DRAFT
ENVIRONMENTAL ASSESSMENT

For the
Construction, Operation, and Maintenance of
A New U.S. Border Patrol Station
At
Boulevard, San Diego County, California

Lead Agency:

U.S. Department of Homeland Security
Customs and Border Protection
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EXECUTIVE SUMMARY

INTRODUCTION

This Environmental Assessment (EA) is prepared by U.S. Customs and Border Protection (CBP) in accordance with the National Environmental Policy Act of 1969, Sec. 2 [42 USC § 4321]. The EA evaluates the potential effects of construction, operation, and maintenance of a new U.S. Border Patrol (USBP) station in the Boulevard area of unincorporated San Diego County, California. The current Boulevard station is situated on 2.84 acres of leased land and was originally designed to support 19 agents. Currently, the station supports 198 agents and support staff.

PURPOSE AND NEED

The purpose of the new Border Patrol Station (BPS) project is to alleviate overcrowded conditions that exist at the current Boulevard station. An additional 50 agents will be assigned to the Boulevard station over the next year. As such, there is a need for a new BPS which will allow at least 250 agents to operate in an effective and safe manner in accordance with the USBP mission.

ALTERNATIVES EVALUATED

Seven alternatives were considered under this EA. Those alternatives included the No Action Alternative, Expansion of the Existing Station Alternative, and five alternate site locations including the proposed action alternative (North Ribbonwood), Carizzo Gorge 20-acre Site, Old Highway 80 Site, Jewel Valley Road Site, and the South Ribbonwood Site. The alternatives were evaluated based on the combination of operational requirements critical to the Boulevard BPS and design criteria established in the United States Border Patrol (USBP) Facilities Design Guide.

ALTERNATIVE 1: NO ACTION ALTERNATIVE

Under the “No Action” alternative, a new BPS would not be constructed and ongoing missions and operations would continue at the existing Boulevard station. Due to the existing overcrowded conditions, the no action alternative would not meet USBP’s purpose and need for the proposed action. However, inclusion of the No Action Alternative is carried forward for analysis in this EA as it serves as the basis for evaluation of the potential effects of the proposed federal action.

ALTERNATIVE 2: PROPOSED ACTION ALTERNATIVE

The proposed action alternative consists of construction, operation and maintenance of a new station in accordance with the criteria established in the USBP Facilities Design Guide. A new station would allow USBP to fulfill its mission in a safe and efficient manner.

CBP and USBP identified the proposed site which is composed of three parcels of undeveloped land totaling approximately 32- acres located in unincorporated Boulevard, San Diego County, California. The proposed property is bordered by North Ribbonwood Road to the west, Roadrunner Lane to the north and Four Cs Ranch road to the south. The site is within one-half mile of Interstate 8, an ideal distance from the International border, has emergency egress, has a known water source, is in a rural location (i.e., least amount of adjacent residences), and is centrally located to the station's area of operation. This alternative meets the established selection criteria and provides an acceptable buffer zone from the community; its evaluation is carried forward in this EA.

PROPOSED CONSTRUCTION AND OPERATIONS

The proposed action alternative could include any or all of the following components: (1) An administrative building, detention facility and related facilities to support operations; (2) A vehicle repair maintenance facility and a ten bay maintenance garage; (3) Closed-loop vehicles wash rack; (4) a vehicle fueling point, consisting of two above ground tanks for vehicular fuel; (5) A self sustained water system for water supply and fire suppression consisting of a 150,000 gallon above ground storage tank; (6) a septic system and leach field; (7) A 30,000-gallon propane tank; (8) Parking for government, private, and confiscated vehicles; (9) dog kennels, (10) electrical/emergency generators and associated fuel system(s), (11) emergency helipad, (12) equine facilities, (13) 160-foot communication tower, (14) indoor shooting range, and (15) security fencing and lighting. The proposed action also includes the future maintenance and operations of the proposed station infrastructure. Construction is proposed to commence in June 2010 and is estimated to be completed by September 2012, depending on appropriations.

OTHER ALTERNATIVES ELIMINATED FROM CONSIDERATION

Five other alternatives were evaluated for this EA. Those alternatives are discussed in the following sections.

• **Expansion of Existing Station**. The existing border patrol station does not have sufficient acreage available for expansion and there are no adjacent properties available on which to expand. This alternative does not meet the needs of the USBP and does not meet the established criteria for a new USBP station and therefore was eliminated from further evaluation.

• **Carizzo Gorge Site**. This site consists of approximately 20 acres and does not meet the minimum acreage (e.g., 30 to 35 acres) requirements. This site has several limitations including: close proximity to the international border (within ½-mile); located at the easterly end of the Boulevard BPS area of operation; located near a hill within Mexico that allows for surveillance of the station; and located far (approximately nine miles) from the existing station. In addition, due to its topography this site is not easily developable. Due to these limitations, this alternative does not meet the needs of the USBP and does not meet the established criteria for a new USBP station and therefore was eliminated from further evaluation.

• **Old Highway 80 Site.** This site consists of 8-acres of undeveloped land. The acreage does not meet the minimum acreage requirements of 30 to 35 acres. In addition, the site's steep gradient further constrains the developable acreage. Therefore, this alternative does not meet the needs of the USBP and the established criteria for a new USBP station and therefore was eliminated from further evaluation.

• **Jewel Valley Road Site.** This site consists of 40.05 acres of undeveloped land. Approximately half the land has limited development potential due to topographic constraints. No proven water source is available at the site. Due to the limitations in developing this property this alternative does not meet the needs of the USBP and the established criteria for a new USBP station and therefore was eliminated from further evaluation.

• **South Ribbonwood Road Site.** This site consists of 18.41 acres of undeveloped land. This site does not have an emergency egress road, does not meet the operational (e.g., 30 to 35 acres) acreage requirements and it is bordered by several residential properties. This alternative does not meet the needs of the USBP and the established criteria for a new USBP station and therefore was eliminated from further evaluation.

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The proposed action would have no impacts to threatened or endangered species as none exist on the proposed site and none are present in the immediate vicinity of the proposed action. No surface waters exist at or near the site. Therefore, no impacts are anticipated to bodies of water or waters of the U.S. Surveys of cultural resources identified two historic period sites within the area of potential effect of the proposed action. CBP provided the State Historic Preservation Officer (SHPO) with the results of the archaeological investigations. A determination of eligibility was performed in consultation with the SHPO, and these sites were determined not to be eligible for listing in the National Register of Historic Places. The SHPO provided concurrence with the findings of the report in correspondence dated October 28, 2008.

Existing outside noise levels at the proposed property currently exceed San Diego County construction noise level limitations due to vehicle traffic on nearby Interstate 8. Noise levels at the proposed site would increase during project construction but

the impact would be short-term and intermittent (less than 20-months) in duration. Noise associated with the day-to-day operations of the BPS would also increase. For operational use, sound control measures will be incorporated into the design of the facility to reduce outdoor use area noise levels to 60 Community Noise Equivalent Level (CNEL) along the property lines near residential areas.

The immediate project area would experience an increase in traffic during construction. This increase would be temporary and of short-term (20-months or less) as construction workers, deliveries, and equipment enter and exit the site. Operation of the BPS would provide a direct net increase in traffic from the introduction of approximately 50 additional staff members. The BPS will be operational 24 hours a day, 7 days a week in three shifts. However, any increase in traffic from the presence of the BPS will not significantly contribute to the existing traffic levels on the Interstate 8, SR-94, or North Ribbonwood. Implementation of the proposed action is expected to have an insignificant long-term impact on traffic. Effects to groundwater at the proposed property due to future use by USBP operations are expected to be less than significant as the volume of groundwater needed for operation of a new station would not be substantially more than what is currently being used by USBP at the existing station and groundwater at the proposed property would be drawn from the same aquifer as the existing station. The proposed action is not expected to have a direct cumulative effect to groundwater use in the area based on the results of a groundwater pump test performed on the existing groundwater well at the proposed property.
Air quality impacts were estimated under the guidance of the San Diego County, Air Pollution Control District, using methods prescribed in the 1993, as amended, California Environmental Quality Act Air Quality Handbook published by South Coast Air Quality Management District. Estimated emissions levels are below the *de minimis* threshold levels of conformity with the State Implementation Plan and therefore, a Conformity Determination is not required for the project. A Record of Non-Applicability was prepared stating the facts and circumstances establishing that the action is exempt from a Conformity Determination.

Construction of the BPS could have a direct effect on safety and human health. This impact would be less than significant during construction of the facility as all safety risks will be reduced through standard safety practices, such as wearing hard hats, steel-toed boots, gloves, ear protection, face masks, safety vests, and other equipment, where appropriate and/or prescribed by state and/or Federal law.

Other resources assessed in the EA include, socioeconomics, environmental justice, and sustainability. The analysis indicates the proposed project will produce less than significant impacts to these resources.

SUMMARY OF ENVIRONMENTAL COMMITMENTS

Environmental commitments consist of best management practices (BMPs) that will be implemented in order to minimize potential impacts and include the following:

1. Earthmoving activities associated with this project that will involve undisturbed soil will be monitored by a qualified archeologist who meets the *Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739).* Earthmoving includes grubbing and ground clearing, grading, and excavation activities. If a previously unidentified cultural resource is discovered, all earthmoving activities in the vicinity of the discovery shall be diverted away from the discovery until the CBP and USBP complies with 36 CFR § 800.13(a)(2).

2. To mitigate increased noise level, the construction contractor would be required to maintain his construction equipment in accordance with the manufacturer's specifications and keep unnecessary noise impacts to a minimum. The final facility design will include sound control measures along the property boundaries to mitigate potential noise impacts, to a less than significant level.

3. Any material or soil stockpiled at the staging area will be watered periodically or covered with appropriate material (i.e. plastic or nylon covers) to minimize wind-blown dust particles from the piles. Non-native plant species could establish on the site. CBP and USBP would implement BMPs to reduce the likelihood of non-native plant species establishment. Excavated soils will be stockpiled on site for future finish work. All excavated soil will be used as part of the balance cut and fill requirements for site development. No additional fill requirements are anticipated.

4. The proposed project requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to minimize surface runoff. A Permit for Storm Water Discharge for construction activities must also be obtained prior to starting of site grading. BMPs as specified in the SWPPP will be implemented and maintained throughout the construction duration. All necessary permits will be obtained by the contractor and all applicable code will be followed. No soil erosion is anticipated from the proposed alternative due to best management practices (BMPs).

5. The contractor will ensure all equipment is permitted, well maintained, and all engines properly tuned to reduce emissions and noise during equipment operation.

6. A Spill Prevention Control and Countermeasures Plan (SPCCP) would also be required during the construction process and for operations of the USBP facility. The contractor's SPCCP will be prepared prior to start of construction. The facility SPCCP will be prepared prior to any regulated or hazardous materials are brought to the facility.

7. The contractor will obtain necessary National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water permit because the site exceeds one acre. It is not anticipated, but if shallow water is encountered during project construction and dewatering is necessary, the contractor will obtain an NPDES Dewatering Waste Discharge Permit from San Diego Regional Water Quality Control Board.

8. During construction, the contractor will minimize safety risks by ensuring all workers are properly trained through safety and health kickoff meetings before the start of each phase of work. In addition, the contractor will minimize safety risks through standard safe practices by enforcing the wearing of hard hats, steel-toed boots, gloves, ear protection, face masks, safety vests, and other equipment, where appropriate.

FINDINGS AND CONCLUSIONS

A new border patrol station would improve safety and mission operations for USBP agents assigned to the Boulevard Station. Based on the evaluation of the construction, operation, and maintenance of the new Boulevard station, located in San Diego County, California, the proposed action could have some effect on the environment. Those effects would be less than significant with implementation of the environmental commitments noted above. There are no cumulative impacts associated with the proposed action alternative except for short-term impact from noise generated during construction activities and noise generated from the long term impact from facility operations. This would be mitigated to a less than significant level by the use of sound control measures. The ambient noise level in the vicinity of the proposed action is already over the 60 decibel (dBA) threshold due to the proximity of the proposed action site to I-8 and the number of trucks using the Interstate. Direct and indirect impacts would occur from construction, operation, and maintenance activities. The construction impacts would be short-term and the operation impacts are variable. As a result of implementation of the environmental commitments described, the proposed project will not have a significant effect to the existing environment or human health. Therefore, preparation of an Environmental Impact Statement is not warranted.

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1.0 INTRODUCTION

This Environmental Assessment (EA) is prepared by Customs and Border Protection (CBP), a component of the U.S. Department of Homeland Security (DHS) to address the effects of construction, operation, and maintenance of a new Border Patrol Station (BPS) in the Boulevard area of unincorporated San Diego County, California. This EA is prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), Section 102(2)(c), the Council on Environmental Quality (CEQ), 40 Code of Federal Regulations, Parts 1500 through 1508, DHS Management Directive 023-01, and applicable requirements under the California Environmental Quality Act (CEQA). The purpose of this EA is to determine whether the proposed action has the potential for creating significant impacts on the human environment and would warrant a more detailed study on possible impacts, mitigation, and alternative courses of action.

1.1 CUSTOMS AND BORDER PROTECTION BACKGROUND

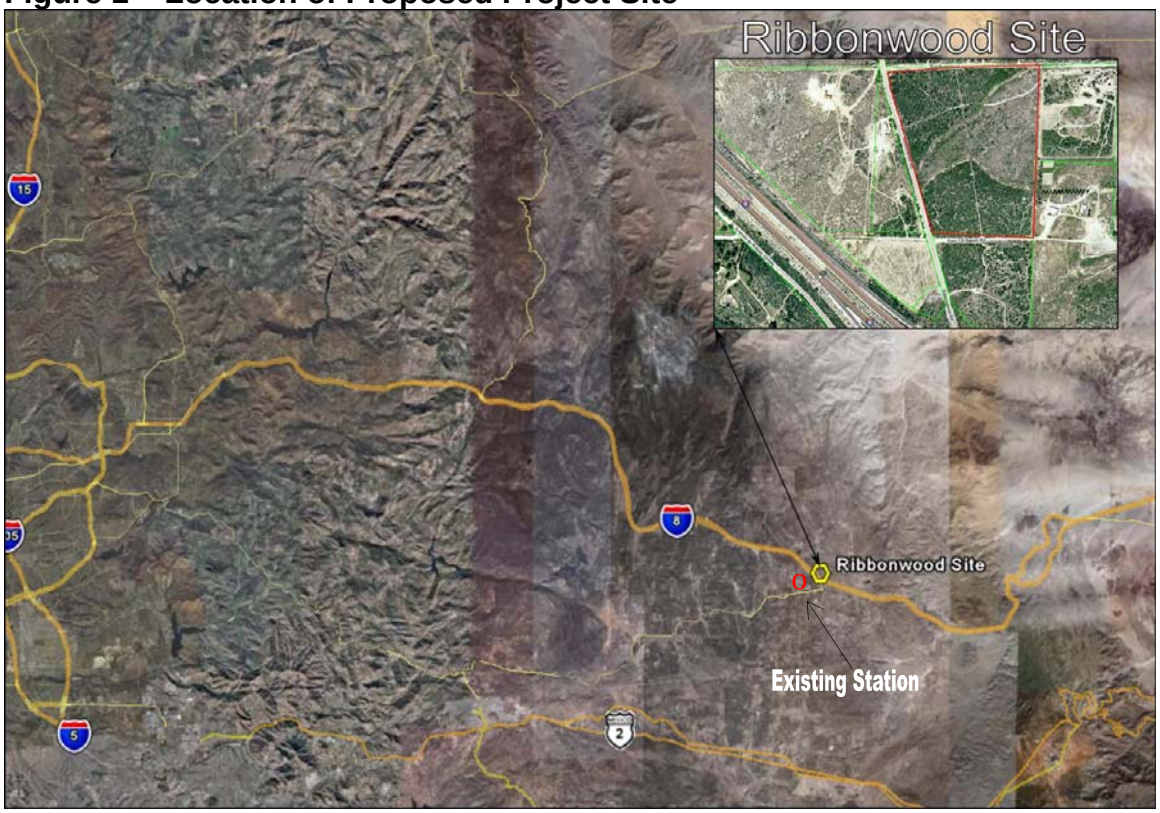
The U.S. Border Patrol (USBP) is a law enforcement entity of CBP. USBP's primary mission is to prevent the entry of terrorists and terrorist weapons into the U.S. while enforcing the laws that protect the U.S. homeland by the detection, interdiction, and apprehension of those that attempt to illegally enter or smuggle any person or contraband across the sovereign borders of the United States.

