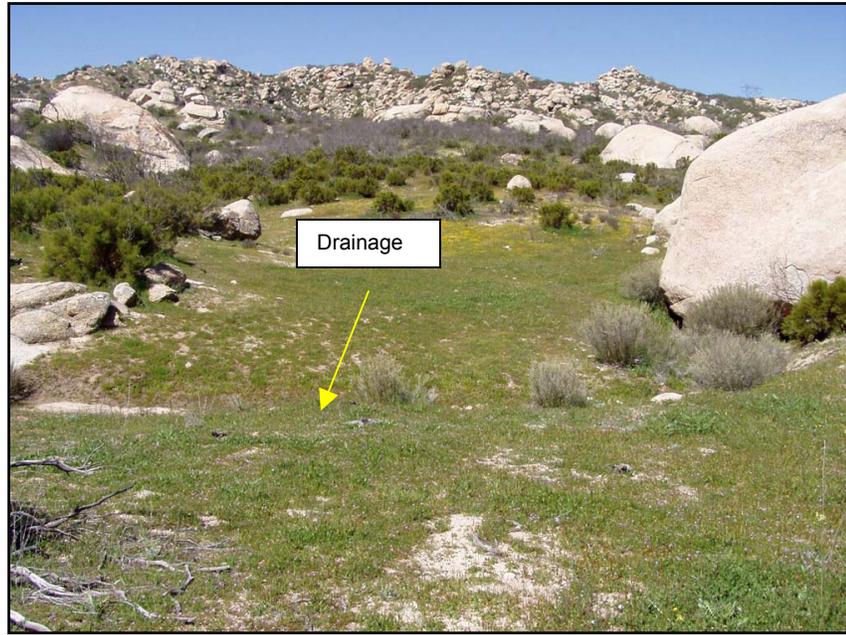
3.5 Water Resources

Groundwater, surface water, waters of the U.S., floodplains, and wetlands of the region were all discussed in detail in the original EA (INS 2003) and are incorporated herein by reference.

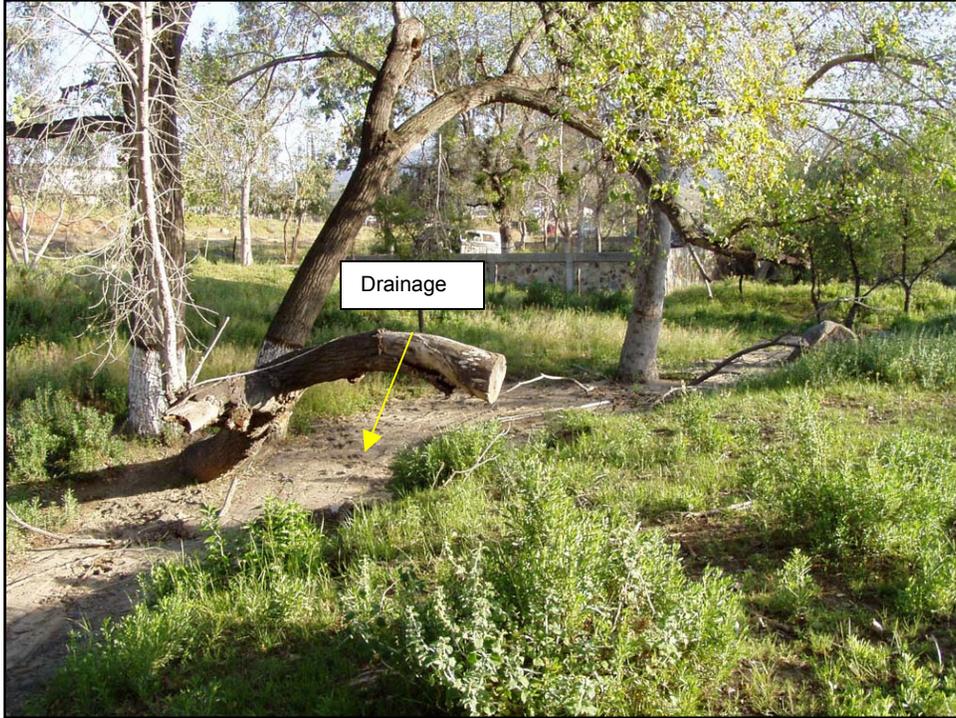
No potential jurisdictional wetlands were identified during site visits in March and April 2003. Four potential waters of the U.S. were identified during the site visits: one along the proposed Larry Pierce Road, one along the southern proposed Cherry Stem off the SDG&E Road, and two at the eastern foot of Cetus Hill. The two potential waters of the U.S. located in the two areas proposed for road construction would have drainage structures installed in them at the new road crossings. Environmental design measures, such as rock or rip-rap, would be placed downstream of the drainage structures to reduce any erosion or runoff effects from the construction or storm events.

The drainage along the Larry Pierce Road is approximately 7 feet wide and approximately 2 feet deep (Photograph 2). The water crossing along the southern Cherry Stem Road off the SDG&E Road is approximately 5 feet wide and 3 feet deep (Photograph 3). The two drainages at the Cetus Hill site are approximately 19 and 9 feet wide and are relatively flat. All four of these drainages are ephemeral in nature (Photograph 4).

Photograph 2:
Ephemeral stream
crossing along
proposed Larry
Pierce Road



Photograph 3: Ephemeral
stream crossing along
southern Cherry Stem off of
the SDG&E Road



Photograph 4: Large ephemeral drainage at Cetis Hill



Photograph 5: Smaller ephemeral drainage at Cetis Hill

3.6 Vegetation

General information regarding vegetation within the project corridor and region was previously discussed in the INS (March 2003) EA; thus, this information is incorporated herein by reference.

Vegetation recorded during site visits performed in April 2003 for each project site is listed below. These species were observed in the vicinity of the impact area.

