

**FINDING OF NO SIGNIFICANT IMPACT**  
**INSTALLATION OF TEMPORARY VEHICLE BARRIERS**  
**IMMIGRATION AND NATURALIZATION SERVICE**  
**U.S. BORDER PATROL, EL CENTRO SECTOR**

**PROJECT HISTORY:** Illegal vehicle entries into the United States cause detrimental impacts to natural and cultural resources as well as increase risks to the health and safety of U.S. Border Patrol (USBP) agents and the general public. The remote and isolated region of southeast California, and the proximity of the Mexican border, has made this area a major artery for smuggling illegal immigrants and controlled substances into the United States. Hundreds, possibly thousands, of new trails have been created through this area by illegal immigrants, which lead to the destruction of sensitive species, fragmentation of landscape, disturbance to wildlife, impacts to historical sites and littering.

Currently, the Immigration and Naturalization Service (INS) is planning to install temporary vehicle barriers along a 14.5-mile corridor. The corridor starts just west of the All American Canal and extends westward along the international border within an existing border road to the eastern edge of the Jacumba Wilderness Area.

**PURPOSE AND NEED:** In the proposed project area the lack of physical barriers has allowed illegal vehicle entry into the U.S. to continue unimpeded. Because of the nearby road network, undocumented aliens, drug smugglers, and potential terrorists can easily escape into the U.S. once they have successfully breached the border. The purpose of this project is to provide an immediate and effective deterrence measure against illegal vehicle entry into the U.S. Temporary vehicle barriers have proven to be an effective method of stopping illegal vehicle entry into the United States. Thus, the need of this action is to place additional vehicle barriers at locations along the international border within the El Centro Station's Area of Operations (AO) to enhance the USBP's deterrence capability for illegal vehicle entry. This EA addresses the potential for adverse or beneficial environmental impacts of the proposed temporary vehicle barriers.

**PROPOSED ACTION:** The proposed action would allow the placement of temporary vehicle barriers at various locations along a 14.5-mile corridor within the El Centro Station's AO. The eastern terminus of the proposed corridor would be just west of the All American Canal in the Yuha Desert Basin, and the western limit is on the eastern boundary of the Jacumba Wilderness Area. The barriers would be placed in high illegal traffic areas on an as-needed basis and relocated to other areas, as USBP intelligence dictates. Thus, the entire corridor would not be barricaded at any given time.

**ALTERNATIVES:** Alternatives addressed in the EA include the No Action Alternative and the Proposed Action Alternative described above. The No Action Alternative would not allow the installation of the temporary vehicle barriers. The Proposed Action Alternative would allow the placement of the temporary vehicle barriers, which would cause no additional ground disturbance. Other alternatives considered but eliminated from further discussion include the construction of permanent barriers/fence to be placed along the international border within the El Centro Station's AO.

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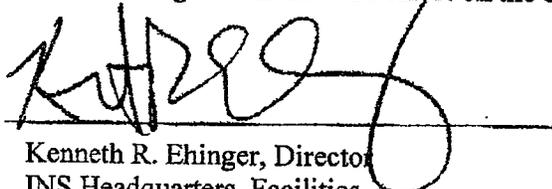
This EA is tiered from the 2001 Supplemental Programmatic Environmental Impact Statement that addressed INS and Joint Task Force-Six (JTF-6) activities along the U.S./Mexico border (INS 2001). The EA for the proposed action is tiered from this previous document in accordance with the President's Council on Environmental Quality's Regulations for Implementing the National Environmental Policy Act of 1969.

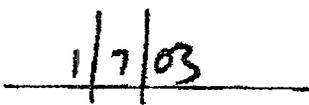
**ENVIRONMENTAL CONSEQUENCES:** No significant adverse effects to the natural or human environment are expected upon implementation of the proposed action. The temporary vehicle barriers would be placed adjacent to existing border roads; thus, no new road construction or road improvements would be required. No ground disturbance would be required that would potentially affect wildlife habitat, cultural resources, soils, or water resources.