1.2 PROJECT LOCATION

The project site is located in Boulevard, an unincorporated community of San Diego County, California (Figure 1), approximately 60 miles east of the City of San Diego. The project site is located on the east side of North Ribbonwood Road, approximately 1,000 feet from the intersection of North Ribbonwood Road and Interstate 8. The site is bounded by Roadrunner Lane to the north, Four Cs Ranch Road to the south, and by Ribbonwood Road to the east. Ribbonwood Road is a two lane rural roadway (Eilar 2003). The proposed project site is identified as the North Ribbonwood Road site and is located at 32.663N latitude, -116.272W longitude.

The proposed project site is located approximately one-half mile north of the existing Border Patrol Station (BPS). The project area is located in rural desert approximately two miles north of the U.S. - Mexican international border near the eastern extent of San Diego County. Adjacent lands include residential properties and undeveloped land. Currently, the project site is zoned for general rural (S-29) and general commercial (C-36) use.

Figure 1 – Location of Proposed Project Site



1.3 PURPOSE AND NEED

The existing Boulevard Station was originally designed for 19 agents and is inadequate to support the current level of 200 agents. The overcrowded conditions at the existing Boulevard Station affect the efficiency and operational safety of the agents. An additional 50 agents will be assigned to the Boulevard station over the next year. The purpose for the new BPS project is to alleviate overcrowded conditions that exist at the current Boulevard station. As such, there is a need for a new border patrol station that will not threaten the safety of the approximately 250 agents nor impede the operational efficiency of the USBP mission.

1.4 PROJECT DESCRIPTION

The proposed action alternative could include any or all of the following components: (1) An administrative building, detention facility and related facilities to support operations; (2) A vehicle repair maintenance facility and a ten bay maintenance garage; (3) Closed-loop vehicles wash rack; (4) vehicle fueling point, consisting of two above ground tanks for vehicular fuel; (5) self sustained water system for water supply and fire suppression consisting of a 150,000 gallon above ground storage tank; (6) septic system and leach field; (7) 30,000-gallon propane tank; (8) parking for government, private, and confiscated vehicles; (9) dog kennels; (10) electrical/emergency generators and associated fuel system(s); (11) emergency helipad; (12) equine facilities; (13) 160-foot communication tower; (14) indoor

shooting range; and (15) security fencing and lighting. The proposed action also includes the future maintenance and operations of the proposed station infrastructure. Construction is proposed to commence in June 2010 and is estimated to be completed by September 2012, depending on appropriations.

1.5 DESCRIPTION OF THE CONTENTS OF THE EA

This EA is divided into nine major sections, including this chapter. Chapter 2 describes the alternatives considered for the proposed action. Current environmental conditions and potential impacts are discussed in Chapter 3. Chapter 4 presents the past, present, and/or future cumulative impacts on the environment by the proposed project. Environmental commitments and Best Management Practices to reduce or mitigate for any adverse impacts to the human environment are discussed in Chapter 5. Chapter 6 provides details of all coordination conducted throughout the preparation of this EA. Chapter 7 lists all environmental compliance laws and regulations that were included in preparation of this EA. A list of preparers and reviewers responsible for the EA is provided in Chapter 8. References used in the preparation of this EA are provided in Chapter 9. Appendix A contains photos of the proposed site. Appendix B includes biology database maps, US Fish and Wildlife service correspondence, and a list of species of concern for the proposed project site. Appendix C includes air quality data and a Record of Non-Applicability specific to the proposed construction.

2.0 PROPOSED ACTION AND ALTERNATIVES

NEPA requires all Federal agencies to consider environmental impacts during the planning of Federal projects. CEQ regulation [§1502.14(a)] requires Federal agencies to "evaluate all reasonable alternatives" to a proposed action. The following sections present a description of the alternatives considered including the No-Action alternative, the Proposed Action alternative and five other alternatives.

2.1 ALTERNATIVE 1: NO ACTION ALTERNATIVE

Under the "No Action" alternative, a new Border Patrol Station would not be constructed and ongoing missions and operations would continue at the existing Boulevard station. Due to the existing overcrowded conditions, the No Action Alternative does not meet USBP needs because the existing station would threaten the safety of the agents and impede the operational efficiency of the USBP mission. The no action alternative serves as the basis for evaluation of the potential effects of the proposed federal action; therefore, the no action alternative evaluation is carried forward in this EA.

2.2 ALTERNATIVE 2: PROPOSED ACTION ALTERNATIVE

The proposed action alternative consists of construction, operation and maintenance of a new station in accordance with operational requirements and the criteria established in the USBP Facilities Design Guide (FDG). A new station would allow USBP to fulfill its mission in a safe and efficient manner.

CBP and USBP identified the proposed project site which is composed of three parcels of undeveloped land totaling approximately 32 acres located in unincorporated Boulevard, San Diego County, California. The site is within one-half mile of Interstate 8, an ideal distance from the International border, has emergency egress, has a known water source, is located in a rural location (i.e. least amount of adjacent residences), and is centrally located to the station's area of operation. Since this alternative meets the established selection criteria and provides an acceptable buffer zone from the community, its evaluation is carried forward in this EA. Figure 2 depicts the locations of all site alternatives considered.

2.3 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

CBP evaluated five other available sites for construction of a new BPS. To evaluate potential future sites for a new USBP station, the following criteria based on operational requirements and the USBP FDG were used to screen alternatives.

1. The new site must have an existing or developable water source;
2. The site must be within close proximity to Interstate 8;
3. The site must be close to the existing Boulevard station to allow for ease in transition of stations;
4. The site should provide appropriate functional space for USBP operations, designated as 0.06 acre per agent. In addition, due to the USBP San Diego sector mission requirements and the rural location of the station's operation, the Boulevard BPS will require sufficient acreage to accommodate approved components and future growth which is currently estimated to be between 30 and 35 acres;
5. The site should provide ease of access, including having access from more than one entry point for emergency egress purposes, having adequate access for emergency response services, having close access to highways, and being located away from heavily congested roadways or other access obstructions;
6. The site must be at least one mile from the international border;
7. The site should be within the regional area of operation and near the area where the heaviest workload is generated;
8. The site must be easily developable;
9. The site must have the least amount of impact to the neighboring community; and
10. The site must be located in an area that will reduce observation of ongoing USBP operational and station activities from outside of station boundaries.

However, each of the five alternative sites were eliminated from further evaluation as they did not meet the operational requirements and site criteria established in the USBP FDG. A summary of each of the alternative sites considered is provided in the following sections.

2.3.1 Expansion of the Existing Property

The existing border patrol station does not have sufficient acreage available to expand the facility and there are no immediately adjacent properties available. This

alternative does not meet the needs of the USBP or the established criteria for a new USBP station and therefore was eliminated from further evaluation.

2.3.2 Carizzo Gorge Site

The Carizzo Gorge Site consists of approximately 20 acres and is located approximately 9 miles east of the existing station. This site has several limitations including: close proximity to the international border (within ½-mile); located at the easterly end of the Boulevard BPS area of operation; located near a hill within Mexico that allows for surveillance of the station; and its distance from the existing station makes transition to a new station difficult. In addition, due to the site's topography it is not easily developable. Due to these limitations, this alternative does not meet the needs of the USBP or the established criteria for a new USBP station and was therefore eliminated from further evaluation.

2.3.3 Old Highway 80 Site

The Old Highway 80 site consists of 8-acres of undeveloped land and is located approximately 5 miles southeast of the existing station. The acreage does not meet the minimum acreage requirements of 30 to 35 acres. In addition, the site's steep gradient further constrains developable acreage. This alternative does not meet the needs of the USBP or the established criteria for a new USBP station and was therefore eliminated from further evaluation.

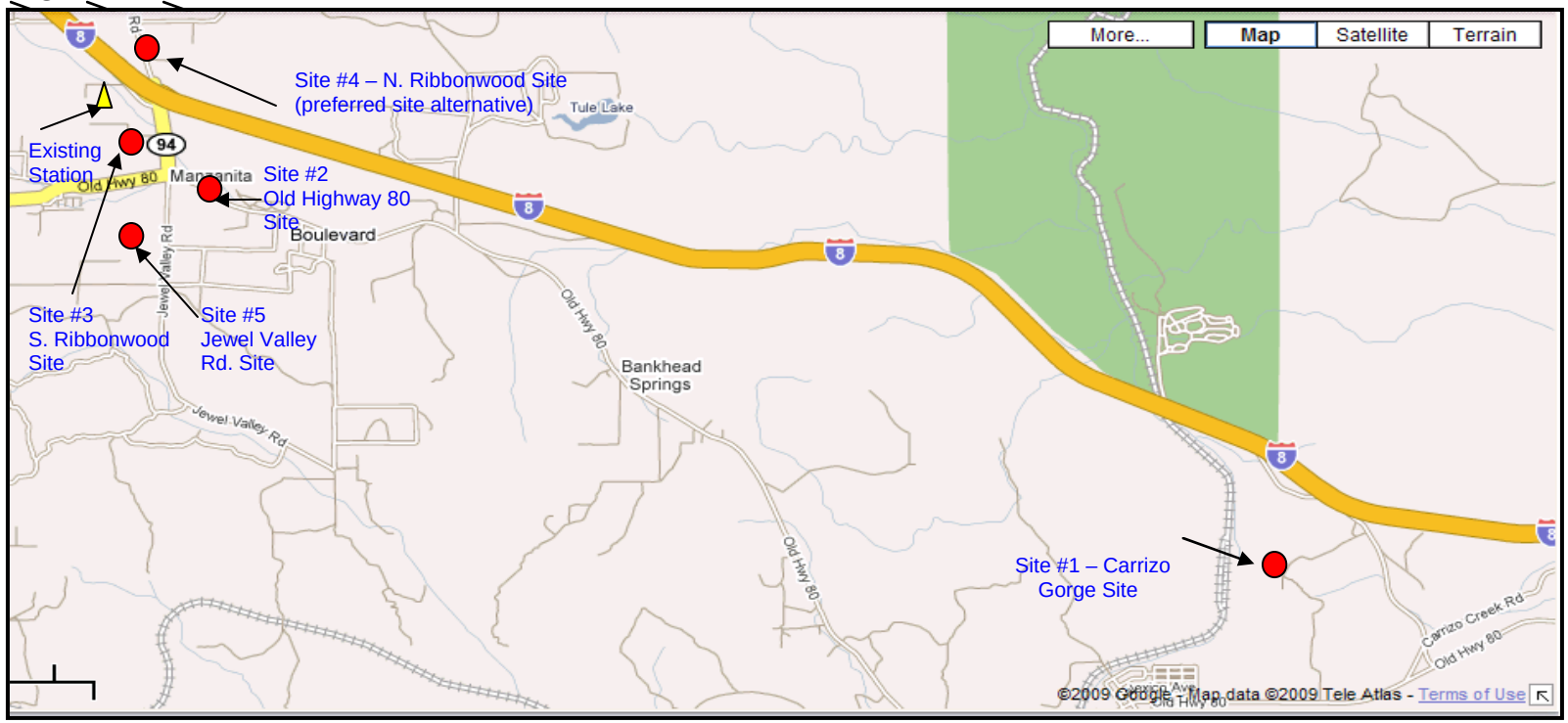
2.3.4 Jewel Valley Road Site

The Jewel Valley Road site consists of 40.05 acres of undeveloped land and is located approximately 1 mile south of the existing station. Approximately half the land has limited development potential due to hilly topography. In addition, there is no known water source available at the site. Due to the limitations in developing this property this alternative does not meet the needs of the USBP and the established criteria for a new USBP station and was therefore eliminated from further evaluation.

2.3.5 South Ribbonwood Road Site

The South Ribbonwood Road site consists of 18.41-acres of undeveloped land and is located approximately 0.5 miles south of the existing station. This site does not have an emergency egress road, is bordered by several residential properties, and does not meet the operational acreage (e.g., 30 to 35 acres) requirements. This alternative does not meet the needs of the USBP or the established criteria for a new USBP station and was therefore eliminated from further evaluation.

Figure 2 – Locations of All Alternative Sites Considered



2.4 CONSTRUCTION SCHEDULE AND STAGING AREA

Construction is proposed to commence in June 2010 and is estimated to be completed by September 2012, depending on funding appropriations. The anticipated construction crew would consist of 20 to 30 personnel working daylight hours, 5 days a week, during the construction process. A staging area will be developed on site using approximately two acres. The staging area will be used to store construction equipment and stockpile materials (metal siding, masonry, wiring, pumps, tanks, fencing, etc). Upon construction completion, the staging area will be converted to a parking lot for vehicles.

3.0 AFFECTED ENVIRONMENT AND CONSEQUENCES

This section provides a discussion of the characteristics of the affected environment and analysis of the indirect and direct effects of the proposed action and alternatives on the affected environment.

3.1 PRELIMINARY IMPACT SCOPING

The NEPA process refers to the procedures a Federal agency follows to analyze the environmental impacts of a proposed action and alternatives, and to document the analysis and its results. This process is outlined in NEPA Section 102(2)(C) [42 U.S.C. §4332(2) (C)] and fully described in the CEQ regulations [40 CFR Parts 1500-1508]. The process is also outlined in DHS MD 023-01 *Environmental Planning Program*. The NEPA process includes efforts to inform and seek comments from the public, state and local agencies, Native American tribes, and other Federal agencies. Coordination was performed with U.S. Fish and Wildlife Service, California Department of Fish and Game, San Diego County Air Quality Management Department, and State Historical Preservation Office, and Native American Tribes.

The following affected environment considerations were eliminated from further analysis:

FLOODPLAINS: The proposed action is not located within a 500-year flood plain and is not addressed in this EA.