- Monument 241 Road – Vegetation at the Monument 241 sites consisted of a desert scrub community. Ground cover density was very sparse with rocky areas. Predominate species included sage (*Salvia officinalis*), stork's bill (*Erodium botrys*), buckwheat (*Eriogonum californica*) and chamise (*Adenostoma fasciculatum*).
- SDG&E Cherry Stems– The scope pads and access road would traverse a chamise chaparral community. Canopy density along the southern Cherry Stem was high, sometimes ranging between 85 and 90%. Ground density along the proposed main road and northern Cherry Stem was very low with approximately 30-40% herbaceous cover due to the existing two-tire track road. Predominant shrubs in this community included chamise, red shank, sugar bush (*Rhus ovata*), and sage. Other plant species found near the impact area include manzanita (*Arctostaphylos* sp.), bush poppy (*Dendromecon rigida*), sharp-toothed sanicle (*Sanicula arguta*), coast live oak (*Quercus agrifolia*), stork's bill, buckwheat, holly-leaf cherry (*Prunus ilicifolia*), baby blue eyes (*Nemophila menziesii*), Indian paintbrush (*Castilleja coccinea*), miner's lettuce (*Claytonia perfoliata*), cholla (*Opuntia bigelovii*), broom snakeweed (*Gutierrezia sarothrae*), and yucca (*Yucca* sp.). *Bromus* sp. was the dominant species found in the ephemeral drainage along the southern Cherry Stem.
- SDG&E Road Improvements–The SDG&E Road transects a chamise/red shank chaparral, similar to that described above for the proposed Cherry Stem Roads.
- Larry Pierce Road – The proposed access road and scope site is located within a chamise/red shank chamise community consisting of chamise, red shank, laurel sumac (*Malosma laurina*), cholla, prickly pear (*Opuntia* sp.), and stork's bill, and

buckwheat. Much of the proposed road currently exists and has very little canopy cover (<10%), but has a high ground cover (90%). The last quarter portion of the road would be new construction and had an approximate 50% canopy cover. The dominate speices found in the ephemeral drainage area include popcorn flower (*Cryptantha* sp.), *Bromus* sp., and mustard (*Brassica* sp.). Two specimens of owl clover (*Orthocarpus densiflorus*) were also found at this site.

- Airport Mesa – Vegetation on Airport Mesa consisted of a desert scrub community. Ground cover density ranged from 60% in protected areas on the slopes to less than 15% on top of Airport Mesa. Predominate species included cholla, jojoba (*Simmondsia chinensis*), hedgehog cactus (*Echinocereus* sp.), creosotebush (*Larrea tridentata*), soap-tree yucca (*Yucca elata*), Mormon tea (*Ephedra* sp.), prickly pear, one-seed juniper (*Juniperus monosperma*), stork's bill, buckwheat, and four winged saltbush (*Atriplex canescens*).
- Bypass Road – One half of the proposed bypass road construction would occur in an area dominated by scrub oak, chamise, stork's bill, and buckwheat. The other half of the proposed road exists as a two-tire track trail and was mostly covered by herbaceous vegetation such as chia (*Salvia columbariae*), popcorn flower, *Bromus* sp., and blue dicks (*Dichelostemma capitatum*).
- Cetus Hill Barrier – Vegetation in the project area consisted of cottonwood (*Populus* sp.), horsemint (*Monarda citriodora*), willow (*Salix* sp.), and mustard in the drainage area. Stork's bill (*Erodium* sp.), Stork's bill buckwheat (*Erigeron californica*), *Bromus* sp., California sagebrush (*Artemisia californica*), jimsonweed (*Datura wrightii*), and *Baccharis* sp. were common species along the slope of Cetus Hill.

3.7 Wildlife and Aquatic Resources

General information regarding wildlife and aquatic resources within the project corridor and region was previously discussed in the INS (March 2003) EA; thus, this information is incorporated herein by reference.

Surveys of the project region were performed in April 2002 and April 2003. Wildlife species observed during the April 2002 survey include Steller's jay, Abert's towhee, acorn woodpecker, scrub jay, phoebe, western rufous-sided towhee, and Wilson's warbler. Species observed during the 2003 surveys include a raven, red-tailed hawk, black vulture, western bluebird, Lazuli bunting, California quail, western kingbird, yellow-rumped warbler, Lawrence's goldfinch, house finch, fence lizard, spiny lizard, and swallowtail butterfly.

3.8 Threatened and Endangered Species and Critical Habitat

The Federally and state-protected species that have the potential to occur near the project sites were discussed in detail in the original EA (INS 2003). These discussions are incorporated herein by reference. No protected species were observed during the surveys conducted for the original or supplemental EA. No critical habitat has been designated within the proposed project areas.

3.9 Air Quality

Air quality in San Diego County was discussed in detail in the original EA (INS 2003) and is incorporated herein by reference. San Diego County is currently in violation of the National Ambient Air Quality Standards for ozone.

3.10 Noise

Noise was discussed in the original EA (INS 2003) and is incorporated herein by reference.

3.11 Cultural Resources

The cultural history of the project area was included in the original EA (INS 2003) and is incorporated herein by reference.

The actions proposed in this project have been covered in two cultural resource surveys. Cultural resources investigations and records searches concluded that there was no evidence of archaeological resources at any of the proposed project locations (Vargas et. al. 2002, Buysse and Smith 2003).

3.12 Socioeconomics

The Region of Influence (ROI) for the proposed project is San Diego County, which is part of the San Diego Metropolitan area. The region around Campo lies within the San

Diego Regional Planning Agency Mountain Empire subregion. The socioeconomic conditions within the ROI, including population, employment, and income, were discussed in detail in the original EA (INS 2003). These discussions are incorporated herein by reference.

3.12.1 Environmental Justice (EO 12898)

The fair treatment of all races has been assuming an increasingly prominent role in environmental legislation and implementation of environmental statutes. In February 1994, President Clinton signed Executive Order (EO) 12898 titled, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This action requires all Federal agencies to identify and address disproportionately high and adverse effect of its programs, policies, and activities on minority and low-income populations.

While the border region between Tecate and Jacumba has a high minority population, the project area itself is sparsely populated. The population within the project area is not grouped into neighborhoods or communities, only agricultural land holdings, industrial/commercial developments, and public lands. The area south of the U.S.-Mexico border also has a high percentage of the population that claims Hispanic origins.

3.12.2 Protection of Children (EO 13245)

EO 13045 requires each Federal agency “to identify and assess environmental health risks and safety risks that may disproportionately affect children;” and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” This EO was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults. Due to the sparse population of the border region between Tecate and Jacumba, there are very few children living in the project area.

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4.0 ENVIRONMENTAL CONSEQUENCES

This section of the SEA describes the potential impacts, beneficial and adverse, of the Proposed Action Alternative and the No Action Alternative on the human and natural environment.

4.1 Land Use

4.1.1 Proposed Action Alternative

Much of the project corridor is currently used as open or rangeland areas. These lands are currently used by the USBP for law enforcement and rescue activities, and would continue to be used as such. Monument 241 Road and the Bypass Road would be constructed on land managed by the BLM and would convert the land use from open rangeland to roads. A small reach of the access road on top of Airport Mesa is also managed by BLM; this segment would also be converted from rangeland to access roads. The overall land use in the surrounding area would remain the same.

4.1.2 No Action Alternative

Under the No Action Alternative, no impacts, either beneficial or adverse, would occur to the area's land use.