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

1. Using standard construction procedures to minimize the potential for erosion and sedimentation and control fugitive dust during placement.
2. On-site activities would be restricted to daylight hours on Monday through Saturday, except in emergency situations.
3. Placement of any temporary vehicle barriers occurring within critical habitat for the peninsular bighorn sheep would be completed outside of their lambing season, thus limiting placement between July 1 and December 31. Additionally, biological monitors would be responsible for monitoring all portions of the extant border road located within the Yuha Desert Management Area for the flat-tailed horned lizard during vehicle barrier placement activities to ensure no accidental take occurs.

**FINDING:** Based upon the results of the EA and the environmental design measures to be incorporated as part of the proposed action, it has been concluded that the proposed action would not have a significant adverse effect on the environment.

  
\_\_\_\_\_  
Kenneth R. Ehinger, Director  
INS Headquarters, Facilities  
and Engineering Division

  
\_\_\_\_\_  
Date

**FINAL**

**ENVIRONMENTAL ASSESSMENT FOR THE INSTALLATION OF  
TEMPORARY VEHICLE BARRIERS ALONG THE INTERNATIONAL BORDER  
NEAR CALEXICO, CALIFORNIA**

**January 2003**

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## Executive Summary

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**PROPOSED ACTION:** This Environmental Assessment (EA) addresses the potential effects, both beneficial and adverse, of the proposed acquisition, installation, and operation of temporary vehicle barriers at various locations along 14.5 miles of the U.S./Mexico border near Calexico, Imperial County, California.

**PURPOSE AND NEED FOR THE PROPOSED ACTION:** Apprehensions of undocumented aliens (UDA) increased within El Centro Sector tremendously between 1990 and 2001, from 28,708 to 172,862. Although 2001 apprehensions declined by 27 percent from the previous year, the overall amount of apprehensions between 1990 and 2001 rose by more than 500 percent. Furthermore, between fiscal year (FY) 99 and FY 01 over 230 UDA deaths were recorded within the El Centro Sector area of operation (AO) accounting for an increase of 53 percent. These deaths are directly related to the extreme conditions that exist within the remote areas of El Centro Sector. During these same years the USBP seized over 100,000 pounds of illegal drugs.

All of these increases in illegal activity along the border area can be directly correlated to the increased amount of vehicle drive throughs. Drive throughs recorded from FY 99 ballooned from 87 to 989 in FY 01, which is an increase of over 1000 percent. Consequently, USBP is in dire need of obtaining additional deterrent measures, such as physical barriers, to assist in the detection, deterrence and apprehension of persons and vehicles that illegally enter the U.S. The purpose of the proposed vehicle barriers is to provide the necessary additional deterrence to more effectively control the border area, prevent illegal vehicle traffic, reduce the current enforcement footprint, and enhance the safety of the USBP agents without increasing the number of agents in the field. The vehicle barriers would also facilitate the USBP's mission to gain, maintain, and extend control of the U.S./Mexico border.

**ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION:** The proposed action would have no direct impact on land use, air quality, water quality, socioeconomic resources, or cultural resources. The U.S. Fish and Wildlife Service (USFWS) has designated a portion of the proposed project area as critical habitat for the endangered peninsular bighorn sheep. No direct effects to the sheep or its habitat would occur as a result of the Proposed Action Alternative. However, indirect effects could potentially occur if illegal traffic shifts into other areas. The extent of these effects is not quantifiable at this time because UDA and smuggler

patterns are at their discretion and outside the control of the USBP. The placement of any barriers within critical habitat would occur from 1 July through 31 December to ensure that no aspect of the proposed action interferes with the sheep's lambing season. In addition, much of the project corridor is located within the Yuha Desert Management Area for the proposed threatened flat-tailed horned lizard. USBP would provide biological monitors onsite during placement of the vehicle barriers to ensure no accidental take of the flat-tailed horned lizard would occur.