3.2 LAND USE

Major use of land in San Diego County consists of national parks, state parks, wildlife management area, military installations, and Native American lands (INS 2002). Boulevard is one of 34 unincorporated communities located within San Diego County. The proposed North Ribbonwood Road site is located in the mountainous region of the County. The project site is located in the Mountain Empire Sub-region of San Diego County close to the International Mexico border. The site lies within rural lands

located within Boulevard at an elevation of approximately 3,600± feet above mean sea level (msl). Surrounding land use in the immediate vicinity of the project site consists of residential properties and undeveloped land. The closest park, agricultural property and designated special use lands are located about two miles from the project site. The project site is located on the U.S. Geological Survey (USGS) Descanso Quadrangle, Section 20, Township 17 South, and Range 7 East. Visual observations during the site visit in May 2008 showed the site highly disturbed from off-road vehicle use. Part of the surface landscape appeared plowed to prevent excessive vegetation overgrowth or to control potential brush fires. It was noted that within the property site, a capped groundwater well exists. A north-south trending row of six power lines are located in the middle of the property. Photographs in Appendix A depict visual observations made during the May 2008 site inspection. The site is zoned for both commercial (C-36) and rural (S-94) use.

3.2.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, the North Ribbonwood Road site would not be developed and the land would not be altered. Under the No Action Alternative, there would be no indirect or direct effects to land use. The existing Boulevard BPS would continue to operate in an unsafe manner ultimately affecting the efficiency of the USBP mission.

3.2.2 Alternative 2: Proposed Action Alternative.

Implementation of the proposed action would place a new BPS on approximately 32 acres of currently undeveloped land. The site is already zoned both commercial and rural and as such the proposed development is compatible to those uses.
The proposed property land would be used to construct a BPS that would function as an administrative and training/educational facility, operated 24-hour a day, seven days a week. Electrical power poles would need to be relocated as agreed by CBP, USBP, and SDG&E. At least 250 personnel would occupy the site throughout the week. Personnel would be transferred from the existing Boulevard station. Building layout will follow the USBP Facilities Design Guide requirements. Construction of a new Border Patrol station on the proposed site would result in the development of approximately 32 acres of rural lands. However, development of the 32 acres of land would not have a significant effect to the surrounding area as much of the surrounding lands in Boulevard would remain undeveloped/rural. In addition, the construction of this project would not affect parklands, agricultural uses, or special designated lands. Construction of this project would not divide an established community or conflict with any applicable habitat conservation plan (SDC 2008). Indirect effects, including commercial and private development, are not likely to result from site development. Implementation of the proposed action is not expected to induce growth in the area. Therefore, the proposed alternative impacts to land use would be less than significant.

3.3 GEOLOGY AND SOILS

The proposed site is located within a Mesozoic Era stratigraphic unit. The Cretaceous granitic rocks are primarily plutonic and intrusive in nature (USGS DDS-11 (1994)). Geologic information specific to the proposed project site was obtained from a water well drillers report prepared for the installation of the existing groundwater well on site on April 18, 1978. Based on the well drillers report, soils consist of sandy loam to approximately 10 feet below ground surface (bgs). Weathered granite with zones of intermittent clays was encountered to approximately 220 feet bgs.

Major faults exist in California of which the San Andreas is the most important. This fault could affect all of San Diego County. The historical seismicity of the San Diego region is low compared to the rest of Southern California. San Diego County has experienced strong shaking and damage from several earthquakes, but none have been particularly destructive (SDCGP 1991a). The sizes and sources of most of these earthquakes are poorly documented due to the low population density in unincorporated areas of San Diego County and the lack of instrumentation (SDCGP 1991b). The project site is located on the U.S. Geological Survey (USGS) Descanso Quadrangle, Section 20, Township 17 South, and Range 7 East. Elevations on the site range from a low of 3,650 feet above msl to a high of 3,700 feet above msl.

A review of the Soil Conservation Service Soil Survey Geographic (SSURGO) Database was performed on the property (EDR 2008a). The prominent soil name for the property is La Posta, loamy course sand in the Class B Hydrological Group with moderate infiltration rates and well-drained soils with moderately coarse textures (EDR 2008b). Soil layers consist of gravelly loamy coarse sand occurring from 9 to 26 inches below ground surface (bgs). Weathered bedrock lies at approximately 29 to 33 inches bgs. According to the SSURGO, site soils are not expansive. Las Posta soils are found on nine to 30 percent slopes (EDR 2008c).

3.3.1 Alternative 1: No Action Alternative.

Under the “No Action” alternative, the proposed action site would not be developed and the soils and geology would remain the same. Operations at the existing Boulevard Station would continue under the same conditions. Under the No Action Alternative, there would be no indirect or direct effects expected to soils and geology.

3.3.2 Alternative 2: Proposed Action Alternative.

Construction and operation of the BPS would not materially alter the geologic conditions of the project area and would have short and long term insignificant affects on the topography and soils of the site. The proposed action would require disturbance to the topography within the construction work area in order to meet the needs of the proposed facility. The grade differential on the site would require excavation, contouring and filling operations to achieve gradient that allows construction of the proposed structures, driveways, and parking facilities. These topographic changes would create a minor impact that is less than significant overall.

The proposed project infrastructure would be designed to resist ground shaking that could occur during a seismic event and erosion control designs would be incorporated into the construction plans. A Stormwater Pollution Prevention Plan (SWPPP) would be required for the construction and operation of the new station since the area of impact is greater than 5 acres. Best management practices (BMPs) will be utilized to minimize soil erosion during construction and operation of the new station. All excavated soils will be used as part of the balance cut and fill requirements for site development. No additional fill requirements are anticipated. The operation of the proposed facility itself would not result in further soil disturbance as vehicular travel and parking areas would be paved and bare soil areas landscaped.

3.4 VEGETATION

The project area consists of approximately 32 acres of undeveloped land and is bordered by the Colorado Desert on the east. The coniferous forest of the Laguna Mountains is to the west. Elevation slopes from the southwest to northeast in the project area.

The project area consists primarily of vegetation species characteristic of the plant associations typically found in the enriched desert and alluvial desert scrub plant communities. These plant communities are found at slightly higher elevations than the desert wash and creosote scrub plant communities. The dominant species found in this type of plant community and observed onsite included, but are not limited to, brittlebush *(Encelia farinose),* burro bush (*Ambrosia dumosa),* agave *(Agave spp.),* catclaw acacia *(Acacia greggii), range ratany (Krameria parvifolia),* and creosote *(Larrea tridentate).* Other species observed onsite were Red Shanks *(Adenostoma sparsifolia),* common manzanita *(Arctostaphylos manzanita),* and scrub Interior Live Oak *(Quercus wislizenii* var *frutescens).* Many annuals also make up this plant community on a seasonal basis, such as California poppy *(Eschscholzia californica)* and Coulter's lupine *(Lupinus sparsiflorus).* Sahara mustard *(Brassica tournefortii)* is also common in this plant community after rainfall events. Visual observations show part of the site has been disturbed from off-road vehicle use, plowed to prevent excessive vegetation overgrowth or for fire suppression activities. The existing vegetation may only be suitable habitat for transient avian species, small mammals such as rabbits, mice, and gophers, and reptiles along with opportunistic predators such as coyotes and raptors.

3.4.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, existing vegetation cover at the proposed site would not be disturbed. The proposed site would likely continue to be affected by off-road vehicle activities. However, no significant indirect or direct effects would be expected to vegetation under the "No Action" alternative.

3.4.2 Alternative 2: Proposed Action Alternative.

The proposed action alternative would have a direct impact on the property's vegetation. Construction of the proposed BPS would disturb the vegetation and remove it from biological production. Vegetation on the site would be removed to accommodate construction activities and paving. The impact to vegetation will be less than significant because similar vegetation is abundant on properties adjacent to the proposed site and throughout the surrounding area. Because of the abundance of vegetation adjacent to the project site, the proposed project would not significantly affect vegetation communities on a regional basis. No short or long-term adverse effects on adjacent vegetation communities are anticipated. Non-native species could invade the proposed equine center area of the new USBP station from the introduction of hay and feed seeds. BMPs will be used to control non-native vegetation species in the proposed equine facilities area.

3.5 WILDLIFE AND AQUATIC RESOURCES

No animal species were observed during site reconnaissance completed on May 28, 2008. The California Natural Diversity Database (CNDDB), California Department of Fish and Game Internet Map Services (IMAPS), Ecosystem Indicators on Federally listed endangered species (ECOS) and Critical Habitat (CRITHAB) databases were carefully researched for the presence of federally listed species and species of special concern to the State of California. No federally listed species or species of special concern were identified on the project site or in the vicinity. These data results are provided in Appendix B. The project area is entirely devoid of aquatic features and only contains ephemeral drainages that respond to infrequent precipitation events. There are no fish or aquatic fauna that occur within the proposed action area. The existing habitat may be suitable for transient avian species, small mammals such as rabbits, mice, and gophers, and reptiles along with opportunistic predators such as coyotes and raptors. Under the Migratory Bird Treaty Act (MBTA), taking, killing or possessing migratory birds is unlawful. No birds were observed on site during reconnaissance. Table 1 provides a summary of the State listed and Species of Concern in the Geographic Region. None of the species exist on the proposed property site.

3.5.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no new development would take place and USBP operations would continue at the existing Boulevard Station. Ground disturbing activities, as previously described, would likely continue on the proposed Ribbonwood Road property. As a result, damage to some of the vegetation on the site would continue from off-road vehicles. Under the No Action Alternative, no significant indirect or direct effects to wildlife or aquatic resources would be expected.

Table 1 - State Listed and Species of Concern in Geographic Region of Project Site

Common Name	Scientific Name	Federal Status	State Status	Habitat Present On Site	CDFG	Species Observed On Site
Amphibians						
Coast (San Diego) horned Lizard	*Phrynosoma coronatum* (blainvillii population)	None	None	No	SOC	No
Birds						
Prairie falcon	*Falco mexicanus*	None	None	No	----	No
Mammals						
San Diego Black-tailed jackrabbit	*Lepus californicus bennettii*	None	None	No	SOC	No
Dulzura pocket mouse	*Chaetodipus californicus femoralis*	None	None	No	SOC	No
Southern grasshopper mouse	*Onychomys torridus ramona*	None	None	No	SOC	No
San Diego desert woodrat	*Neotoma lepida intermedia*	None	None	No	SOC	No
Reptile						
Coastal western whiptail	*Aspidoscelis tigris stejnegeri*	None	None	No	----	No
Rosy boa	*Charina trivirgata*	None	None	No	----	No
Plants						
Sticky geraea	*Geraea viscida*	None	None	No	----	No
Tecate tarplant	*Deinandra floribunda*	None	None	No	----	No
Fremont barberry	*Berberis fremontii*	None	None	No	----	No
Southern jewel-flower	*Streptanthus campestris*	None	None	No	----	No
Jacumba milk-vetch	*Astragalus douglasii var. perstrictus*	None	None	No	----	No
Desert beauty	*Linanthus bellus*	None	None	No	----	No

Source: California Department of Fish and Game Internet Map Services (IMAPS)

Note: SOC – Species of Concern

3.5.2 Alternative 2: Proposed Action Alternative.

The proposed action would have a minor affect on wildlife and no affect on aquatic resources. The development of the site would result in the removal of minimal native habitat that could support wildlife populations. However, no animal species were observed during the reconnaissance survey. Undeveloped parcels of land in the area have existing desert scrub plant communities and would continue to support wildlife habitat. The proposed action will not have a significant effect on species or habitats protected by the Endangered Species Act or MBTA, as none exist on the site. Table 1 showed that there will be no effect to the state listed and species of concern.

Vegetation should be cleared outside of the breeding season for birds (February 1 through August 31) to avoid potential impacts to migratory birds. If construction occurs during the breeding season, a qualified biologist will monitor the site for nesting birds covered under the MBTA.

No impact to aquatic resources would occur at the proposed site as a result of the proposed action. The project area is entirely devoid of aquatic features and only contains ephemeral drainages that respond to infrequent precipitation events. No fish or aquatic fauna occur within the project site.

3.6 THREATENED AND ENDANGERED SPECIES

The California Natural Diversity Database (CNDDB), California Department of fish and Game Internet Map Services (IMAPS), Ecosystem Indicators on Federally listed endangered species (ECOS) and Critical Habitat (CRITHAB) databases were carefully researched for the presence of federally listed species and species of special concern to the State of California. On May 28, 2008 a biologist with the US Army Corps of Engineers conducted a survey of the proposed property. In addition, CBP consulted with US Fish and Wildlife Service relative to listed threatened and endangered species. A review of Federal and state databases indicates one endangered and threatened species occurs in the geographical region of the proposed site. A list of Federally Threatened and Endangered Species occurring in the geographic region of the site are tabulated in Table 2 below. The data results are provided in Appendix B. Based on the results of the survey and review of the databases, no threatened or endangered species were identified on or near the proposed property.

Table 2 - Federally Threatened and Endangered Species in Geographic Region of Project Site

Common Name	Scientific Name	Federal Status	State Status	Habitat Present On Site	CDFG	Species Observed On site
Peninsular bighorn sheep	*Ovis Canadensis nelsoni DPS*	E	T	No	----	No

Source: California Department of Fish and Game Internet Map Services (IMAPS)
Note: E – Endangered; T - Threatened

3.6.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, the proposed site would not be developed and USBP operations would continue at the existing Boulevard Station. No effects to threatened or endangered species would be expected.

3.6.2 Alternative 2: Proposed Action Alternative.

The CNDDB IMAPS, ECOS and CRITHAB databases were thoroughly researched for the presence of Federally listed species with negative results. In addition, no critical habitat occurs within or near the area of the proposed action. CBP determined that the proposed action will have no effect on Federally listed threatened or endangered species or to critical habitat. On June 24, 2008, the US Fish & Wildlife Service agreed with this determination of "no effect".

3.7 HYDROLOGY AND GROUNDWATER

Boulevard is located within the Sweetwater River watershed and, along with the Otay and Pueblo San Diego watersheds combine to form the San Diego Bay watershed area totaling approximately 415 square miles. Over 86% of the watershed is within unincorporated jurisdictions that characterize the central part of the watershed. Rivers and streams located in this watershed include Sweetwater River, Sweetwater Reservoir, Loveland Reservoir, and San Diego Bay. The site likely experiences sheet flow in response to precipitation events, but no aquatic features or surface water features exist on the site.

The Boulevard area is part of the Mountain Empire Subregion of San Diego County. The Mountain Empire Subregion is totally dependent on groundwater resources; surface runoff is meager and too variable to be used as a water supply and importation of water is not a viable option for the foreseeable future (SDCGP 1995a). The availability of groundwater varies from community to community but, generally, future development will require eight acre minimum lot sizes to ensure long term availability of groundwater (SDCGP 1995b). The Boulevard area is not serviced by a municipal water system therefore private residence must rely on well water. Currently, a capped groundwater well casing is present at the site and extends approximately one foot above ground surface. The well was installed to be a potable

water supply. The Department of Planning and Land Use at the County of San Diego records indicate a well was installed on the site in 1978. Based on the well construction record for the on-site well, the depth of the well reached 220 feet bgs and groundwater was encountered at 25 feet bgs. An initial pump test conducted on the well at the time of well construction (1978) indicates the well sustained a pumping rate of 25 gallons per minute (gpm) for duration of 2 hours.