4.2 Aesthetics

4.2.1 Proposed Action Alternative

- Night Vision Scope Pad and Access Road Construction

Potential short-term impacts to aesthetics during the construction phase could occur during road and scope pad construction. Long-term effects associated with new construction would be minor due to the disturbed nature of the area from excessive UDA traffic and numerous foot trails. New roads would be beneficial in providing additional USBP support and aid in reducing the amount of UDAs creating new trails and leaving behind litter, which have negative effects on aesthetics as seen in Photograph 1 in Section 1.4 of this document. Roads currently located on private land do not afford aesthetic views to the public. The USBP scope pads would be used for observation points during the day, which could create a view of a parked vehicle during the day. This view may be considered by some to degrade the area's aesthetic value.

- 2.2 Miles of Road Improvements to the SDG&E Road

Implementation of the Proposed Action Alternative would result in slight impacts to aesthetics and visual resources within the project corridor. However, upon completion of the all weather roads the areas aesthetics/visual resources would be expected to increase. The Proposed Action Alternative would create indirect beneficial impacts, which include a reduced amount of fugitive dust from vehicle traffic and by allowing the USBP to more efficiently monitor the project area. The latter result would be expected to reduce illegal foot traffic. These two indirect impacts would create a higher quality vegetative community along the roadways and within the area and enhance scenic and aesthetic values of the area.

- Cetus Hill Barrier

Effects to aesthetics from the installation of landing mat fence and vehicle barriers would cause some negative effects since the 650-foot section would be placed in an area where there is no existing barrier. However, this area along the border is already disturbed from USBP patrols, development south of the border, UDA traffic, and overgrazing south of the border. The 650-foot section of fence and vehicle barriers would have insignificant impacts on the area's aesthetics.

4.2.2 No Action Alternative

Under the No Action Alternative, baseline conditions would not change. Existing disturbances, such as UDA traffic, would continue to degrade aesthetics by creating trails, leaving behind litter, and starting wildland fires in the surrounding project area.

4.3 Soils and Prime Farmland

4.3.1 Proposed Action Alternative

Approximately 18.71 acres of soils would be disturbed under the Proposed Action Alternative: 14.29 acres of scope pad and road construction; 3.7 acres of road improvements; 0.54 acre of bypass road construction, and 0.15 acre for fence and vehicle barriers.

- Night Vision Scope Pad, Access Road Construction, and Road Improvements

Short-term impacts, such as increased runoff, to soils can be expected from the construction of roads, scope pads, and drainage structures; these impacts would be alleviated once construction is finished. Long-term effects to soils would be compaction

from vehicles on new roads and the scope pads. Cut-and-fill activities would be required for the road construction, which would permanently impact the 50-foot road ROW width. Soil surfaces would be stabilized either by revegetation (cut/fill slopes) or using a soil stabilizer (road surface) such as PennzSuppress® or an equivalent product. The installation of two drainage structures would have similar effects to soils as road construction and reconstruction; soil disturbance to install the drainage structures would remain within the same footprint as road construction.

- SDG&E Road Improvements

The proposed road improvements would disturb about 6.4 acres of soil, all of which has been previously disturbed. Upon completion, the improvements would be expected to reduce erosion and sedimentation, thus providing long-term benefits.

- Bypass Road Construction

Impacts to soils would be the same as for night vision scope pad and access road construction and reconstruction above; approximately two nuisance drainage culverts would be required.

- Cetus Hill Barrier

The construction of a 650-foot section of fence and vehicle barriers would occur near the border road where soils are already disturbed. Some soil excavation would be required for the placement of the concrete anchor need to secure support poles. This anchor would have a surface area of approximately 3 ft² and be 3 feet deep. The anchor would only be placed where support poles are required. The impact area for the 650-foot section would be no more than 10 feet wide, or approximately 0.15 acre for the total impact area. All barrier installation would remain within the 60-foot Roosevelt ROW.

4.3.2 No Action Alternative

Soils and associated terrain in the project area would remain in the existing condition. No impacts, either beneficial or adverse, to soils would result from the implementation of the No Action Alternative. Indirect effects to soils would continue throughout the area from continuous UDA traffic and consequent USBP enforcement actions.

4.4 Geology

4.4.1 Proposed Action Alternative

No significant impacts to geological resources are expected from any of the proposed actions. Minor, local changes to geology would be experienced due to cut and fill activities required for new road construction.

4.4.2 No Action Alternative

Implementation of the No Action Alternative would have no adverse impacts on the region's geology.

4.5 Water Resources

4.5.1 Proposed Action Alternative

- Night Vision Scope Pad and Access Road Construction

No significant long-term effects to surface waterbodies would occur from the proposed road construction and reconstruction. Roads would be constructed and improved with nuisance drainage culverts to allow for controlled water flow off the slopes. Equipment required for the construction activities would not be staged or maintained in or near any surface water resources to prevent any contamination from petroleum, oils, and lubricants (POL) spills that could occur.

Two drainage structures would be installed in ephemeral drainages during access road construction along the Larry Pierce and southern Cherry Stem Road. These structures would provide a safe water crossing that would not significantly affect the drain. The installation of these structures would cause short-term impacts to water resources. To minimize short-term impacts, no drainage structure installation would occur during rain events or if any water was present in the drains. To avoid long-term impacts from downstream erosion caused by increases in flow velocities during storm events, rock or rip-rap would be placed downstream of the two proposed drainage structures and necessary nuisance drainage culverts to attenuate water flows. The installation of the drainage structure along the proposed Larry Pierce Road would impact approximately 140 ft² (20 feet wide road ROW x 7 feet wide crossing), while the crossing along the southern Cherry Stem would impact approximately 100 ft² (20 feet wide road ROW x 5 feet wide crossing).

These two drainage structures would require permitting under Section 404 of the Clean Water Act. Since both drainage structures would require less than 25 cubic yards of fill within the drainage (11 and 10 cubic yards, respectively), they would be constructed under a non-notifying Nationwide Permit 18.

- SDG&E Road Improvements

The proposed road improvements along the SDG&E Road would not affect jurisdictional waters of the U.S., including wetlands. No impacts outside of the current road footprint would occur. Installation of nuisance drainages, rip-rap, and all-weather surface would provide long-term benefits to the region's water resources by reducing erosion and sedimentation.

- Bypass Road Construction

Impacts to water resources would be the similar to the night vision scope pad and access road construction and reconstruction above; however, no drainage structures would be required. Approximately two nuisance drainage culverts would be required to drain stormwater.