**CONCLUSIONS:**

Based upon the results of the EA, it has been concluded that placement of temporary vehicle barriers along the international border would have no adverse direct effects to environmental resources in the proposed project area. However, indirect effects could occur to those areas outside of the project corridor because of the potential for shifting traffic patterns by the smugglers and UDAs. The magnitude of these effects is not identifiable or measurable at this time.

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*Section 1.0*  
*Introduction*

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## **1.0 INTRODUCTION**

This Environmental Assessment (EA) addresses the potential effects, beneficial and adverse, of the proposed acquisition, installation, and operation of temporary vehicle barriers at various locations along 14.5 miles of the U.S./Mexico border near Calexico, Imperial County, California. The U.S. Immigration and Naturalization Service (INS) and U.S. Border Patrol (USBP) El Centro Sector propose to place the vehicle barriers along the U.S./Mexico border, on an as-needed basis, to enhance their capabilities of deterring and preventing illegal entries into the United States.

This document is tiered from the 2001 Programmatic Environmental Impact Statement that addressed INS and Joint Task Force-Six (JTF-6) activities along the U.S./Mexico Border (INS 2001). Relative background information was obtained from the 1997 EA for the JTF-6 Border Fence Construction and Maintenance near Calexico, Imperial County, California (USACE 1997), the 2002 INS Final Environmental Assessment for Permanent Lighting Structures Near Calexico, California (INS 2002a), the 2002 INS Final Environmental Assessment for the Acquisition, Installation, and Operation of Remote Video Surveillance Systems near Calexico, Imperial County, California (INS 2002b), and the 2001 EA for Presidential Permit Applications for Baja California Power Incorporated and Sempra Energy Resources (U.S. Department of Energy 2001). Site-specific surveys were performed along the 14.5-mile corridor during the weeks of 29 July 2002 and 19 August 2002.

### **1.1 INS Organization**

The INS and USBP are charged with the responsibility of protecting the sovereign borders of the United States. The USBP's primary function is to detect and deter the unlawful entry of aliens, drug smuggling, and employ anti-terrorism tactics along the nation's land borders and ports-of-entry (POE). The INS has reported that the U.S./Mexico border is breached more than any other international border in the world. It is a large, diverse, and difficult boundary to effectively enforce without the use of dedicated tactical infrastructure (fences, lights, roads, RVS systems, etc.). Through the use of all of these tactics, USBP is able to secure the border and as such is greatly

aided in protecting the United States from illegal entry--regardless of the motivation behind the entry.

In 1924 the U.S. Congress created the USBP to be the law enforcement arm of the INS. With the increase in illegal drug trafficking, the USBP also has become the leader for drug interdiction between land and POEs. Since 1980, an average of 150,000 immigrants has been naturalized every year. However, at the same time illegal aliens have become a significant issue. In fiscal year (FY) 1999, the USBP reported that almost one million illegal immigrants were apprehended and that more than 1.1 million pounds of marijuana and over 29,000 pounds of cocaine were seized (USBP 2000). The INS estimates that there are currently from seven to nine million illegal aliens in the United States. Other studies have indicated higher numbers, closer to 10 million.

## **1.2 Background**

Prior to the early 1990s, there was less awareness of southwest border issues and less National attention was given to illegal trans-boundary activity than is currently attributable. As a result, the USBP's growth was nominal, funding for enforcement efforts fell short, and the USBP functioned under severe constraints. Events over the last decade related to illegal immigration, narcotics smuggling, and terrorism have increased the Nation's awareness and generated substantial interest in controlling the U.S./Mexico border. National concern has led to increased funding and staffing, and has also created new opportunities in the development of proactive border control strategies as demonstrated in patrol and enforcement operations throughout the southwest border area (e.g., Operations Gatekeeper, Hold-the-Line, Safeguard, and Rio Grande).