To evaluate current groundwater conditions at the proposed site, a 24-hour pump test was conducted in February 2009 on the existing groundwater well. Prior to starting the test, the static groundwater level in the well was measured at 65 feet bgs and the total depth of the well was measured at 111 feet bgs. Upon initiating the pump test, the groundwater level in the well decreased approximately 43 feet after 5 minutes of pumping and sustained a constant level of 108 feet bgs throughout the remainder of the test (23 hours, 55 minutes). Based on the pump test data collected, an average groundwater pumping rate of 9.8 gpm was calculated for the time period following stabilization of the groundwater level in the well (23 hours, 55 minutes). A total of approximately 14,000 gallons of groundwater were pumped from the well during the duration of the test. The groundwater level in the well recovered to within 90 percent of its original elevation within 110 minutes after terminating the pump test. A percolation test was performed on the property in December 2001 (CSD 2002). Boring test depths varied from 3 feet to 3.7 feet in three locations on the property. Tests were performed for the design capability of a septic tank size that would accommodate 1,200 gallons. The percolation test results were approved by the County of San Diego, Department of Environmental Health in March 2002. During the testing, and as stated on the percolation test results, no groundwater was encountered at these depths.

3.7.1 Alternative 1:No Action Alternative.

Under the “No Action” alternative the proposed site would not be developed and USBP operations and groundwater usage would continue at the existing Boulevard Station. No significant indirect or direct effect to groundwater or hydrology would be expected.

3.7.2 Alternative 2: Proposed Action Alternative.

Under the proposed action alternative, the existing groundwater well at the proposed site may be utilized, depending on final site layout. Additional groundwater wells would be installed, as necessary. Given the close locality of the proposed site to the existing station and the geology of the water bearing strata in the Boulevard area (i.e. fractured bedrock), groundwater at the proposed site would be from the same groundwater aquifer as the current USBP station.

Under the proposed action alternative, it is expected there would be insignificant effects to groundwater as a result of construction and operation of a new station. During grading and construction activities at the site, water will be imported by the construction contractor. Supplemental water may be provided by the existing groundwater well during grading and construction activities but would not be used as

the primary water source. Therefore, effects to groundwater during grading and construction of the proposed site are anticipated to be insignificant.

Due to an anticipated increase of 50 persons and the possible addition of equine facilities with 10 horses, water usage for operations of the proposed USBP facility is expected to increase in comparison to what is currently being used at the existing station. Essential components of groundwater use at the existing Boulevard Station and the anticipated volumes of groundwater needed by components at the proposed new station are summarized in Table 3.

Table 3 - Summary of Current and Anticipated Water Usage

Source of Use	Current Daily Use (gal)	Anticipated Use (gal)	Change in Use (gal)
Agents & Staff[1]	740	975	+ 235
Recycled Water Vehicle Wash Rack	100	150	+ 50
Equine Center	0	120	+ 120
TOTALS	**840**	**1,245**	**+ 405**

Notes: 1 - Based on 3.68 gallons per agent per day.

Current total water usage at the existing Boulevard Station is approximately 840 gallons of water per day. With the addition of 50 persons and the possibility of 10 horses at the proposed station, water usage would increase to approximately 1,245 gallons per day (an approximately 48% increase). As previously reported the existing well sustained an average pumping rate of 9.8 gpm and yielded a total of approximately 14,000 gallons of groundwater during the 24-hour pump test completed in February 2009. These data suggests there is sufficient groundwater available at the proposed site to accommodate the volume of groundwater needed by USBP for their daily operations. Given the anticipated volume of groundwater needed by USBP for the proposed station (1,245 gallons per day), the volume of water pumped during the 24-hour pump test (approximately 14,000 gallons) and the fact that the rate and frequency of groundwater withdraw by USBP during normal operations of the proposed station would be substantially less than the pumping rate (9.8 gpm) used during the February 2009 pump test, effects to groundwater at the site as a result of the proposed action are anticipated to be insignificant.

Residences adjacent to the proposed site also use groundwater as their primary water source. Short term effects to groundwater may affect the adjacent residences due to potential well interference with development and operation of the proposed station. The County Groundwater Ordinance has a well performance criterion of 3 gpm of groundwater production for residential wells (CSD 2007). A proposed project's groundwater production would be considered a significant impact if it would result in decreasing other residential wells to below the 3 gpm criterion.
Final design and placement of a new groundwater well or wells at the new USBP station will take into consideration the proximity of groundwater wells on adjacent

properties to minimize any effects from groundwater drawdown associated with USBP operations. The effects to neighboring groundwater supply wells due to groundwater withdraw associated with USBP operations on the proposed property are expected to be less than significant given the consideration to nearby groundwater wells for placement of new well(s) on the proposed site and the following documented site conditions:

- There are currently only a small number of nearby residential supply wells;
- The sustained groundwater pumping rate (9.8 gpm) observed on site during the 24-hour pump test significantly exceeds the anticipated water usage needed by USBP on a daily basis for the proposed new station;
- The groundwater recovery rate at the existing on-site well was observed to be rapid (90% recovery within 110 minutes) following the recent 24-hour pump test; and
- The use of a 150,000 above ground tank to store water would reduce the daily groundwater withdrawal, once the tank was filled.

Short-term minor effects related to water quality could occur as a result of construction-related activities from the proposed action. Short-term, construction impacts would be less than significant based on conformance with existing regulatory requirements, documented through an NPDES General Construction Activity Storm Water permit. Such permit conformance is required for sites exceeding one acre. It is not anticipated, but if shallow water is encountered during project construction and dewatering is necessary, an NPDES Dewatering Waste Discharge Permit from San Diego Regional Water Quality Control Board would be required. Potentially, long-term surface water quality impacts associated with project development could include off-site discharge of pollutants from runoff. However, a SWPPP, including BMPs would be implemented to control runoff. On-site retention pond(s) and other design features would retain potential run-off. As a result, impacts would be less than significant level. Long-term erosion is not expected to occur because most areas proposed for development would be paved, landscaped, or compacted.

3.8 SURFACE WATERS AND WATERS OF THE U.S.

No surface water bodies are located on the property. No waters of the U.S. were observed during the site visit for this project. The Boulevard area is located within the Sweetwater River watershed and along with the Otay and Pueblo San Diego watersheds combine to form the San Diego Bay watershed area. Over 86% of the watershed is within unincorporated jurisdictions that characterize the central part of the watershed. Rivers and water bodies located in this watershed include Sweetwater River, Sweetwater Reservoir, Loveland Reservoir, and San Diego Bay. BP will

consider the installation of recharge or catch basins in regard to the operation at the station.

3.8.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no construction development would take place and USBP would continue to operate at the current Boulevard Station. Surface water flows associated with rainfall and storm water runoff would continue on the proposed site. There would be no significant indirect or direct effects expected to surface waters or waters of the U.S.

3.8.2 Alternative 2: Proposed Action Alternative.

Since there are no Waters of the U.S., including wetlands, or other water bodies located on or near the proposed action site, there would be no indirect or direct impact from the proposed construction of the BPS. Rain events during construction could increase the amount of sediments in stormwater runoff. Other short-term impacts such as dust, erosion, and accidental spills have the potential to impact water resources during construction of the proposed facility. Installation of silt fences and use of BMPs or erosion control devices during construction would reduce this impact to a less than significant level.

Through adherence to an established erosion and sediment control plan, no adverse impacts to surface water quality are anticipated during construction of the proposed facility. Coordination with the local public works office and necessary permitting through the San Diego County would be required as part of the construction process. Prior to construction, preparation of a Storm Water Pollution Prevention Plan (SWPPP) to minimize surface runoff would be required and implemented to minimize impacts to any surface water quality. In accordance with state and Federal regulations, a Permit for Storm Water Discharge for Construction Activities must be obtained prior to commencement of site grading. The proposed site development would include provisions for proper handling and treatment of storm water runoff in accordance with Federal, state, and local regulations. Operation of the proposed facility would not have adverse impacts to surface water as no surface waters exist on the property and drainage improvements would be completed to minimize impacts to surface water flow during rain events.

3.9 AIR QUALITY

The project site is located in the San Diego Air Basin at an elevation of about 3,600 feet above msl. Pollutants in this air basin tend to be generated on the coastal plain in areas of concentrated urban development and they accumulate in an inversion layer that varies from 800 feet to 2,500 feet above msl depending upon the time of day and the atmospheric conditions (APCD 2006). Principal pollutants are Ozone, particular matter, Carbon monoxide, Nitrogen dioxide, Sulfur dioxide, and Lead. Air quality in the area is influenced mostly by pollutant transport from upwind areas,

including cities close to the Mexican border, and by local emissions sources from vehicles using Interstate 8 and local roadways.

San Diego County is in attainment under both state and Federal standards for carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. San Diego County is presently in non-attainment for the 1-hour (0.09 parts per million [ppm]) and 8 hour (0.07 ppm) concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O_3). The Federal designation is non-attainment for the eight-hour Ozone standard of 0.08 ppm. San Diego County is also presently in non-attainment for PM_{10} and $PM_{2.5}$ standards. It is anticipated that attainments for these pollutants will be achieved by June 2009. Table 4 shows the San Diego County Air Basin Designations by Pollutant. Areas with these non-attainment designations have *de minimis* thresholds of 50 tons per year for Ozone and 100 tons per year for PM_{10}. Sources of PM_{10} in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

3.9.1 Alternative 1: No Action Alternative.

Under the No Action alternative, no development would take place. Operations would continue to be conducted by USBP at the existing Boulevard Station. Indirect or direct effects to air quality would not be expected as a result of the No Action alternative.

Table 4 - San Diego County Air Basin Designations by Pollutant

Pollutant	Averaging Time	California Designations	Federal Designations
Ozone (O_3)	1 Hour 8 Hour	Non-attainment	No Federal Standards Basic Non-attainment
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean 24 hour Annual Arithmetic Mean	Non-attainment Non-attainment No State Standard	No Federal Standard Unclassified[1] Unclassified[2]
Fine Particulate Matter ($PM_{2.5}$)	24 hour Annual Arithmetic Mean	No State Standard Non-attainment	Attainment Attainment
Carbon Monoxide	Annual Arithmetic Mean 1 hour	Attainment	Maintenance Area[3]
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean 1 hour	No State Standard Non-attainment	Attainment No Federal Standard
Lead	30 Day Average Calendar Quarter	Attainment No State Standard	No Federal Standard Attainment
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean 24 hour 1 Hour	No State Standard Attainment Attainment	Attainment Attainment No federal Standard
Sulfates	24 Hour	Attainment	No Federal Standard
Hydrogen Sulfide	1 Hour	Unclassified	No Federal Standard
Visibility	8 Hour (10 AM to 6 PM, PST)	Unclassified	No Federal Standard

Source: SDC Guidelines for determining Significance Air Quality

1 Data reflects status as of March 19, 2007

2. Unclassified; indicates data are not sufficient for determining attainment or non-attainment
3. Maintenance Area (defined by U.S. Depart of Transportation) is any geographic region of the United States previously designated non-attainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

3.9.2 Alternative 2: Proposed Action Alternative.

A short-term degradation in air quality may be experienced during construction activities at the proposed site. The major source of emissions would be from PM_{10}, which would be generated by earthwork operations involved in grading and excavation. Table 5 shows the San Diego Air Pollution Control District Pollutant (SDAPCD) Thresholds. If these construction thresholds are exceeded the impact would be significant and mitigation measures are necessary. Emissions from the

construction phase would be minimal, localized and temporary resulting in PM_{10} threshold emissions below the standard level criteria established by SDCAPCD.

Table 5 - San Diego Air Pollution Control District Pollutant Thresholds

Pollutant	Pounds (lbs)/hr	lbs/day	Ton/yr
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO_x)	25	250	40
Particulate Matter (PM_{10})	-	100	15
Oxides of Sulfur (SO_x)	25	250	40
Lead & Lead Compounds	-	3.2	0.6
Reactive Organic Compounds (ROC)[1]	-	137	15

Source: APCD Regulation 11, Rule 20.2, Table 20.2-1.
1. (City of San Diego, 2007)

Under regulations promulgated pursuant to the Clean Air Act, as amended, San Diego County is located in a non-attainment area for Ozone and PM_{10}. As a result, the new Border Patrol project must conform to the State Implementation Plan such that the project will not: (a) cause or contribute to any new violation of any standard in any way; (b) increase the frequency or severity of any violation of any standard in any area; or (c) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

General Conformity under the Clean Air Act, Section 176 was evaluated for the BPS project, according to the requirements of 40 CFR 93, Subpart B. An air quality applicability analysis was conducted to identify potential increases or decreases in criteria air pollutant emissions associated with the proposed construction of a new station.

A General Conformity - Record of Non-Applicability along with the air quality evaluation methods used to determine air quality impacts associated with the construction and operations of a new BPS are contained in Appendix C. The total direct and indirect annual emissions of criteria pollutants indicate that emissions would be far below the *de minimis* threshold standards and therefore, the project is in conformity with applicable state implementation plans. Less than significant negative effects from emissions are anticipated at the proposed site due to the proposed action, as operations at the new BPS will be similar to the existing station. In addition, calculations show that increased vehicular traffic/emissions associated with an additional 50 agents at the new station are expected to be less than significant on the region.

3.10 NOISE

Noise as a pollutant can be defined as unwanted sound. Environmental noise is typically measured in A-weighted decibels (dBA). A dBA is a decibel corrected for the variation in frequency response of the typical human's ear at commonly encountered noise levels. Noise can be generated from either a point source (stationary equipment) or from a line source, such as roadway with moving vehicles or aircraft flying overhead.

The County of San Diego General Plan prescribes limits for the operation of new developments that will result in 60 dBA or more in noise sensitive areas (San Diego County, 1980). Noise sensitive areas include residences, hospitals, schools, libraries or a similar facility where quiet is an important attribute. San Diego County also has limitations on construction noise of 55 dBA or more in noise sensitive areas. If construction activities occur between 7 p.m. and 10 p.m., an additional 5 dB is added to the Community Noise Equivalent Level (CNEL). Any work between the hours of 10 pm to 7 a.m. will add 10 dB weighting. Any time limits outside of these hours are considered Normal construction hours.

An acoustical analysis consisting of on-site noise measurements at the proposed site was conducted in October 2003 and the results were issued in a report (Eilar, 2003). The noise level measured on-site was 54.9 dBA equivalent sound levels (L_{EQ}). A calculated noise level of 55.3 dBA L_{EQ} was compared to the measured on-site noise level (54.9 dBA L_{EQ}) to determine if adjustments should be applied but no adjustments were necessary since there was only a 0.4 dB difference.

Researched data from the County of San Diego Public Works Department and the 2002 traffic census shows daily vehicles counts average 13,500 for Interstate 8. For Ribbonwood Road current vehicles average daily trips are 1,000. Calculations of the overall combined traffic noise level were conducted and based on measurements at the southern property line facing I-8 during the 2003 acoustical study conducted on the proposed property. The results show the noise level was approximately 58.8 Community Noise Equivalent Level (CNEL). San Diego County requires an acoustical study be prepared for any sensitive areas to noise in excess of a CNEL of 60 dBA. Moreover, if the project noise exceeds CNEL 60 dBA, modifications must be made to the project to reduce noise levels.