- Cetus Hill Barrier

No negative effects are expected to water resources from installing 650 feet of fence and vehicle barriers. The area where vehicle barriers are proposed crosses two ephemeral drainages. Water only flows through the area during major storm events. The open vehicle barriers would not impede water flow across the border. In fact, this drainage area receives a high amount of vehicle traffic. By installing vehicle barriers here, it would most likely improve the water quality in the area by halting vehicles from driving in the drainage. No support poles or anchors would be placed in the streambeds and no road construction could be required to install the barrier or fence.

A section of landing mat fence is proposed on the eastern slope of Cetus Hill. This would not impede water flow off the slope. No significant effects are expected to water resources from the installation of a 650-foot section of fence and vehicle barriers.

4.5.2 No Action Alternative

Implementation of the No Action Alternative would have no significant adverse impacts on the region's water resources. Vehicles would continue to drive through the drainage area to the east of Cetis Hill, potentially degrading water quality.

4.6 Vegetation

4.6.1 Proposed Action Alternative

No more than 14.98 acres of vegetation would be disturbed under the Proposed Action Alternative: 14.29 acres of scope pad and access road construction; 0.54 acre of bypass road; and 0.15 acre for fence and vehicle barriers.

Biological field surveys were conducted in April 2002 and March and April 2003. No protected species were observed during site-specific surveys.

- **Night Vision Scope Pad and Access Road Construction**

Vegetation removal would be required for scope pad and access road construction and reconstruction. Scope pad and access road work is expected to permanently affect 14.29 acres (14.24 acres for roads and 0.05 acre for scope pads) of vegetation. The 14.29 acres for access road construction would be permanently void of vegetation within the footprint of the road, safety berms, and cut-and-fill activities; however, half of the proposed Monument 241 Road and the Northern Cherry Stem already exist as unimproved dirt roads or two-tire track roads. In any of these previously disturbed areas, vegetation on-site primarily consists of non-native species.

As seen in Photographs 2 and 3 in Section 3.6, there are no riparian tree species that would be removed with the installation of the two drainage structures for the Larry Pierce Road or for the Southern Cherry Stem.

- **SDG&E Road Improvements**

No vegetation would be directly impacted by the proposed improvements on the SDG&E Road since all activities will remain within the extant ROW. Long-term benefits to adjacent vegetation communities would accrue due to a reduction in fugitive dust that currently settles on the plants and reduces photosynthesis. The SDG&E currently has authority to maintain this road (see Appendix A) as well as the authority to convey

easement for maintenance activities along this road. The USBP would be acting under this authority.

- Bypass Road Construction

Approximately 0.54 acre of vegetation would be removed for road construction; however, approximately half of the proposed road already exists as a dirt road. Vegetation on site typically consists of non-native species that have adapted to disturbed site conditions.

- Cetus Hill Barrier

Very little vegetation would be removed for the installation of vehicle barriers and landing mat fence. There are some large cottonwood trees on the site; however, none of these trees would be removed or disturbed for barrier installation. During the site visit in March and April 2003, there was evidence that this project area was currently used to graze livestock. Much of the vegetation on-site consisted of non-native or invasive species, such as stork's bill and mustard, that are common in disturbed areas.

4.6.2 No Action Alternative

No additional direct impacts to vegetation would occur under the No Action Alternative. Typical disturbances, such as the creation of foot trails, vehicle drive throughs, and human-induced wildland fires, would continue to occur from UDA traffic. Direct effects have occurred to vegetation from UDAs diverting around physical barriers or away from areas that are heavily patrolled. Improvements in the infrastructure and increases in patrol activities have resulted in some illegal entrants redirecting their efforts into more remote areas. Increases in illegal foot and vehicle traffic would continue to result in damage to vegetation.

4.7 Wildlife and Aquatic Resources

Quantification of impacts to wildlife and aquatic resources would be the same as those discussed for vegetation above.

4.7.1 Proposed Action Alternative

- Night Vision Scope Pad and Access Road Construction

Scope pad and access road construction and reconstruction is expected to permanently affect 14.98 acres of wildlife habitat; however, not all 14.98 acres are vegetated since much of the proposed roads already exist as unimproved dirt roads or two-tire track

roads. Any habitat removal required for drainage structure installation along the access roads would fall within the proposed road footprint. No riparian communities would be removed during the installation of the two drainage structures.

- **SDG&E Road Improvements**

No long-term adverse effects to wildlife species are expected as a result of the proposed improvements, since no additional habitat would be altered. A reduction in the fugitive dust due to an all weather surface would provide long-term benefits by enhancing habitat quality. Slightly higher vehicular speeds allowed by the improvements could result in an increase of wildlife being struck by USBP vehicles. This would be a negligible impact to the region's wildlife population.

- **Bypass Road Construction**

Approximately 0.54 acre of wildlife habitat is expected to be lost from the construction of the Bypass Road; however approximately half of the road already exists as a dirt road. No drainage structures would be required for this road; however, approximately two nuisance drainage culverts would be required to drain stormwater. These culverts would remain within the proposed road's footprint. The existing road in use by the USBP agents would be allowed to revegetate naturally once the new road is complete, at the discretion of the current private landowner.

- **Cetis Hill Barrier**

The 650-foot section of landing mat fence and vehicle barriers would impede migration patterns of larger wildlife species. Since the section of fence would only be 650 feet long, there will be gaps on either end and at the stream crossings, and the south side of the border is heavily developed, animal migration patterns are not expected to be significantly affected by the action. No aquatic resources would be affected by the proposed fence or vehicle barriers. No trees in the area would be cut or disturbed.

4.7.2 No Action Alternative

The No Action Alternative would require additional or increased nighttime patrol efforts due to the lack of scope pads, and monitoring of the drainage area and eastern slope of Cetis Hill. The magnitude of these effects would vary depending upon the actual increase in nighttime patrols, the area patrolled, the season, and the species of concern.

Valuable wildlife habitats would continue to be damaged from constant UDA and drug smuggling traffic through the region.

4.8 Threatened and Endangered Species and Critical Habitat

4.8.1 Proposed Action Alternative

No threatened or endangered species were observed in any of the specific project areas during recent (April 2002 and March, April 2003) or past biological surveys performed along the corridor (USACE 1994, 1997; 2001). No such species have been documented in previous EAs for various projects between Tecate and the Imperial County line. Therefore, no impacts to threatened or endangered species would be expected upon implementation of the Proposed Action Alternative. No designated critical habitat falls within any of the specific project areas.

Much of the project area would not be suited for any protected species due to the disturbed nature of the area. There is the potential for the southwestern willow flycatcher and least Bell's vireo to be found in the riparian habitat north of the proposed fence and vehicle barriers at Cetus Hill. For this action, construction within 250 feet of riparian habitat would occur outside of the breeding/nesting season (15 February through 30 August). The fence and vehicle barriers would be constructed in a way that no additional riparian habitat would be lost. No riparian tree species would be lost with the installation of two drainage structures (see Photographs 2 and 3 in Section 3.6).