The enforcement strategy pre-dating such operations was necessarily reactive and, because little emphasis was placed on deterring illegal crossing, it diminished the importance of an infrastructure (e.g., vehicle barriers, RVS systems, fences, lights) along the U.S./Mexico border. Instead, the USBP's efforts focused singularly upon making apprehensions *after* the international boundary was breached. This strategy utilized the "element of surprise" by deploying limited resources away from the border in concealed positions. However, as illicit trafficking continued to increase, the area that the USBP was required to patrol also increased. The USBP's inability to deter or contain illegal

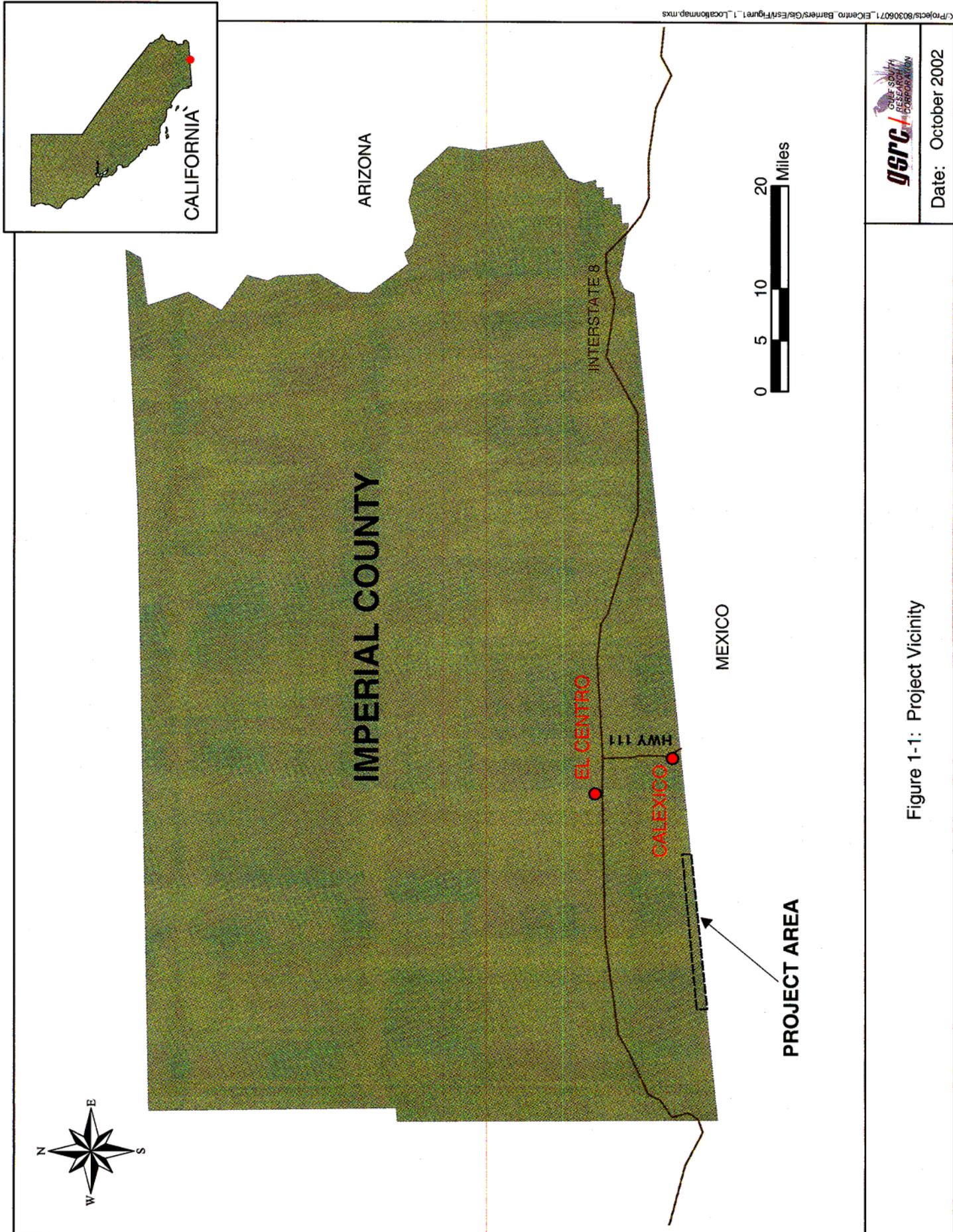
migration allowed an increase in the geographic footprint (and subsequent environmental impacts) of illegal migration patterns.