The California Airport Noise Standards (California Code of Regulations, Title 21, section 5001(d)) establishes the 65-dBA CNEL as the boundary for the normally acceptable level of aircraft noise for noise-sensitive land uses including residential uses near airports.

Since CNEL represents averaged noise exposure over a 24-hour, aircraft noise primarily affects communities within an airport influence area. The noise impact or the perceived annoyance depends upon the noise volume, length of the noise event and the time of day. In general, aircraft noise varies with the type and size of the

aircraft, the power the aircraft is using, and the altitude or distance of the aircraft from the receptor. Departure curfews exist between 11:30 PM to 6:30 AM except in emergency medical or military aircraft operations. Table 5 presents examples of noise sources and corresponding sound level.

Table 6 - Typical Sound Levels of Common Noise Sources

Decibels (dBA)	Description
130	Threshold of pain
120	Jet aircraft take-off at 100 feet
110	Riveting machine at operators position
100	Shot-gun at 200 feet
90	Bulldozer at 50 feet
80	Diesel locomotive at 300 feet
70	Commercial jet aircraft interior during flight
60	Normal conversation speech at 5-10 feet
50	Open office background level
40	Background level within a residence
30	Soft whisper at 2 ft
20	Interior of recording studio
Source: Bollard and Brennan; 2002.	

3.10.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, the site would not be developed and USBP would continue to operate from the existing Boulevard Station. Direct elevated noise levels would continue to affect the proposed action site from nearby Interstate 8.

3.10.2 Alternative 2: Proposed Action Alternative.

The proposed project site is located in a sensitive area due to residences located adjacent to the property. The existing noise level measured in the project's vicinity during a study in May 2003 indicated levels about 54.9 dBA L_{EQ} (Eilar, 2003a). Given the close proximity to Interstate-8, the noise environment is affected primarily by automobile and truck traffic. Overall combined traffic noise level facing I-8 from the property is approximately 58.8 CNEL (Eilar, 2003b). Commercial activities in the area already generate a commensurate amount of noise.

Ground noise levels would increase during project construction but the impact would be short-term and intermittent (less than 20-months) in duration. The movement of heavy construction equipment and general construction sound would temporarily increase noise levels at the site. To mitigate this impact to less than significant, the construction contractor would be required to maintain his construction equipment in accordance with the manufacturer's specifications and keep unnecessary noise impacts to a minimum. Background noise associated with nearby Interstate 8 is

already above construction levels, therefore, it will be impossible to maintain noise levels under 55 dBA at the construction site.

Noise associated with the day-to-day operations of the BPS would also increase. Calculations from the 2003 Acoustical Study completed at the proposed project site indicate future exterior traffic noise levels will exceed the outdoor use noise limit. For operational use, it is recommended that sound control measures be used to keep outdoor use area noise levels to 60 CNEL or less along property boundaries that border nearby residences. Some operational noise source would primarily be limited to the operation of light-duty and heavy-duty vehicles that would enter and exit the premises. While on site, most vehicles and equipment would be parked/stored and inactive, with the exception of movement of vehicles for deliveries, maintenance purposes, shift change, or law enforcement activities. Vehicular maintenance operations would be performed inside the maintenance garage and are not anticipated to add to the noise level at the site during operations of the proposed USBP facility.

Overall, the noise created by vehicles and equipment at the proposed USBP station would be consistent with traffic noise on Interstate 8. Noise levels created during day-to-day operations could potentially impact residential areas next to the facility. However, impacts would be less than significant because sound control measures would be maintained along the property boundaries with nearby residences to mitigate such impacts.

A helipad for emergency life flights would also be constructed on the proposed site. Future helicopter operations would be limited to emergency situations and will conform to standard flying and safety requirements as set forth by the Federal Aviation Administration. Noise associated with helicopter operations is expected to have minor temporary impacts to nearby residences but are expected to be less than significant given the emergency only use of the helipad and use of flight paths that avoid nearby residences.

3.11 CULTURAL RESOURCES

Cultural resources include prehistoric archaeological sites, historic archaeological sites, and historic structures, and consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (Native Americans) prior to the arrival of Europeans in southern California. Artifacts found in prehistoric sites include flaked stone tools such as projectile points, knives, scrapers, and drills; ground stone tools such as manos, metates, mortars, and pestles for grinding seeds and nuts; and bone tools, such as awls. Prehistoric sites and features include hearths, bedrock mortars, rockshelters, rock art, and burials.

Historic archaeological sites are places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans. Historic archaeological materials usually consist of refuse, such as bottles, cans, and food waste, deposited near structure foundations. Archaeological investigation of historic period sites is usually supplemented by historic research using written records. Historic structures include houses, commercial structures, industrial facilities, and other structures and facilities more than 50 years old.

In June 2008, archeologists from the US Army Corps of Engineers, Los Angeles District conducted a cultural resources assessment of the project site to satisfy the cultural resources requirements of NEPA and took into considerations CEQA. In addition, coordination with local area Native American Tribes and the SHPO was conducted for the proposed action in accordance with Section 106 of the National Historic Preservation Act (NHPA). Copies of coordination letters sent to local area tribes and the SHPO are included in Appendix D.

For the purpose of identification of existing cultural resources for this project, the Area of Potential Effects (APE) is equal to the project site boundary. Results of the records search at CHRIS-SCCIC indicated that sections of the project site have been previously surveyed by archeologists. In 2002, Brian F. Smith and Associates conducted an archaeological survey of the Alfred Dart lot split parcel, which overlaps the APE. Brian F. Smith and Associates recorded one historic archaeological refuse site, CA-SDI-16394H. Located immediately east of the APE, this site contained domestic refuse, including glass bottles, metal cans, and ceramic fragments manufactured between 1935-1945 in a 350 square foot area (Smith 2002; 2003). Brian F. Smith and Associates performed archaeological testing at site CA-SDI-16394H in order to evaluate its significance under CEQA Section 15064.5. Testing results indicated that site CA-SDI-16394H extended 20 centimeters beneath the ground surface and that it was not eligible for listing in the California Register of Historical Resources (Smith 2002; 2003).

Results of the Native American Heritage Commission (NAHC) Sacred Lands File Search indicate that there are no known Native American cultural resources in the APE. However, the NAHC maintains that the absence of known Native American cultural resources within the APE does not guarantee their absence. According to NAHC records, the APE is in the vicinity of previously recorded prehistoric burial sites and it is considered a sensitive area. Results indicate that sections of the APE and vicinity have been previously surveyed by archaeologists and no cultural resources were identified.

Results of fieldwork indicate that two historic-period archeological sites were identified and recorded within the APE. Sites CA-SDI-18993 and CA-SDI-18994 are historic refuse scatters comprised of metal cans, glass, and ceramic fragments. Site CA-SDI-18993 is a small historic-period refuse scatter located on the uplands. Diagnostic artifacts indicate that the items were manufactured between 1930

and1950+. The site is in fair condition; the artifacts are still somewhat concentrated but have been disarticulated by episodic and seasonal sheet wash flooding. CA-SDI-18994 is a small historic-period refuse scatter located on a gentle upland slope. Overall, diagnostic artifacts indicate that the items were also manufactured during 1930 and 1950+. This site is also in poor condition as the artifact concentration has been disarticulated by episodic and seasonal sheet wash flooding.

Based on the configuration and number of the artifacts it appears that these two sites represent single dump episodes. In addition, these two sites are not associated with any important persons or places and as previously reported have been disturbed and disarticulated by seasonal sheet flooding episodes and associated erosion resulting in a lack of integrity. These refuse deposits likely do not contain a significant buried cultural deposit, as evidenced by the results of Smith's (2002; 2003) archeological excavations at a similar site nearby. Overall sites CA-SDI-18993 and CA-SDI-18994 lack integrity and do not contribute to our understanding of local or National history of prehistory, and are therefore recommended as not eligible for listing in the National Register of Historic Places (NRHP). The SHPO provided concurrence with this determination in correspondence dated October 28, 2008.

3.11.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no construction or development would occur at the proposed site and operations would continue at the existing Boulevard Station. The previously identified historical sites at the proposed action site would not be disturbed. No indirect or direct affects to cultural and historical resources would be expected because they do not exist on site.

3.11.2 Alternative 2: Proposed Action Alternative.

The previously identified archaeological sites on the proposed property are in poor condition as the artifact concentration has been disarticulated by episodic and seasonal sheet wash flooding resulting in a lack of integrity.

Based on the configuration and number of the artifacts it appears that the sites represent single dump episodes. In addition, the sites are not associated with any important persons or places and do not likely contain a significant buried cultural deposit, as evidenced by the results of Smith's (2002; 2003) archeological excavations at a similar site nearby. Adverse effects to sites and properties listed on, or eligible for, the NRHP are evaluated based on the Criteria of Adverse Effect as outlined in 36 Code of Federal Regulations, as amended, 800.5 of the regulation implementing Section 106 of the NHPA.

Results of the cultural resources investigation indicate that sites CA-SDI-18993 and CA-SDI-18994 are recommended as not eligible for listing in the NHRP. The SHPO provided concurrence with this determination in correspondence dated October 28, 2008 (Appendix D). The proposed project would have a less than significant impact on cultural resources.

Although the potential for buried cultural resources is low it is still a possibility. Therefore, it is recommended that all ground disturbing activities related to the implementation of this alternative be monitored by a qualified archeologist. If any resources are found during ground activities, all work will stop until an archeologist can determine the significance. If the find is deemed significant then the California SHPO will be notified.

3.12 UTILITIES AND INFRASTRUCTURE

Electrical and natural gas services in the project area are provided by San Diego Gas and Electric (SDG&E). Phone service is provided by AT&T and television service is provided by cable or satellite service. In addition, private or commercial companies provide propane gas. At the proposed project site, there are currently six overhead electrical power lines located in the center of the project area. According to SDG&E .moving the electric poles would cause minimal, less than significant impacts, to the surrounding area.

3.12.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no development would occur and no new utilities would be installed at the proposed site. USBP would continue operations from the existing Boulevard Station. There would be no indirect or direct effects expected to utilities or infrastructure.

3.12.2 Alternative 2: Proposed Action Alternative.

The construction design of the project would require the installation of new telephone lines, cable lines, septic system, on-site domestic water infrastructure, and gas lines as they are not currently available at the site. The installation of new utilities at the proposed site could have direct economical benefits to the area and indirect benefits for the utility companies in the area. All utility companies that service the Boulevard property should be notified before construction begins. Impacts to the existing power lines during construction would involve relocation, rerouting or adding lines for the proposed facilities. The six power lines located in the center of the project area would need to be relocated. No negative impacts to utilities are anticipated during normal operation of the proposed facilities due to coordination with SDG&E.

3.13 ROADWAYS AND TRAFFIC

Streets and highways in the immediate vicinity of the project site include Interstate 8 and State Route 94. State Route 94 becomes North Ribbonwood Road upon exiting north off Interstate 8. Currently, the posted speed limit for this roadway in the project area is 50 mph. The traffic in the vicinity of the proposed action, on Ribbon Road, in 2003 carried a traffic volume of approximately 1,000 Average Daily Trips (ADT) (Eilar 2003a). State Route 94 is a major commuter route, two-lane, and winding rural highway that serves the communities of Jamul, Dulzura, Barrett Junction, Potretro,

Campo, and Boulevard (SANDAG, 2001a). Currently, State Route 94 is heavily used. Traffic volumes in 1999 reached approximately 196,000 daily vehicles (SANDAG 2001b). The ADTs on Interstate 8, as of 2003, were 13,500. California Department of Transportation (Caltrans) District 11 indicated traffic for Interstate 8 was 27,000 ADT and Ribbonwood Road was 1,800 ADT based on 2005 traffic volumes on California Highways. No new off-site roads would be constructed as part of the proposed action. Data above shows that traffic ADTs have increased fifty percent from 1999 to 2005.

3.13.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, development of the site would not occur and operations would continue at the existing Boulevard Station in an unsafe and inefficient manner. There would be no indirect or direct effects to roadways or traffic and conditions would remain similar to existing conditions with some increases in ADTs to Interstate 8 and Highway 94 as forecasted by Caltrans.

3.13.2 Alternative 2: Proposed Action Alternative.

The immediate project area would experience a short term and intermittent (20 months or less) increase in traffic during construction at the proposed site. This increase would be temporary as construction workers, deliveries, and equipment enters and exits the site. Disruptions to traffic access during the construction phase would be minimized since the work would be conducted on the site property. Design phase partnering would be conducted during final design in order to coordinate project activities and schedules with local and state highway maintenance offices.

Operation of the BPS would provide a direct net long term increase in traffic of at least 50 staff members. The BPS will be operational 24 hours a day, 7 days a week, under three shifts. However, any increase in traffic from the presence of the BPS will not significantly contribute to the existing traffic levels on the Interstate 8 or SR-94. Some staffing may result in local hire which would not increase the level of service on the existing roads. Operations of the proposed action are expected to have an insignificant long-term impact on traffic.

Development of the proposed action would create two entrances to the proposed site. Large vehicle and truck traffic would be minimal during operations and would be limited to intermittent special operations. Sufficient parking would be provided at the site to accommodate the requirements of the proposed action. Parking spaces for all assigned personnel, as well as for all assigned government vehicles and equipment would be incorporated into the conceptual site design. On-street and public parking is not required and will not be constructed under the proposed action.

3.14 AESTHETIC AND VISUAL RESOURCES

Section 101 [42 USC § 4331] of NEPA demonstrates a continued effort on the federal government to assure aesthetically and pleasing surroundings when

determining effects of a project. The aesthetic quality of a community is composed of visual resources, or the visible landscape, which includes land, water, vegetation, and man-made features (i.e., buildings, roadways and structures). To design a facility which meets the aesthetic needs and desires of a community, the BPS should consult with the agency which has jurisdiction over the area. This could be Federal, state, community, regional and local agencies, and/or private interest groups. In evaluating aesthetics and visual impacts that could affect communities, two perspectives can be viewed: (1) The view from the road; and (2) the view by residents. The project site isolate on the north side of I-8 in a rural community, south of Roadrunner Lane and east of Ribbonwood Road.

Ribbonwood Road is a two lane rural roadway (Eilar 2003). The project area is not within view from the road because it is blocked by trees and bushes from I-8. Adjacent to the project site are residential home owners which each have different property architect designs.

3.14.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no development would occur and the aesthetics of the proposed site would not change from its current state, therefore no direct or indirect effects would be expected to aesthetics. USBP operations would continue from the existing Boulevard Station.

3.14.2 Alternative 2: Proposed Action Alternative.

Construction of the proposed action would have a direct effect by changing the appearance of the existing site landscape. Construction of a new BPS on the proposed site would include architectural designs that are similar to buildings in the surrounding area and that would be aesthetically pleasing. Building style and colors would be selected to compliment the site location and offset visual impacts. Overall the project would respect local and regional influences. Visual benefits involved with the proposed action include observed improvements to the area by the elimination of the undeveloped and disturbed land and by improving landscaping. The effects to aesthetics by developing the proposed site are considered to be positive benefit.