The California Natural Diversity Database (CNDDDB) shows one location for the Federally protected least Bell's vireo approximately 1.5 miles to the northeast of the proposed Bypass Road (CNDDDB 2002). One Quino checkerspot butterfly sighting was also recorded in the database approximately two miles northwest of the proposed fence at Cetus Hill, but no suitable habitat was present at the project site (i.e., no host plants) (CNDDDB 2002). The database showed no other Federally protected species in the project areas.

4.8.2 No Action Alternative

The No Action Alternative would have no direct impact, either beneficial or adverse, on the proposed project area's threatened and endangered species or critical habitats. UDA foot and vehicle traffic would continue to trek through sensitive areas inside and outside

of the project area, destroying habitat and possibly killing sensitive species that may be located in the region.

4.9 Air Quality

4.9.1 Proposed Action Alternative

- Night Vision Scope Pad and Access Road Construction

A minimal short-term increase in local air pollution would be expected from scope pad and access road construction. Temporary increases in air pollution would be from the use of construction equipment, dust, and particulate matter. Due to the short duration of the individual projects, any increases or impacts on ambient air quality during construction activities are expected to be short-term and can be reduced further through the use of standard dust control techniques, including roadway watering and chemical dust suppressants, such as PennzSuppress® or an equivalent product. No long-term impacts to air quality are anticipated from construction activities. All emissions would be below *de minimis* thresholds.

- SDG&E Road Improvements

Similar temporary effects as described above for access roads would occur during the improvements to the SDG&E Road. The duration of these actions are not expected to be as long as would be required for the access road construction. Long-term benefits to the region's air quality would be expected due to the reduction in fugitive emissions.

- Bypass Road Construction

Impacts from constructing the Bypass Road would be similar to those discussed above for night vision scope pad and access road construction.

- Cetus Hill Barrier

No long-term impacts to air quality are anticipated from the installation of fence and vehicle barriers. Similar short-term, construction related impacts to air quality as described above for the proposed scope pad and access road construction, would be expected for the construction of this action.

4.9.2 No Action Alternative

The No Action Alternative would have no impact, either beneficial or adverse, on the region's air quality. Long-term indirect adverse effects would occur as the SDG&E road continues to become degraded and fugitive dust increases.

4.10 Noise

4.10.1 Proposed Action Alternative

- Night Vision Scope Pad and Access Road Construction

Temporary construction noise impacts would occur with the Proposed Action Alternative. Short-term noise impacts would be expected from the necessary equipment needed to complete road and scope pad construction. Only insignificant noise impacts are expected during the operation phase of the project. Additionally, given the heavy traffic noise generated from nearby U.S. Highway 94, railroads, and other roads in the project area, the noise from the associated project is considered insignificant. Once the proposed road construction is completed, the possibility for increased traffic-related noise could occur; however, these roads would be used for night vision scope pad and daytime observation points only. Public access to these roads would be restricted and only two to four vehicle trips per day would be expected to be made by the USBP.

- SDG&E Road Improvements

Similar effects as described above for the access road construction would occur during the SDG&E road improvements. The duration would be much shorter, however,

- Bypass Road Construction

Temporary construction related impacts from noise like those discussed above for night vision scope pad and access road construction would be expected. Operational impacts would remain status quo.

- Cetus Hill Barrier

Only short-term noise impacts would be expected from the necessary equipment needed to install the 650-foot section of fence and vehicle barriers. The temporary effects from noise would be similar to those described above for scope pad and access road construction.

4.10.2 No Action Alternative

No additional noise impacts would result from the No Action Alternative.

4.11 Cultural Resources

4.11.1 Proposed Action Alternative

Under the Proposed Action Alternative, no adverse impacts would be expected to any known cultural resources within the proposed project area. Indirect beneficial impacts can be anticipated to cultural resources within the project area from the reduction of illegal foot and vehicle traffic from UDAs and consequent USBP enforcement actions.

4.11.2 No Action Alternative

Under the No Action Alternative, there would be no infrastructure improvements. Illegal foot and vehicle traffic from UDAs would continue at its present rate and, as the current infrastructure in place continues to decay, can be expected to increase. As a result, there is a greater potential for adverse impacts to cultural resources in the region from such illegal traffic.

4.12 Socioeconomics

4.12.1 Proposed Action Alternative

No positive or negative effects to population, employment, or housing would occur with the Proposed Action Alternative. If military personnel from the National Guard or Joint Task Force-Six perform the road improvements, it is not likely that additional hiring would occur within the local area. Additionally, the Proposed Action Alternative would not induce permanent in- or out-migration to the ROI. Therefore, overall area population would not be significantly impacted. Labor and most materials would be brought into the local area; however, some expenditures are expected to occur within the ROI. Short-term increases in local revenues for commercial establishments, trade centers, and retail sales would result from the purchase of supplies and possible equipment rental. Any potential impact from the construction activities would easily be absorbed into the broader economy of the ROI.

Some beneficial, but slight, impacts to local income and sales would result from the purchase of POL to operate and maintain construction equipment. Fuel and other POLs

purchased locally would provide long-term, insignificant economic benefits for the life of this project component.

The socioeconomic benefits from the construction activities along the project area would be a decrease in drug trafficking and smuggling, and an overall reduction in socioeconomic impacts and burdens that currently exist on local law enforcement and the medical community.

4.12.2 No Action Alternative

Socioeconomics in the area would remain the same as they are now for the No Action Alternative. The lack of high vantage points in the area would continue to allow UDAs and smugglers access to cross the U.S.-Mexico border, and a likely increase in the future. Overall, the No Action Alternative would not be expected to be beneficial for the project area.

4.12.3 Environmental Justice (EO 12898)

The racial mix of the study area is predominantly Caucasian. More individuals claim Hispanic origin nearer to the U.S.-Mexico border and the population becomes predominantly Hispanic south of the U.S.-Mexico border. No impacts to housing are anticipated from the implementation of any of the alternatives. As a result, there would be no displacement of minority or low-income families. Thus, there would be no Environmental Justice impacts upon implementation of any of the alternatives.

4.12.4 Protection of Children (EO 13245)

EO 13045 requires each Federal Agency “to identify and assess environmental health risks and safety risks that may disproportionately affect children” and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” This EO was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults are. Implementation of any of the alternatives would not result in disproportionately high or adverse environmental health or safety impacts to children on either side of the border. The construction associated with the Proposed Action Alternative would take place away from residential areas and would result in a decrease of patrol traffic throughout the area, creating a safer environment for all children. Some increases in traffic may be

experienced from USBP agents traveling to night vision scope pads, but the access roads constructed for the scope pads would not be used for routine patrols. Furthermore, these alternatives would result in a reduction of illegal immigration, drug trafficking, and other crimes within the area further making a safer living environment for children in the U.S. and in Mexico.