During recent years, the USBP has significantly increased its emphasis on deterrence. Deterrence is achieved only when the USBP has the ability to *create and convey the immediate, credible, and absolute certainty of detection and apprehension*. As such, tactical infrastructure components, such as vehicle barriers, are critical elements in the current enforcement strategy. Developing trends such as the continued urbanization and industrialization of the immediate border, the recognition of environmental preservation concerns, and the increase of criminal trans-boundary activity (including trafficking of people and drugs, and terrorism actions) continue to pose a border enforcement challenge and compound the need for tactical infrastructure.

The negative impacts of widespread drug use on society continue to affect the work force, educational system, general law and order, and traditional family values and structure in the U.S. (Office of National Drug Control Policy 1998). Rising rates of violent crime, serious damage to the Nation's health and economy, and strains on vital relationships with international allies led the U.S. Congress to develop the National Drug Control Strategy. Consistent with the USBP's National Strategy, it is critical to integrate vehicle barriers with the current deployment of agents within the proposed action area. This will maximize the deterrent enforcement capability of the USBP and facilitate the desired level of border control by affecting a permanent state of deterrence through certainty of detection and apprehension.

### **1.3 Location of the Proposed Action**

The proposed project corridor encompasses the area along the U.S. international border from the All American Canal to the base of the Jacumba Mountains with most of the corridor located within the Yuha Desert Basin. The City of Calexico, California is located directly east of the project corridor while the City of El Centro, California is located northeast of the proposed project area (Figure 1-1).



**GSRC**  
GULF SOUTH  
RESEARCH  
CORPORATION

Date: October 2002

Figure 1-1: Project Vicinity

## **1.4 Regulatory Authority**

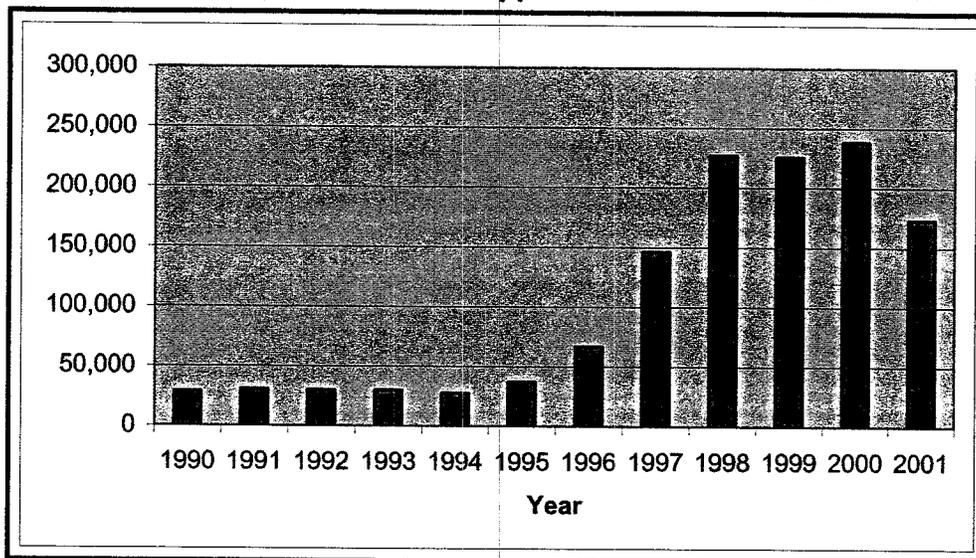
The primary sources of authority granted to officers of the INS are the Immigration and Nationality Act (INA), found in Title 8 of the United States Code (8 U.S.C.), and other statutes relating to the immigration and naturalization of aliens. The secondary sources of authority are administrative regulations implementing those statutes, primarily those found in Title 8 of the Code of Federal Regulations (8 C.F.R. Section 287), judicial decisions, and administrative decisions of the Board of Immigration Appeals. In addition, the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) of 1996 mandates INS to acquire and/or improve equipment and technology along the border, hire and train new agents for the border region, and develop effective border enforcement strategies.