3.15 HAZARDOUS MATERIALS

Based on visual observations of the proposed property during a site visit, conducted on May 29, 2008, no known or suspected toxic and/or hazardous material contamination was identified. The project area is located in rural desert approximately two miles north of the U.S. - Mexican international border near the eastern extent of San Diego County. During construction activities, contractors would implement spill prevention and control policies to prevent the release of hazardous materials or petroleum products on to the proposed site. The spill prevention plan will also address any actions to be taken in the event spill(s) occur during any refueling and maintenance operations.

A Phase I Environmental Site Assessment of the proposed site was completed in October 2008. No areas, surrounding the site, were identified (within the search radius) where past activities resulted in the use or release of hazardous and/or toxic materials. Results from the Phase I research show that there have been no documented activities associated with the proposed site or any surrounding properties that would have resulted in potential environmental liability.

3.15.1 Alternative 1: No Action Alternative.

Under the No Action" alternative, no development would take place at the proposed site and USBP operations would continue to operate from the existing Boulevard Station. Therefore, no indirect or direct effects are expected to occur. The potential for spills associated with normal USBP operations would remain the same.

3.15.2 Alternative 2: Proposed Action Alternative.

Construction and operational activities of the proposed BPS would result in the use of fuels, oils, and lubricants. An accidental release or spill of these substances has the potential to occur, which could result in adverse impacts to on-site soils, and potentially to vegetation, surface and/or groundwater. A SPCCP would be implemented during construction and operations of the BPS. Construction personnel will be briefed on the requirements of the plan. Therefore, construction activities may result in short-term, insignificant impacts.

Operation of the BPS is not expected to result in the production of hazardous and toxic waste/materials. There will be on-site fuel storage tanks for backup generator fuel and a vehicle fuel point. All tanks will be above ground and will be equipped with leak detection and secondary containment systems. A SPCCP would be in place at the new BPS to respond to any spills from any of the tanks. Therefore, less than significant direct or indirect impacts are anticipated.

3.16 SOCIOECONOMIC

The population of Boulevard was approximately 1,500 at the 2000 census (U.S. Census Bureau, 2000a). Demographic indications from the 2000 Census Bureau data indicated 74.7% white (including Latino), 4.2% black, 10.7% Native American, 0.6% Asian, 0.1% Native Hawaiian, 7% other and 2.7% two or more races. Eighteen percent of the population is Latino (U.S. Census Bureau, 2000b). Most employment in the Boulevard area consists of retail and fast food restaurants. As of 2007, Boulevard's (zip code 91905) population was 1,626 people. Since 2000, it has had a population growth of 12.59 percent. The median home cost in Boulevard (zip code 91905) is $380,000. In 2007, Home appreciation 4.11 percent. Compared to the rest of the country, the cost of living in Boulevard is 14.88% higher than the U.S. average. Public schools spend $5,606 per student in Boulevard (zip code 91905). The average school expenditure in the U.S. is $6,058. There are about 20 students per teacher in Boulevard (zip code 91905). The unemployment rate in Boulevard (zip

code 91905) is 4.20 percent (the U.S. avg. is 4.60%). Recent job growth is Positive. Jobs in Boulevard have increased by 0.30 percent (2007).

3.16.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, no development would occur at the proposed site and USBP operations would continue at the existing Boulevard Station. The current BPS would continue to provide some local employment as do the restaurants along Interstate 8 and State Route 94. Under the No Action Alternative, there would be no indirect or direct effects to socioeconomics expected because the development would not occur.

3.16.2 Alternative 2: Proposed Action Alternative.

The proposed action of constructing a BPS on the North Ribbonwood Road site is anticipated to increase staff to 250 BPS staff, an increase of 50 people over existing staff levels. Staff household income should have a small but positive long-term economic impact through the multiplier effect on employment, income, and spending in the local communities, primarily Boulevard.

For the year 2000, the countywide vacancy rate for San Diego County was 4.4 percent and approximately 45,472 housing units were available (U.S. Census). The 2005 vacancy rate in the unincorporated portions of the county is 6 percent (SANDAG 2006). For the year 2006, SANDAG estimated that approximately 9,400 housing units would be available in the unincorporated parts of the county. Boulevard's population in the 2000 Census was 1,496. Thus, the town has sufficient resources to handle the additional staff of the BPS. Short-term construction spending for labor and materials should also have a small direct, but beneficial impact on the local economy. The long-term impacts on supplies are expected to be minor. The construction of a new BPS in Boulevard would not have an adverse impact on the quality of life of local residents.

The proposed action is not designed to create a benefit for any group or individual but a benefit may exist whereas the project would generate new job opportunities. A decrease in area jobs is not anticipated under the proposed action. Personnel would be relocated from the existing facility to the new location. New staff assigned to the Boulevard Station could provide an indirect socioeconomic benefit to the local community.

The development of the BPS is likely to have an indirect impact on per capita income levels for the area. The development will provide direct income effects to employees and their families as well as supporting indirect income effects through firms supplying goods and services to the project and the additional employees in the region.

3.17 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN

On February 11, 1994, President Clinton issued an "Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." This Order is designed to focus Federal attention on identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. The order is further intended to promote non-discrimination in Federal Programs substantially affecting human health and the environment and to provide for information access and public participation relating to such matters. Executive Order 12898 on Environmental Justice will be considered to determine any potential for disproportionate impacts on minority populations and low income population within the project area.

Boulevard is located in the rural desert, approximately 5 miles north of the Mexican border near the eastern extent of San Diego County and approximately 60 miles east of the City of San Diego, California.

3.17.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, development would not occur at the proposed site and USBP would continue to operate from the existing Boulevard Station. There would be no indirect or direct effects expected to environmental justice because the development would not occur.

3.17.2 Alternative 2: Proposed Action Alternative.

Executive Order 12898 was considered to determine if any impacts on minority or low income populations exist within the project area. Minority and low-income population are poorly represented (see section 3.17 on socioeconomic) within the project area and therefore the impact to minority population is less than significant from the proposed project. The proposed action would not adversely affect or create disproportionately high or adverse human health or environmental impacts to minority or low-income populations resulting from the construction or operations of the new BPS.

3.18 EXECUTIVE ORDER 13045. PROTECTION OF CHILDREN FROM ENVIRONMENTAL HEALTH RISKS AND SAFETY RISKS

This Executive Order requires federal agencies to identify and assess environmental health risks and safety risks that may disproportionately affect children. The proposed site for construction, operation and maintenance of the new BPS is not adjacent to or near any schools or playgrounds. In addition, there are no recreational water bodies or parks in the immediate vicinity of the proposed action.

3.18.1 Alternative 1: No Action Alternative.

Under the "No Action" alternative, development would not occur at the proposed site and USBP would continue to operate from the existing Boulevard Station. There

would be no indirect or direct effects expected to environmental justice because the development would not occur.

3.18.2 Alternative 2: Proposed Action Alternative.

Executive Order 13045 was considered to determine if any environmental health risks and safety risks may disproportionately affect children existing within the project area. The proposed action is not near a school or playground. Children may be present in residences adjacent to the northerly and easterly boundaries of the proposed property. However, typical construction safety measures to be implemented in accordance with BMPs would be utilized including the use of fencing and locked gates to secure the site and prevent unauthorized access to the property during construction activities. BMPs also require the use of engineering controls to minimize off site migration of materials (e.g. wind blown dust) that may be generated during construction of the facility. The permanent facility would also include security fencing and lighting around the perimeter of the facility to prevent unauthorized access during the operation of the station. No adverse impacts associated with environmental and safety risks to children were determined to exist from the proposed action. Therefore, the Proposed Action will not pose any significant or adverse short or long-term health and safety risks to children.

3.19 HUMAN HEALTH AND SAFETY

Human health and safety focuses on the potential risk to the public associated with the proposed action. This section identifies the activities associated with the proposed action and changes to ongoing procedures that may result in elevated risk to the community, agents, or construction workers. Selected potential hazards to human health are addressed in other resource sections of this EA. They include Air Quality, Noise, and Hazardous Materials. Within the vicinity of the proposed project workers may be affected by wind blown soil, welding activities, and other activities that are associated with the construction on the site. All construction workers would be subject to a site specific health & safety plan and would be required to participate in a safety and health kickoff meeting before starting work. The proposed project is located in a rural setting with limited contact to the local public so there would be no human safety concerns to the local public.

3.19.1 Alternative 1: No Action Alternative.

Under the “No Action” alternative, no development would occur at the proposed site and USBP operations would continue at the existing Boulevard Station. Health and safety risks associated with normal USBP operations would remain the same. Under the No Action Alternative, there would be no indirect or direct effects expected to health and safety of the general public because no development would occur.

3.19.2 Alternative 2: Proposed Action Alternative.

Construction of the new BPS will have a direct effect on safety and human health to construction workers. The implementation of a site specific health and safety plan and BMPs would reduce hazards to human health and safety. To avoid/minimize any risks, the contractor would provide safety training on each new feature of work. The impact would be less than significant because during construction of the facility, safety risks will be reduced through standard safe practices, such as wearing hard hats, steel-toed boots, gloves, ear protection, face masks, safety vests, and other equipment, where appropriate and/or prescribed by state and/or Federal law. Construction activities would result in short-term, insignificant impacts. Operation of the site would have indirect impacts from USBP missions but through adherence of 29 CFR 1926, *Safety and Health Regulation for Construction*, risks from operation would be less than significant.

3.20 SUSTAINABILITY AND GREENING

Sustainable development is defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (United Nations, 1987). Congress, in October 2007, ordered the government to certify all new buildings and large renovations as eco-friendly. Additionally, Congress stated that all new vertical building construction projects must be capable of achieving a silver level in an industry standard known as Leadership in Energy and Environmental Design for New Construction, or LEED®-NC. LEED defines green design, promotes green design practices and rewards organizations that adopt green design. LEED projects are certified according to the number of points achieved based on how green the building is—Certified (26-32), Silver (33-38), Gold (39-51) and Platinum (52-69) (Dilouie, 2007).

3.20.1 Alternative 1: No Action Alternative.

Under the "No Action" alternate, development would not occur at the proposed site and USBP operations would continue at the existing Boulevard Station. No indirect or direct effects to sustainability and greening would be expected.

3.20.2 Alternative 2: Proposed Action Alternative.

The proposed project design would integrate multiple green benefits to participate in obtaining a silver certificate at a minimum. Operation of the BPS will have an indirect sustainability effect on the Boulevard community with schools, health care, goods and services, and involvement in the local community due to staff utilization of these services. Staff members from the BPS would utilize these resources and be involved in the community.

4.0 CUMULATIVE IMPACTS

The CEQ in its memorandum dated June 24, 2005 requires the Federal Government to analyze the environmental effects of past, present, and reasonably foreseeable actions when they describe the cumulative environmental effect of a proposed action in accordance with NEPA, section 102, 42 U.S.C. § 4332. Cumulative considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the discussion shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail.

4.1 LAND USE

Project impacts would largely be limited to the immediate project area and would not result in subsequent land use changes. Discussion with SANDAG confirmed that no future project is planned in the project area. Changes in land use would have a negligible cumulative effect because the site is zoned both commercial and rural, and the proposed development is compatible with those uses. A change in land use or zoning designation is not anticipated. There are no cumulative impacts, direct or indirect, on the environment from the proposed action with respect to past, present, or reasonably foreseeable actions of the land use.

4.2 GEOLOGY AND SOILS

Construction and operation of the BPS would not materially alter the geologic conditions of the project site. The proposed action would require disturbance to the topography within the construction work area in order to meet the needs of the proposed facility. The grade differential on the site would require excavation, contouring and filling operations to achieve gradient that allows construction of the proposed structures, driveways, and parking facilities. Grading and contouring of the proposed site would have a minor impact to surface soils of the site but would not significantly change the conditions of the soil or the types of soil at the site. No cumulative impacts, direct or indirect, on geology or soils from the proposed action would occur with respect to effects of other past, present, or reasonably foreseeable future projects. No other known projects exist that would produce cumulative impacts when combined with this project.

4.3 VEGETATION

Impacts to vegetation would be limited to the immediate proposed project site and would only occur during the grading phase of the project. The impact to vegetation

will be less than significant because similar vegetation is abundant adjacent to the proposed site and throughout the surrounding area. There are currently no other known construction projects anticipated in the vicinity of the proposed project site. Therefore, there would be no opportunity for cumulative effects to vegetation for past, present, or reasonably foreseeable actions from other projects in the area.

4.4 WILDLIFE AND AQUATIC RESOURCES

The project area is entirely devoid of aquatic features and only contains ephemeral drainages that respond to infrequent precipitation events. There are no fish or aquatic fauna that occur within the proposed action area. Developed parcels of land border the project area and the existing desert scrub plant community is fragmented, by both paved and unpaved roads and a maintained area for overhead electrical transmission lines. However, the desert scrub habitat impacted by site development is abundant in the region and no additional large scale development that would reduce available habitat is known at this time. Due to the degraded condition of the project site it is unlikely that there will be a need to restrict construction activities during the bird breeding season. Cumulative effects from interaction of the proposed action with other past, present, and reasonably foreseeable future projects would be expected to be negligible. There would be no opportunity for contribution to a direct or indirect cumulative effect to wildlife and aquatic resources for past, present, or reasonably foreseeable actions.

4.5 THREATENED AND ENDANGERED SPECIES

Neither threatened nor endangered species exist on the project site or in the area. If construction activities occur during the bird breeding season, qualified biologist will monitor the proposed action site. However, due to the degraded condition of the project site it is unlikely that there will be a need to restrict construction activities during the bird breeding season. Vegetation on neighboring properties would continue to exist and could potentially provide nesting for migratory birds. There are no known future developments in the project area. Therefore, there would be no opportunity for the proposed action to contribute to a cumulative effect to threatened and endangered species due to past, present, or reasonably foreseeable future projects.

4.6 HYDROLOGY AND GROUNDWATER

There are no inland surface waters, including wetlands, coastal waters, waters of the U.S., or lakes on the proposed project site or in the vicinity. Residences adjacent to the proposed site use groundwater as their primary water source. The County Groundwater Ordinance has a well performance criterion of 3 gallons per minute of groundwater production for residential wells (CSD 2007). A proposed project's

groundwater production would be considered a significant impact if it would result in decreasing other residential wells from the above criterion to below it. Effects to groundwater on adjacent residences due to operation of the proposed station are expected to be less than significant and short term. Cumulative long term effects to groundwater as a result of increased use by USBP are expected to be less than significant given the following facts:

- The anticipated volume of groundwater needed for the proposed facility is not substantially more than what is currently being used by USBP at the existing station;
- There are no known new developments planned in the area; and
- Future development in the Boulevard area will require eight (8) acre minimum lot sizes to ensure long term availability of groundwater in the area (SDCGP 1995b).

Therefore, there would be minimal opportunity to contribute to a cumulative effect for past, present, or reasonably foreseeable future projects.