4.13 Cumulative Effects

This section of the SEA addresses the potential cumulative impacts associated with the implementation of the alternatives outlined in Section 2.0 and other projects/programs that are planned for the region. The following paragraphs present a general discussion regarding cumulative effects that would be expected, regardless of the alternative selected.

The CEQ defines cumulative impacts as the incremental impact of multiple present and future actions with individually minor but collectively significant effects. Cumulative impacts can be concisely defined as the total effect of multiple land uses and developments, including their interrelationships, on the environment. The USBP and other entities are currently planning, conducting, or have completed several projects in the region.

- In April 2003, the Final EA for Border Infrastructure and Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California was released. This EA addressed the construction of three night vision scope pads and access road construction, the placement of up to 50 portable lights, four drainage structures, fencing, two water wells and concrete holding tanks, and 15 blasting sites along the U.S.-Mexico border between Tecate and the Imperial County line in San Diego County, California. Approximately 10 acres would be impacted with the implementation of this project.
- The Jacumba Brush and Small Tree Thinning project is located near Jacumba, California. The proposed action involved hand-clearing brush within an 18-acre site along Boundary Creek. Approximately 16 acres of vegetation were cleared by hand. An EA was prepared and the proposed action was implemented in October 2001.

- An EA for the Tecate Truck Trail-Road Maintenance Project near Tecate, California was completed in February 2003. Approximately 1.1 miles of road with five turnouts will be constructed on the Puebla Tree Road. The Tecate Truck Trail would encompass approximately 9.6 miles of roadway and would involve 18 turnouts. The proposed construction activities would consist of grading road beds and filling with a compactable clean material, re-establishing ditch lines, cleaning culverts, and silt catch basins. Approximately 26.3 acres of previously disturbed areas occurring within existing road ROWs would be impacted.
- The Department of Homeland Security recently released a Final EIS for the proposed construction of a border infrastructure system along the U.S.-Mexico border within San Diego County. The EIS addressed the completion of the border infrastructure system project within the remaining five miles of the 14-mile project. The border infrastructure system consists of several components including secondary and tertiary fences, patrol and maintenance roads, lights, and integrated surveillance and intelligence system resources. Approximately nine miles of the 14-mile project have been completed or are currently under construction. These projects were addressed under separate EAs as pilot projects for the barrier system. When completed, the infrastructure system would impact approximately 332 acres, consisting of disturbed/developed lands, coastal sage scrub, maritime succulent scrub, and grasslands.
- Plans to expand the Chula Vista Border Patrol Station near the port-of-entry at Otay Mesa in San Diego County have been proposed. The proposed action would involve acquiring a 20-acre tract of land, the construction of a 75,000-ft² building, vehicle maintenance and storage facilities, parking lots, and infrastructure improvements.
- The Department of Homeland Security has recently purchased a 30-acre tract of land within the Campo area of operations in order to construct a new station capable of accommodating 350 agents and staff. The facility would include a single-story, 40,600 ft² building; above ground gasoline storage tank(s); a 90,000 ft² parking area; maintenance facility; helipad(s); communications tower(s); and a horse stable/paddock area. The USBP agents stationed at the current Campo

Station would be relocated to the new facility when construction is complete. This station will have the capacity to accommodate 350 agents and their respective private and government vehicles. The final EA was released in February 2003.

- The Department of Homeland Security has proposed to install approximately 25 new RVS sites within the Chula Vista, California area in the next two years. In addition, to the Chula Vista project there is also potential for additional RVS sites to be installed. Currently this number is estimated to be 110 sites for the San Diego sector by the year 2011. Assuming the worst-case scenario, the total impacted area would be approximately 6.3 acres. Some of the scope sites addressed in this SEA and the original EA (INS 2003) could be converted to RVS sites.
- Thirteen well sites have been selected along the U.S.-Mexico border by the USBP. All actions would occur within one mile of the U.S.-Mexico border between Tecate, California and the Imperial County line. In the event these plans come to fruition, a separate NEPA document would be required.
- A housing tract (250 houses) has been proposed for an area north of Campo, California. Details of the project are unknown at this time.
- Additional road maintenance might be required on numerous roads throughout east San Diego County. The USBP is currently evaluating their condition and attempting to prioritize the need for maintenance and improvement projects.

4.13.1 Proposed Action Alternative

The impacts to wildlife habitat would be minimal due to trails or two-tire track roads existing where most of the access and bypass roads are already proposed. These new roads would be narrow and have selective use. The area where fence and vehicle barriers are proposed is valuable riparian wildlife habitat; however, very little area and shrubby vegetation would be disturbed; in addition, no large trees would be lost with the action. In addition, no support poles would be placed within the streambeds.

Implementation of this alternative would have similar cumulative impacts as those discussed for past projects. Disturbances to soils, vegetation, and wildlife habitats by the proposed activities would be increased relative to the No Action Alternative due to night

vision scope pad placement and access and bypass road construction. Given the rural nature of the border area, the amount of acreage affected, a maximum of 14.98 acres, and the vast acres of wildlife habitat in the region, the total cumulative impacts would be minimal. This amount is considered the worst-case scenario and much of the disturbance would occur within areas that are already heavily disturbed by on-going or past activities (i.e., SDG&E Road and northern Cherry Stem), or are within the 60-foot Roosevelt ROW (i.e., fence and vehicle barriers at Cetis Hill).

Very little vegetation and wildlife habitat would be lost with this project due to many of the improvements being completed along existing trails or two-track roads. No riparian tree species would be lost with the installation of pedestrian fence and vehicle barriers or with the installation of two drainage structures. Positive long-term effects from implementing this project, such as erosion control, better vantage points for USBP agents, and improved road access are expected with the Proposed Action Alternative.

4.13.2 No Action Alternative

No additional direct effects would occur to the region's natural resources as a result of the No Action Alternative. Although the projects addressed in this document for the Proposed Action Alternative would not be implemented with the No Action Alternative, effects from other projects listed above may somehow affect the project area.

Long-term indirect cumulative effects have occurred and would continue to occur from the continuing influx of UDAs and smugglers crossing the U.S.-Mexico border. USBP would continue to patrol the border at the same rate, if not more due to the lack of other tactical infrastructure available in the area. Negative effects to vegetation, cultural resources, threatened and endangered species, and critical habitats that may be in proximity to the project area and would continue to be subjected to trampling and littering by UDAs and smugglers.