Subject to constitutional limitations, INS officers may exercise the authority granted to them in the INA. The statutory provisions related to enforcement authority are found in Sections 287(a), 287(b), 287(c), and 287(e) [8 U.S.C. § 1357(a,b,c,e)]; Section 235(a) (8 U.S.C. § 1225); Sections 274(b) and 274(c) [8 U.S.C. § 1324(b,c)]; Section 274A (8 U.S.C. § 1324a); and Section 274C(8 U.S.C. § 1324c) of the INA. Other statutory sources of authority are Title 18 of the United States Code (18 U.S.C.), which has several provisions that specifically relate to enforcement of the immigration and nationality laws; Title 19 [19 U.S.C. 1401 § (i)], relating to U.S. Customs cross-designation of INS officers; and Title 21 (21 U.S.C. § 878), relating to Drug Enforcement Agency (DEA) cross-designation of INS officers.

## **1.5 Purpose and Need**

As an indirect result of tighter controls in other areas along the border, the number of undocumented aliens (UDA) and illegal drug traffickers has increased in the El Centro Sector Area of Operation (AO). The number of deportable aliens apprehended in El Centro Sector from 1990 through 2001 is presented in Figure 1-2.

**Figure 1-2. Deportable Aliens Apprehended in El Centro Sector**



Source: (USBP 2002)

As seen in Figure 1-2, the number of UDAs apprehended increased within El Centro Sector tremendously between 1990 and 2001. The number of apprehensions in 1990 was 28,708 while in 2001, 172,862 UDAs were apprehended. Although 2001 apprehensions declined by 27 percent from the previous year, the overall amount of apprehensions between 1990 and 2001 rose by more than 500 percent. Furthermore, between FY 99 and FY 01 over 230 UDA deaths were recorded within El Centro Sector AO, which is a 53 percent increase from the previous year. These deaths are directly related to the extreme conditions that exist within the remote areas of El Centro Sector (USBP 2002). During these same years, the USBP El Centro Sector also seized over 100,000 pounds of illegal drugs.

All of these increases in illegal activity along the border area can be directly correlated to the increased amount of vehicle drive throughs. Drive throughs recorded from FY 99 ballooned from 87 to 989 in FY 01, which is an increase of over 1000 percent. Consequently, USBP is in dire need of obtaining additional deterrent measures, such as physical barriers, to assist in the detection, deterrence and apprehension of persons and vehicles that illegally enter the U.S. The purpose of the proposed vehicle barriers is to provide the necessary additional deterrence to more effectively control the border area, prevent illegal vehicle traffic, reduce the current enforcement footprint, and enhance the safety of the USBP agents without increasing the number of agents in the field. The

vehicle barriers would also facilitate the USBP's mission to gain, maintain, and extend control of the U.S./Mexico border.