4.7 AIR QUALITY

Construction activities at the proposed project site would produce minor, localized, elevated air pollutant concentrations for a short duration. The region is classified as non-attainment for ozone for $PM_{2.5}$ and PM_{10}. The total direct and indirect annual emissions of criteria pollutants indicate that emissions would be far below the *de minimis* threshold standards. Therefore, the proposed action would not have an indirect or direct cumulative effect to air quality for past, present, or reasonably foreseeable future projects.

4.8 NOISE

Based on sound levels measured at the proposed site in 2003 it is expected that current sound levels at the proposed site equal or exceed County noise limitations (55 dBA) for construction activities due to the site's close proximity to Interstate 8. The construction and operation of the proposed action would cause a cumulative direct and indirect effect to noise levels in the project vicinity. To reduce the cumulative effect from noise (to less than significant impacts) due to the combined sources of the existing vehicle traffic on Interstate 8 and the operation of the Border Patrol station, sound control measures will be implemented along the property boundaries close to the residences. A short term cumulative effect to existing levels of noise at the proposed site, from construction activities is anticipated to occur but would be short term, an estimated period of 30 months.

4.9 CULTURAL RESOURCES

Two archaeological sites identified within the site boundaries are not recommended to be eligible for listing on the National Register of Historic Places. A cultural resource survey of the proposed property did not identify cultural resources on the site or in the immediate vicinity. However, monitoring for archaeological artifacts and cultural resources will be conducted by a trained archaeologist during construction grading activities. Given the lack of historical resources and low potential for cultural resources on the site and immediately surrounding areas, cumulative impacts to cultural resources from interaction with other past, present, and reasonably foreseeable future projects are not expected.

4.10 UTILITIES AND INFRASTRUCTURE

The proposed action would require the installation of new telephone and cable lines at the proposed property. A septic system and leach field is proposed for the new Boulevard Station and water would be provided by an on-site groundwater well. The existing onsite electrical lines will require relocation. SDG&E must be contacted for this effort. Although the electrical poles would be moved to the edge of the property, less than significant impact would occur to the surrounding area. Therefore, there are no direct or indirect cumulative impacts from the use and installation of utilities and infrastructure to past, present, or reasonably foreseeable projects.

4.11 ROADWAYS AND TRAFFIC

No new off site roads are required to implement the proposed action. Existing roadways and highways in the region are sufficient to accommodate the vehicles that would be associated with the proposed new USBP Boulevard Station. It is anticipated that construction activities and the addition of 50 persons (over three shifts) to the existing station staff level would result in an increased number of vehicles on roadways due to the proposed action. However, cumulative impacts to past, present, or reasonably foreseeable projects due to the anticipated increase in vehicle traffic from construction and operational activities would not be expected to be significant as there are no known future development projects planned in the project area and the existing roads and highways are sufficient to accommodate the temporary construction traffic and the minor increase in vehicles from the planned additional staff that will be operating from the station.

4.12 AESTHETICS AND VISUAL RESOURCES

The proposed action would be limited to development on approximately 32 acres of undeveloped land. The proposed buildings would be designed in keeping with neighboring structures and the terrain in which they would be placed. Building style

and colors would be selected to compliment the site location. There are no sensitive visual resources or view sheds in the area. Cumulative impacts to aesthetics or visual resources would be negligible. Therefore, there are no indirect or direct cumulative impacts to aesthetics and visual resources to past, present, or reasonably foreseeable projects.

4.13 HAZARDOUS MATERIAL

Construction of the proposed action would result in the storage and use of small quantities of hazardous materials including fuels, oils and lubricants. Operations of the proposed USBP station would result in the storage of fuel for vehicles and small quantities of oils and lubricants. There are no hazardous or regulated materials currently at the proposed site. An SPCCP and BMPs would be utilized to minimize the potential for spills of hazardous materials. The proposed action would not result in significant indirect or direct cumulative impacts from hazardous materials that would have the potential to interact with past, present, and reasonably foreseeable future projects.

4.14 SOCIOECONOMIC

The proposed action could generate new job opportunities in the community during construction and operation activities. However, there are no other known development/construction projects in the proposed action area. No cumulative impacts to socioeconomics of the community would be expected from the interaction of past, present, or reasonable foreseeable future projects.

4.15 EXECUTIVE ORDER 12898: ENVIRONMENTAL JUSTICE

The proposed action would not disproportionately impact minority or low-income populations and would not impact the protection of children. Therefore, there are no cumulative impacts to environmental justice that would be expected from interaction of the proposed action with other past, present, and reasonably foreseeable projects.

4.16 EXECUTIVE ORDER 13045: PROTECTION OF CHILDREN FROM ENVIRONMENTAL HEALTH RISKS AND SAFETY RISKS

This Order requires federal agencies to identify and assess environmental health risks and safety risks that may disproportionately affect children. The proposed site for construction of the new border patrol station is not adjacent to or near any schools or playgrounds. Therefore, cumulative effects to the protection of children from the proposed action would not be expected to pose any significant or adverse short or long-term health and safety risks to children.

4.17 SUSTAINABILITY AND GREENING

The construction of the proposed action will use sustainable design criteria that would benefit the surrounding area. There would be no indirect or direct cumulative impact to sustainability and greening from past, present, or reasonably foreseeable projects.

4.18 SUMMARY

Cumulative impacts to the proposed action alternative include potential impacts from noise. The existing ambient noise in the area is close to the required threshold of 60 dBA because of the level of vehicles on Interstate 8. Other noise indicators from the construction work will not add to the cumulative effect of noise in the area. Direct and indirect impacts would occur from construction and operation activities. However, the construction impacts would be short-term and the operation impacts would be variable. To reduce this impact to less than significant sound control measures would need to be implemented along property boundaries adjacent to residences.

5.0 ENVIRONMENTAL COMMITMENTS MEASURES

The following environmental commitments and mitigation measures were developed during the preparation of this environmental assessment to minimize impacts to less than significant.

5.1 CULTURAL RESOURCES

Earthmoving activities associated with this project that will involve undisturbed soil will be monitored by a qualified archeologist who meets the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739). Earthmoving includes grubbing and ground clearing, grading, and excavation activities. If a previously unidentified cultural resource is discovered, all earthmoving activities in the vicinity of the discovery shall be diverted away from the discovery. The contractor will immediately notify the CBP Environmental Program Manager and the site archaeologist. If the find is deemed significant then the SHPO will be notified.

5.2 NOISE

To mitigate potential noise level, the construction contractor would be required to maintain his construction equipment in accordance with manufacturer’s specifications and keep unnecessary noise impacts to a minimum. Noise levels will be monitored to ensure decibels are not above the county ordnance. To avoid this, work hours should commence no earlier than 7:00 AM and last no later than 7:00 PM daily.

Sound control measures would be implemented into the facility design and placed along the property boundaries adjacent to residences to mitigate potential noise impacts, to a less than significant level.

5.3 LAND USE

CBP will coordinate as necessary with San Diego County agencies having construction jurisdiction over the area. Any material stockpiled at the staging area will be watered periodically or covered with appropriate material (i.e. plastic or nylon covers) to minimize wind-blown dust particles from the piles. Non-native plant species could establish on the site. The contractor will notify CBP so eradication can be preformed.

5.4 SURFACE WATER

The proposed project requires the preparation and implementation of a SWPPP to minimize surface runoff. A Permit for Storm Water Discharge for construction activities must also be obtained prior to starting of site grading. A SWPPP will be required during construction activities to minimize sediment runoff during storm events. In addition, a SWPPP would also be required for operations of the USBP station. BMPs as specified in the SWPPP will be implemented and maintained throughout the construction duration.

5.5 AIR QUALITY

Any material stockpiled at the staging area will be watered periodically or covered with appropriate material (i.e., plastic or nylon covers) to minimize wind-blown dust particles from these piles. The contractor will ensure all equipment is permitted, well maintained, and all engines properly tuned to reduce emissions during equipment operation.

5.6 GEOLOGY AND SOILS

The contractor will obtain all necessary permits and follow all applicable codes. Excavated soils will be stockpiled on site for future finish work. All excavated soil will be used as part of the balance cut and fill requirements for site development. No additional fill requirements are anticipated. No soil erosion is anticipated from the proposed alternative due to BMPs.

5.7 HYDROLOGY AND GROUNDWATER

An NPDES General Construction Activity Storm Water permit is required for sites exceeding one acre. Therefore, the construction contractor will obtain the NPDES General Construction Activity Storm Water permit due to the size of the proposed project. It is not anticipated, but if shallow water is encountered during project construction and dewatering is necessary, the contractor will obtain an NPDES Dewatering Waste Discharge Permit from the San Diego Regional Water Quality Control Board.

5.8 HAZARDOUS MATERIAL

A SPCCP will need to be in place prior to construction and during operation of the proposed USBP station. The contractor will brief construction personnel on the requirements of the plan.

5.9 HUMAN HEALTH AND SAFETY

The contractor shall make certain that all workers have a safety and health kickoff meeting before starting each phase of work. The contractor will minimize safety risks through standard safe practices by enforcing the wearing of hard hats, steel-toed boots, gloves, ear protection, face masks, safety vests, and other equipment, where appropriate.

6.0 COORDINATION

Informal coordination was conducted with the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG), the San Diego County Air Pollution Control District, and San Diego Association of Governments (SANDAG). Formal coordination was conducted with the California State Historic Preservation Officer (SHPO) and local area Native American Tribes. Copies of all coordination correspondence with these agencies are provided in Appendix D. A copy of the EA will be sent to all necessary environmental agencies for review.

6.1 CALIFORNIA STATE HISTORIC PRESERVATION OFFICER (SHPO)

In accordance with 36 CFR 800.3, CBP sent an initial letter to the California State Historic Preservation Officer (SHPO) and Native American tribes and individuals advising them of this proposed project and the National Register eligibility recommendations for sites CA-SDI-18993 and CA-SDI-18994. CBP provided the SHPO with the results of the archaeological investigations. The SHPO provided concurrence with the findings of the report in correspondence dated October 28, 2008 (Appendix D).

6.2 U.S. FISH AND WILDLIFE SERVICE

This project was coordinated with the USFWS, Carlsbad Field Office. The USFWS responded with an email agreeing with the "no effect" determination. A copy of this email can be found in Appendix B.

6.3 CALIFORNIA DEPARTMENT OF FISH AND GAME

The Corps has contacted and coordinated the proposed Border Patrol project with the CDFG. Results of the coordination with this agency are in concurrence with Fish and Wildlife (Appendix B). A copy of the draft environmental assessment will be sent to the CDFG for review.

6.4 SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

The U.S. Army Corps of Engineers contacted the Planning Department for information on Boulevard, California. Ms Christine Stevenson at the San Diego County provided information on water, gas, and sewage services at the proposed property. A copy of the draft environmental assessment will be sent to the SANDAG for review.

6.5 SAN DIEGO COUNTY AIR POLLUTION CONTROL DISTRICT

Ms. Marsha Banks of the San Diego County Air Pollution Control District (SDAPCD) was contacted. A copy of the draft environmental assessment will be sent to the SDAPCD for review.

6.6 SAN DIEGO GAS AND ELECTRIC

Ms. Robin Herrick, planner for the Boulevard site, would need to be contacted for electrical service at 619-260-5748.

7.0 COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

7.1 DEPARTMENT OF HOMELAND SECURITY MANAGEMENT DIRECTIVE 023-01 (FORMERLY DHS MD 5100.1)

This EA was prepared in accordance with the requirements of DHS Management Directive 023-01 (formerly DHS MD 5100.1). The proposed project complies with this directive as outlined.

7.2 NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (PUBLIC LAW 91-190)

This EA was prepared in accordance with the requirements of this Act. The proposed project complies with applicable environmental regulations as outlined.

7.3 CLEAN AIR ACT, AS AMENDED (PUBLIC LAW 91-204)

The Act required that all Federal agencies comply with all Federal, state, or local requirements with respect to the control and abatement of air quality. The San Diego County Air Pollution Control District was informed of the proposed project components and informal coordination achieved during the preparation of the EA. The proposed project is not expected to have significant long-term adverse impacts on air quality in the region. The contractor(s) selected to construct the various project components would have the appropriate air quality permits necessary to accomplish the work. Therefore, this EA complies with this Act

7.4 FISH AND WILDLIFE COORDINATION ACT (PUBLIC LAW 85-624)

The project is not a water resources development project and, therefore, is not subject to this Act. However, CBP has coordinated with the USFWS and the California Department of Fish and Game (CDFG), regarding the proposed project. Therefore, this EA complies with this Act.

7.5 ENDANGERED SPECIES ACT OF 1973, AS AMENDED (PUBLIC LAW 93-205)

Federal and state database researches resulted in negative results for Federally listed species or species of special concern to the State of California occurring on-site or in the immediate vicinity of the project area. These sensitive species are tabulated in Table 1. The results of these database searches are graphically depicted in Appendix B. In addition, Appendix B contains a copy of an email from the USFWS that concurs with the results of a preliminary biological assessment and field visit.

No Federally-listed or threatened species are present at the project site. Informal consultation with FWS was held 19 June 2008 and FWS responded on 24 June 2008 and concurred with a “no effect.” See Appendix B. Therefore, this EA complies with this Act.

7.6 NATIONAL HISTORIC PRESERVATION ACT OF 1966 (PUBLIC LAW 94-43)

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on cultural resources eligible for the National Register of Historic Places (National Register). The action must demonstrate compliance with the NHPA, Public Law 89-665; 16 U.S.C. 470-470m, as amended, 16 U.S.C. 460b, 470l-470n, and 36 CFR 800, as amended (August 5, 2004). Archaeological investigations determined that there are no NRHP or NRHP-eligible historic properties within the project area and, as such, the proposed project would not have an adverse effect on NRPH eligible properties. CBP provided the California State Historic Preservation Officer (SHPO) with the results of the archaeological investigations. The SHPO provided concurrence with the findings of the report in correspondence dated October 28, 2008. Therefore, this EA complies with this Act.

7.7 CLEAN WATER ACT (33 U.S.C. 251-1382)

The Clean Water Act (CWA) establishes Federal limits, through the National Pollution Discharge Elimination System (NPDES), on the amounts of specific pollutants that may be discharged to surface waters in order to restore and maintain the chemical, physical, and biological integrity of the water. To achieve its objectives, the Act embodies the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The proposed project poses no impacts to water quality as defined by the Act. There are no water bodies near the project site. Therefore, this EA complies with this Act.

7.8 EXECUTIVE ORDER 11990, PROTECTION OF WETLANDS

Wetlands protection includes the avoidance to the maximum extent possible. There are no wetlands on or near the proposed project site. No wetlands would be affected by the proposed project. Therefore, this EA complies with this Order.

7.9 EXECUTIVE ORDER 11998, FLOODPLAIN MANAGEMENT

EO 11988 directs all Federal agencies to avoid, if possible, development and other activities in the 100-year base floodplain. The proposed project is not located within a flood plain. Therefore, this EA complies with this Order.

7.10 EXECUTIVE ORDER 12898, ENVIRONMENTAL JUSTICE

To the greatest extent practicable and permitted by law, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its program, policies, and activities on minority populations in the United States, its territories and possessions. The proposed project EA complies with this Executive Order.