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5.0 ENVIRONMENTAL MITIGATION MEASURES

5.1 Soils

Erosion control measures such as waterbars, gabions, haybales, or reseeding would be implemented during and after construction activities with ground disturbing activities. Revegetation efforts will be needed to ensure long-term recovery of the area and to prevent significant soil erosion problems. The use of native seeds and plants to assist in the conservation and enhancement of protected species would be considered, as required by Section 7(a)(1) of the Endangered Species Act (ESA). Borrow materials, if required, would be obtained from established borrow pits or from approved on-site sources. PennzSuppress® dust suppressant, or an equivalent product, would be used to stabilize soil during and after construction efforts.

5.2 Water Resources

With proper handling, storage, and/or disposal of hazardous and/or regulated materials, there would be no significant adverse impacts to onsite workers and neighboring flora and fauna. To minimize potential impacts from hazardous and regulated materials, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment system that consists of an impervious floor and bermed sidewalls capable of holding 1 ½ times the volume of the largest container stored therein. The refueling of machinery will be completed following accepted guidelines, and all vehicles will have drip pans during storage to contain minor spills and drips. Although it would be unlikely for a major spill to occur, any spill of five gallons or more will be contained immediately within an earthen dike, and the application of an absorbent (e.g., granular, pillow, sock, etc.) will be used to absorb and contain the spill. Any major spill of five gallons or more of a hazardous or regulated substance will be reported immediately to on-site environmental personnel who would notify appropriate Federal and state agencies. A Spill Prevention Plan will be in place prior to the start of construction and all personnel will be briefed on the implementation and responsibilities of this plan.

Since the proposed construction affects greater than one acre, a Stormwater Pollution Prevention Plan (SWPPP) would be required. A SWPPP is currently being prepared for these and the original (INS 2003) actions.

All waste oil and solvents will be recycled if possible. All non-recyclable hazardous and regulated wastes will be collected, characterized, labeled, stored, transported, and disposed of in accordance with all Federal, state, and local regulations, including proper waste manifesting procedures.

The use of BMPs would be expected to reduce any potential adverse impacts to surface water resources. PennzSuppress® dust suppressant, or equivalent product, would be used for to reduce silt run-off from construction efforts. Rock or rip-rap will be placed downstream of the two proposed drainage structures and necessary nuisance drainage culverts to alleviate water flows and minimize erosion during storm events.

5.3 Biological Resources

Impacts to existing vegetation during construction activities will be minimized through avoidance; however, vegetation will be lost due to road construction, installation of drainage structures, and water well and concrete holding tank installation activities. Disturbed sites would be utilized to the maximum extent practicable for construction and operation support activities. Additionally, efforts to minimize loss of vegetation may include: (1) trimming vegetation along roadsides rather than removing the entire plant; (2) requiring heavy equipment to utilize road pullouts or other such disturbed areas; and (3) considering the possibility of revegetative efforts. Native seeds or plants, which are compatible with the enhancement of protected species, will be used to the extent feasible, as required under Section 7(a)(1) of the ESA. Vehicular traffic associated with engineering and operational support activities will remain on established roads to the maximum extent practicable.

All construction activities (e.g., installation of drainage structures, vehicle barriers, and fence) within 250 feet of riparian habitat would be conducted outside of the least Bell's vireo and southwestern willow flycatcher nesting season, which falls between 15 February and 30 August.

5.4 Air Quality

Mitigation measures would include dust suppression methods, such as watering roads and staging areas, to minimize airborne particulate matter that would be created during construction activities. Additionally, all construction equipment and vehicles will be

required to be kept in good operating condition to minimize exhaust emissions. Standard construction practices would be used to control fugitive dust during the construction phases of the proposed project.

5.5 Cultural Resources

If any cultural materials are discovered during the implementation of this project, construction will stop until a qualified archaeologist can assess the significance of the findings.

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6.0 PUBLIC INVOLVEMENT

6.1 Agency Coordination

This section discusses consultation and coordination that will occur during preparation of the draft and final versions of this document. This will include contacts that are made during the development of the proposed action and writing of the SEA. Formal and/or informal coordination will be conducted with the following agencies:

- U.S. Fish and Wildlife Service (USFWS)
- U.S. Forest Service (USFS)
- Bureau of Land Management (BLM)
- U.S. Environmental Protection Agency (USEPA)
- Natural Resource Conservation Service (NRCS)
- California State Historic Preservation Office (SHPO)
- California Department of Fish and Game (CDFG)
- Native American Nations
- California Resource Agency
- San Diego Regional Water Quality Control Board

6.2 Public Review

The draft SEA was made available for public review for 30 days. A copy of the Notice of Availability (NOA) that was published in a local newspaper is included as Exhibit 1. However, at the request of USFWS and BLM the comment period deadline was extended from September 17 to October 6, 2003. The only public comment letter received was from Mrs. Joyce Schlachter of the BLM, which stated that no adverse impacts to animals or vegetation would occur due to the Proposed Action. All correspondence sent or received during the preparation of this SEA is included as Appendix A. A NOA for the Final EA will be published in local newspapers.