## **1.6 Applicable Environmental Statutes and Regulations**

This EA was prepared by the U.S. Army Corps of Engineers (USACE), Fort Worth District, in accordance with, but not limited to NEPA; Endangered Species Act (ESA) of 1973, as amended; the National Historical Preservation Act (NHPA) of 1966, as amended; the Archaeological and Historical Preservation Act (AHPA) of 1974, as amended; Executive Order (E.O.) No. 11593, "Protection and Enhancement of the Cultural Environment"; E.O. No. 11988, "Floodplain Management"; E.O. No. 11990, "Protection of Wetlands"; E.O. No. 13007, "Indian Sacred Sites"; E.O. No. 13045, "Protection of Children from Environmental Health Risks"; and E.O. No. 12898 "Federal Actions to Address Environmental Justice." Table 1-1 summarizes the pertinent environmental requirements that guided the development of this EA.

## **1.7 Report Organization**

This EA is divided into nine major sections, including this chapter. Chapter 2 will describe the alternatives that were considered that would satisfy the stated purpose and need. Current environmental conditions within the project area and vicinity are presented in Chapter 3. The potential impacts, beneficial and adverse, of all alternatives that are being considered are discussed in Chapter 4 including a discussion of the cumulative effects that have occurred and that are anticipated. Chapter 5 presents mitigation measures and plans to reduce, eliminate, or compensate for any adverse impacts to the human or natural environment. Cumulative impacts associated with this and other INS projects are discussed in Chapter 6. Chapter 7 discusses the public involvement measures that have been utilized throughout the preparation of this EA in soliciting, obtaining, and incorporating input from the general public and resource agencies. A list of persons responsible for preparing the EA is presented as Chapter 8. References that were used while preparing the EA, as cited in the text, are presented in Chapter 9. Appendix A includes comments and correspondence while Appendix B contains photographs.

**Table 1-1  
Applicable Environmental Statutes and Regulations**

Federal Statutes
Archaeological and Historical Preservation Act of 1974
Clean Air Act of 1955, as amended
Clean Water Act of 1977, as amended
Endangered Species Act of 1973, as amended
Migratory Bird Treaty Act of 1972
National Historic Preservation Act of 1966, as amended
National Environmental Policy Act of 1969, as amended
Watershed Protection and Flood Prevention Act of 1954
Wild and Scenic Rivers Act of 1968, as amended
Farmland Protection Policy Act of 1980
Native American Graves Protection and Repatriation Act of 1990
Executive Orders, Memorandums, etc.
Floodplain Management (E.O. 11988) of 1977
Protection of Wetlands (E.O. 11990) of 1977
Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (E.O. 12898) of 1994
Protection of Children from Environmental Health Risks (E.O. 13045) of 1997
Protection of Migratory Birds & Game Mammals (E.O. 11629) of 2001
Indian Sacred Sites (E.O. 13007) of 1996
Consultation and Coordination with Indian Tribal Governments (E.O. 13175) of 2000
Government-to-Government Relations with Native American Tribal Governments (Presidential Memorandum) of 1994

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*Section 2.0*  
*Alternatives*

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## **2.0 ALTERNATIVES**

Alternatives that were identified and considered during the planning stages of the proposed project include the Proposed Action Alternative and the No Action Alternative. Other alternatives were considered but eliminated from further evaluation because they did not satisfy the purpose and need of the project. The following paragraphs describe each of the alternatives considered.

### **2.1 Proposed Action Alternative**

The combination of sound infrastructure (e.g., roads, fences, barriers, and technological components) and adequate resources (e.g., vehicles, field agents, support personnel, etc.) is essential for the effective enforcement of the border strategy and integral to the success of the USBP to gain, maintain, and extend control of the border.

Under the Proposed Action Alternative the USBP proposes to position and maintain temporary vehicle barriers west of Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area. Figure 2-1 is a map showing the proposed location of the vehicle barriers. These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. The USBP would place these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action.

Design features include railroad rail approximately six feet high and 32 feet long with each barrier being connected by chain to prevent removal by illegal aliens. A schematic of the railroad design barriers is provided in Figure 2-2, and a photograph of the prototypical railroad rail design is shown in Photograph 2-1. Another design consists of 32 feet long sections of pipe stem connected by cross beams. This design, too, is approximately six feet tall by 32 feet long. Photograph 2-2 displays the pipe stem design.