7.11 EXECUTIVE ORDER 13045, PROTECTION OF CHILDREN FROM ENVIRONMENTAL HEALTH RISKS AND SAFETY RISKS

Each Federal agency, to the extent permitted by law and appropriate, and consistent with the agency's mission shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Federal agency shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. The proposed project EA complies with this Executive Order.

7.12 CALIFORNIA ENVIRONMENTAL QUALITY ACT:

This is a federal project but this EA was prepared in consideration of the goals of CEQA in making sure the project does not pose significant impact on the environment and humans around or within the proposed action site. The proposed project EA complies with this Act.

8.0 LIST OF PREPARERS AND REVIEWERS

8.1 **PREPARERS** U.S. Army Corps of Engineers, Los Angeles District
Priscilla Perry, Civil Engineer, Environmental Coordinator/Air quality
Michael Fink, Landscape Ecologist
Amy Holmes, Archaeologist

8.2 **REVIEWERS** U.S. Army Corps of Engineers, Los Angeles District
Raina Fulton, Environmental Policy
Steve Dibble, Archaeologist
Jodi L. Clifford, Chief, Environmental Resources Branch

8.3 **ENVIRONMENTAL REVIEWERS** U.S. Customs Border Patrol
Charles H. Parsons, Environmental Program Manager
Paul Enriquez, Environmental Project Manager
Pat Barnes, Project Manager

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10.0 REFERENCES

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ACRONYMS

AAQS
Ambient Air Quality Standards

ACHP
Advisory Council on Historic Preservation

AQMD
Air Quality Management District

BGS
Below Ground Surface

CAA
Clean Air Act (federal)

CAAQS
California Ambient Air Quality Standards

CALEPA
California Environmental Protection Agency

CAL OSHA
California Office of Safety and Health Administration

Caltrans
California Department of Transportation

CARB
California Air Resources Board

CBP
Customs Border Patrol

CCAA
California Clean Air Act

CDFG
California Department of Fish and Game

CEQA
California Environmental Quality Act

CNEL
Community Noise Equivalent Level

dB
decibel

dBA
decibel A-weighted

EIS
Environmental Impact Statement

EPA
Environmental Protection Agency

NAAQS
National Ambient Air Quality Standards

NEPA
National Environmental Policy Act

NO_X
Nitrogen Dioxide

O_3
Ozone

PM_{10}
Fine particulate matter

SANDAG
San Diego Association of Governments

SDCAPCD
San Diego County Air Pollution Control District

SHPO
California State Historic Preservation Officer

SO_X
Sulfur Dioxide

USACE
United States Army Corps of Engineers.

USFWS
United States Fish and Wildlife Service

APPENDIX A

Photographs of the Site

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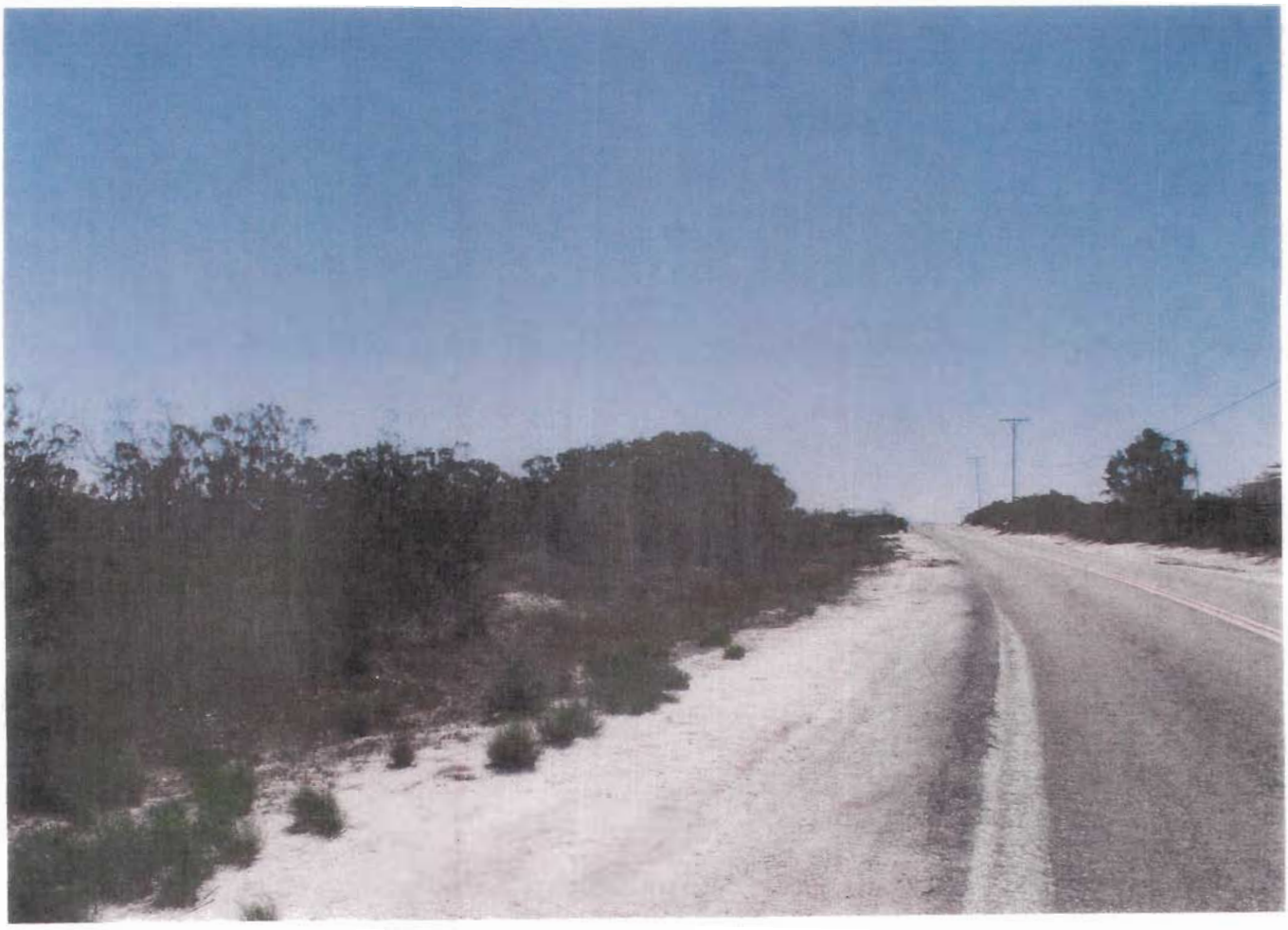
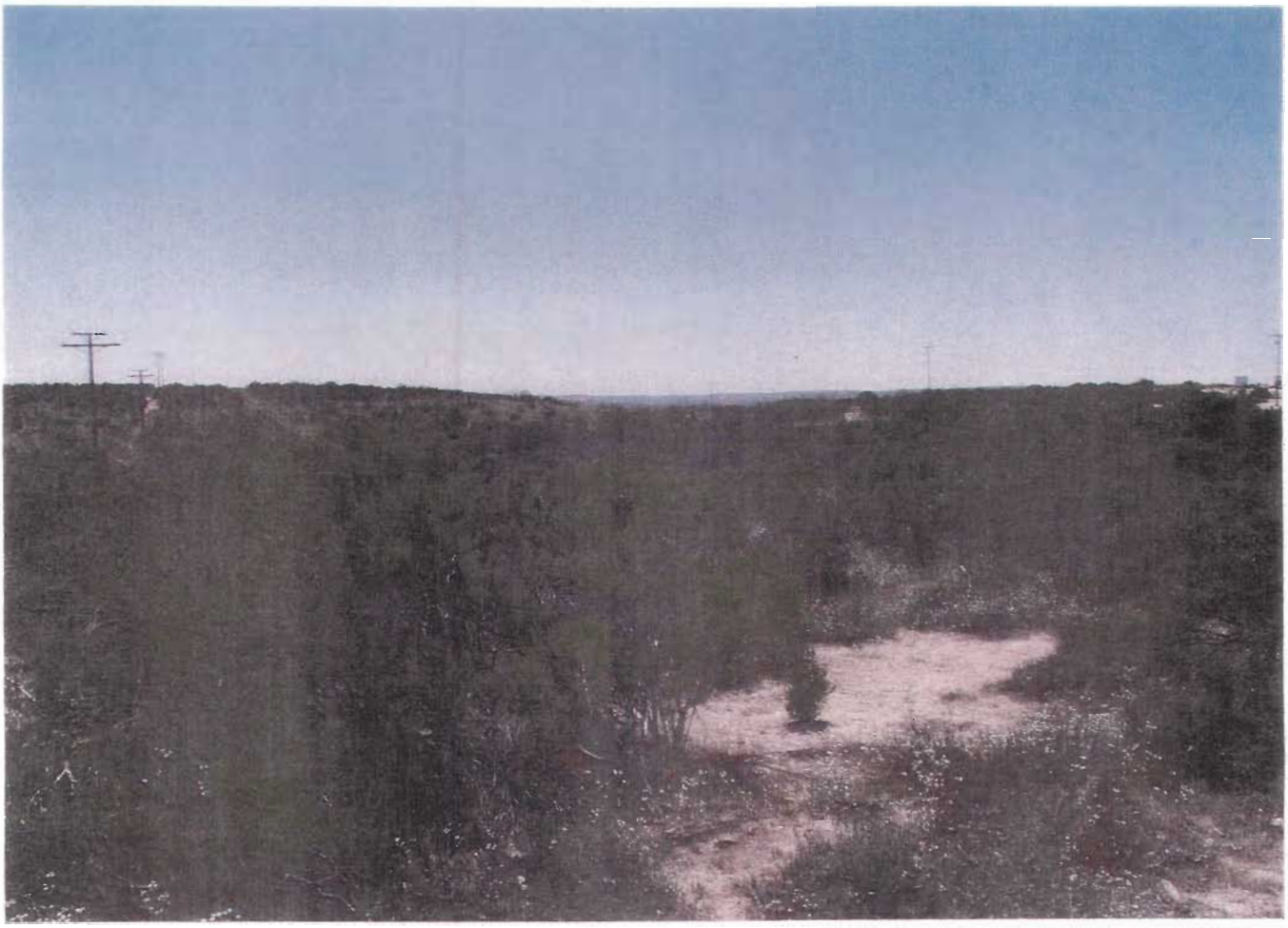
PARCEL #1
PARCEL #2
PARCEL #3
Site #4 - N. Ribbonwood BLV BPS
MOONLIT TRAIL
NORTH RIBBONWOOD ROAD
Image © 2007 DigitalGlobe





APPENDIX B

Biological Database Search Information

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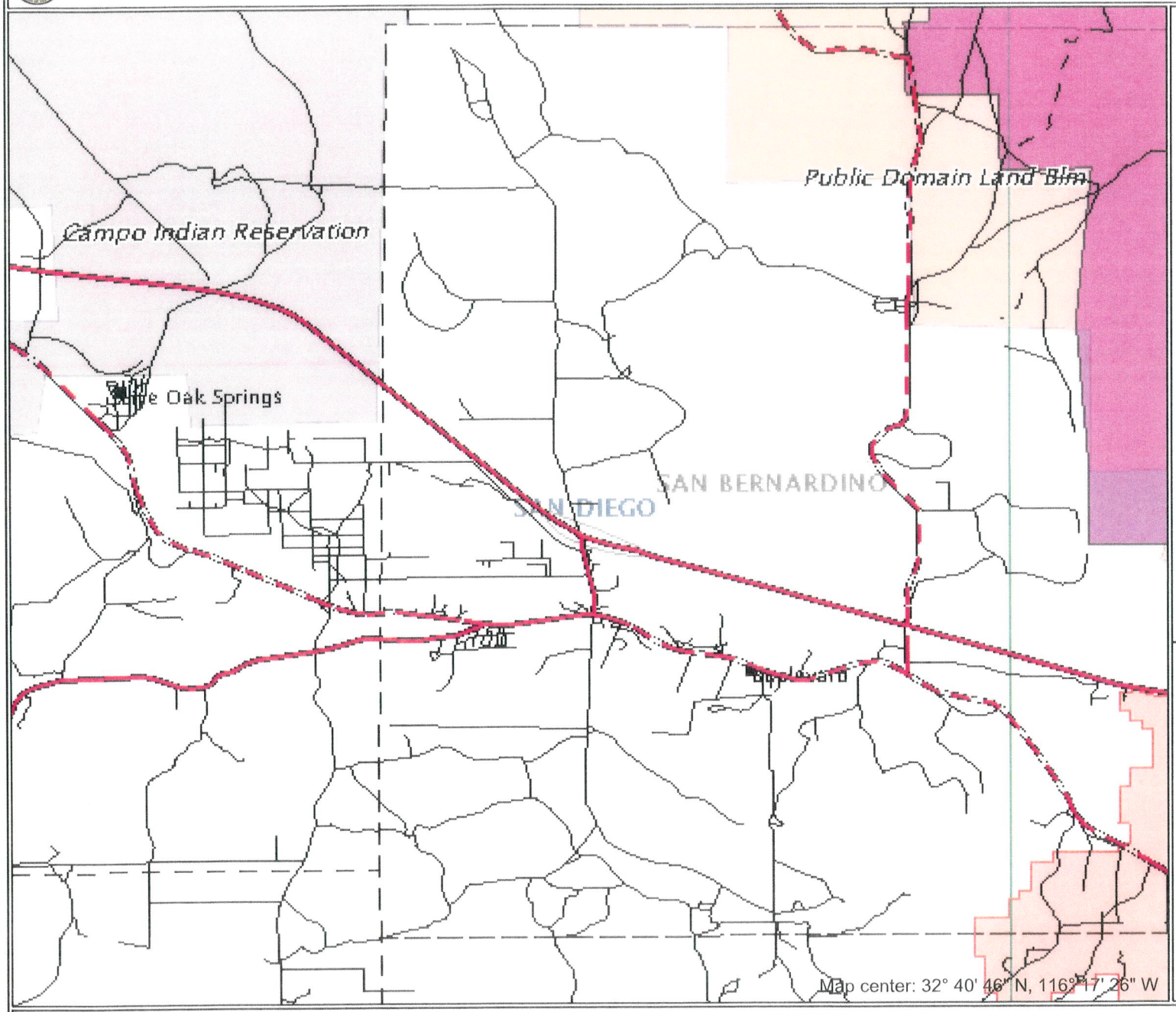
Crithab DHS/CBP/USBP Boulevard, CA Station



Bighorn sheep (Ovis canadensis)

Critical Habitat

Federal Land

- National Park Service
- Bureau of Land Management
- Bureau of Reclamation
- Bureau of Indian Affairs
- Department of Defense
- Forest Service
- Department of Energy
- Coast Guard
- Tennessee Valley Authority

Cities

- Cities Greater than 500,000
- Cities 100,000 to 500,000
- Towns below 100,000

Township Range Section

Quad Map Bounds

Disclaimer: This map DOES NOT represent all of the critical habitat designated by the U.S Fish & Wildlife Service. It shows only the available digitized critical habitats that have been submitted into this system as of print date.

Scale 1:61,562
U.S. Fish & Wildlife Service
Printed: Jul 24, 2008 9:30:48 AM