Exhibit 1. Notice of Availability

The San Diego Union-Tribune • Monday, August 18, 2003

<p>1430 Tickets & Entertainment</p> <p>PRODUCERS in Hollywood, 8/24 & 31 matinee, 6 great orchestra seats \$99 619-440-5555</p> <p>SPRINGSTEEN August 17 4 tickets, 3rd row, Sec I-D 13 Face value. (760) 727-8166</p> <p>SPRINGSTEEN 1 Tkt Dodger Stadium, 8/17, Sec B12, Row 16, \$200. (760) 489-0676</p> <p>SPRINGSTEEN LA 8/17, 2 fix, Field Sect. 6, Row P \$225/pr. Call (619) 464-0604</p> <p>TOBY KEITH/RINGO/EWF JOE COCKER/Neil YOUNG CHER- Call 858-457-1387</p> <p>1440 People Place</p> <p>LAVALIFE</p> <p>Where singles click.</p> <p>Call now to meet hundreds of local singles in San Diego.</p> <p>1st Time Buyer's Special Only \$15 for 1 hour!</p> <p>Free to browse.</p> <p>619-610-0001</p> <p>858-799-0000</p> <p>Enter code 199. Must be 18+.</p> <p>ASK Mars Venus! Featuring approved relationship coaches by Dr. John Gray, author of the best seller "Men from Mars and Women from Venus." Call (800) 340-0638 or visit: www.BeyondMarsVenus.com 18+ only. \$1.99/min.</p> <p>★ Where Singles Meet San Diego Area Datteline Free to Browse & Respond! 858-707-7777, Code 6270, 18+ Enjoy Dating-All Lifestyles.</p> <p>ALL MALE CHAT</p> <p>Talk LIVE with LOCAL Guys 619-308-9800</p>	<p>1710 Air Travel</p> <p>WANTED</p> <p>Southwest Rapid Rewards Tickets. I Will Pay You Top \$ & And Pick Up The Tickets At Your Location.</p> <p>(619) 944-1700</p> <p>(760) 583-4000</p> <p>SOUTHWEST</p> <p>\$170+ 1-WAY; \$305+ RT</p> <p>Fly anytime. No fee changes</p> <p>619-218-9183</p> <p>WANTED: Will give you the most \$\$\$ CASH for your Southwest Rapid Reward Tickets! Call toll free (866)200-6545</p> <p>SOUTHWEST TICKETS! 4 RT fix \$340 each, make RESERVATIONS, not standby, for travel ANYTIME/ANYWHERE! (858)699-7834</p> <p>SOUTHWEST TICKETS Fly Anywhere \$350 Each Fully Transferable Not Standby Tickets. (619) 252-9000 (760) 563-7000</p> <p>WANTED: Southwest Rapid Rewards. TOP DOLLAR PAID. (619) 454-2268</p> <p>I NEED SOUTHWEST RAPID REWARD TICKETS. I WILL PAY CASH AND PICK UP. 760-489-4445.</p> <p>ANYWHERE Southwest flies No advance reservations 6 RT avail 619/504-2271</p> <p>SOUTHWEST Airlines R/T 90 thru 9/9/03 w/coupon \$275. (760) 942-3162</p> <p>SOUTHWEST 5 Round Trip Tickets anywhere Southwest flies. \$330 each. (619) 522-5222</p> <p>SOUTHWEST Rapid Reward 5 fixs, 1 way or RT no advance purchase 619-364-4654</p>	<p>1980 Legal Notices</p> <p>Notice of Public Hearing</p> <p>North County Transit District</p> <p>January 18, 2004, Service Change</p> <p>On Thursday, September 18, 2003 at 2:00 p.m., the North County Transit District (NCTD) Board will hold a Public Hearing to hear public comment about its proposed January 16, 2004, service change for BREEZE fixed-route bus services, FAST general purpose dial-a-ride services and LIFT service for people with disabilities). The Public Hearing will be held at Escondido City Hall in its council chambers, 201 North Broadway, Escondido, CA 92025. (Nearest BREEZE routes are 348, 351/352, 353, 354, 356, 358/359).</p> <p>Routes Proposed to be Modified</p> <p>The following routes and/or schedules are proposed to be modified: Routes 302, 303, 306, 332, 334/335, 336/337, 342, 352, 388, 397 and Fallbrook FAST. Details of specific changes are available for public review at NCTD's Customer Service Counter at 810 Mission Avenue, Oceanside, CA 92054 from 8:00 a.m. to 5:00 p.m. weekdays, and also at customer service offices at Oceanside Transit Center, Escondido Transit Center, Vista Transit Center and on the internet at www.gonctd.com after August 25.</p> <p>How to Comment about the Service Change</p> <p>You may speak to the Board of the public hearing or write to us at</p>	<p>1980 Legal Notices</p> <p>NOTICE OF AVAILABILITY</p> <p>DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT DEPARTMENT OF HOMELAND SECURITY Various Road Improvements from Canyon City, California to the Imperial County Line, California</p> <p>The public is invited to comment on the Draft Supplemental Environmental Assessment (SEA) for the U.S. Border Patrol's proposed border improvements project, including night vision scope pad and access road construction, bypass road construction, and fence and vehicle barrier installation between Tecate and Jacumba, California. The Draft SEA will be available at the Campo-Moreno Village Library at 31466 Highway 94, Campo, CA 91906, (619) 478-5945 and the San Diego Public Library at 820 E Street, San Diego, CA 92101, (619) 236-5870. Please send any written comments to Mr. Alan Marr, U.S. Army Corps of Engineers, Environmental Resources Branch Room 3A14, P.O. Box 17300, Fort Worth, Texas 76102-0300 or fax comments to Mr. Marr at (817) 886-6499. Written comments will be received until September 17, 2003.</p> <p>NOTICE OF PUBLIC HEARING BY THE LOCAL AGENCY FORMATION COMMISSION FOR</p>	<p>1980 Legal Notices</p> <p>NOTICE OF AVAILABILITY</p> <p>DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT DEPARTMENT OF HOMELAND SECURITY Various Road Improvements from Canyon City, California to the Imperial County Line, California</p> <p>The public is invited to comment on the Draft Supplemental Environmental Assessment (SEA) for the U.S. Border Patrol's proposed border improvements project, including night vision scope pad and access road construction, bypass road construction, and fence and vehicle barrier installation between Tecate and Jacumba, California. The Draft SEA will be available at the Campo-Moreno Village Library at 31466 Highway 94, Campo, CA 91906, (619) 478-5945 and the San Diego Public Library at 820 E Street, San Diego, CA 92101, (619) 236-5870. 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7.0 REFERENCES

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8.0 LIST OF ACRONYMS AND ABBREVIATIONS

BLM	Bureau of Land Management
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
EO	Executive Order
EA	Environmental Assessment
EIS	Environmental Impact Statement
ESA	Endangered Species Act
ft ²	square feet
INS	Immigration and Naturalization Service
JTF-6	Joint Task Force Six
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NRCS	Natural Resource Conservation Service
POE	Port-of-Entry
POL	petroleum, oils, and lubricants
ROI	Region of Influence
ROW	right-of-way
RVS	Remote Video Surveillance
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Office
UDA	undocumented alien
U.S.	United States
USACE	United States Army Corps of Engineers
USBP	United States Border Patrol
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service

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9.0 LIST OF PREPARERS

The following people were primarily responsible for preparing this SEA.

NAME	ORGANIZATION	DISCIPLINE/ EXPERTISE	EXPERIENCE	ROLE IN PREPARING EA
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Alan Marr	USACE, Fort Worth District	Environmental Resource Planner	33 years of experience with the USACE	EA review and Technical Manager
Patience Patterson, RPA	USACE, Fort Worth District	Archaeology	30 years Professional Archaeologist/Cultural Resource Manager	EA review and coordination
Wade D. Rowley	Rowley Enterprises	Military Construction	Enlisted Const Equip Operator 9 years Engineer Officer, 14 years Team Engineer Commander, 10 years	EA coordination, field investigations, and GIS
Chris Ingram	Gulf South Research Corporation	Biology/Ecology	23 years EA/EIS studies	EA review and field investigations
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