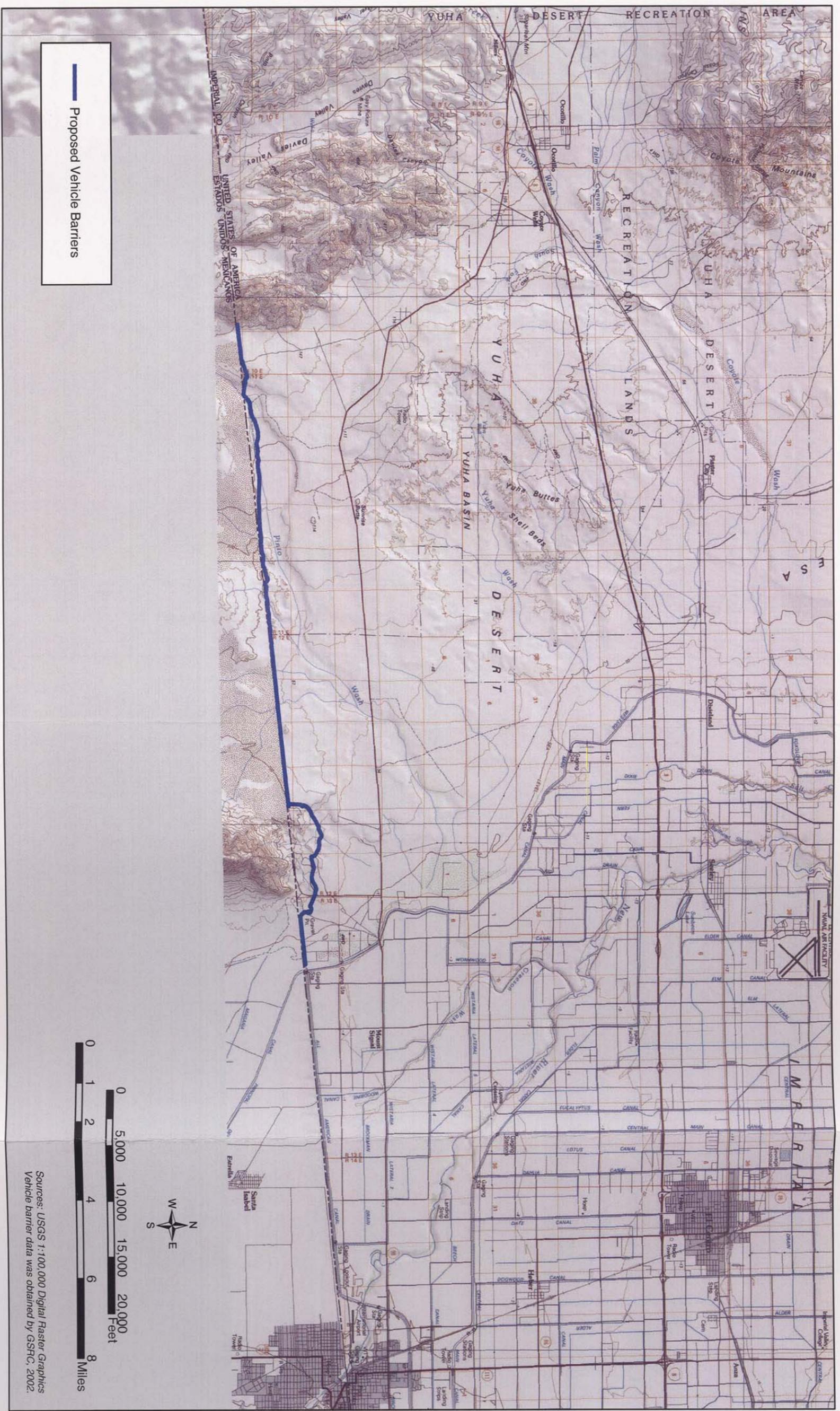
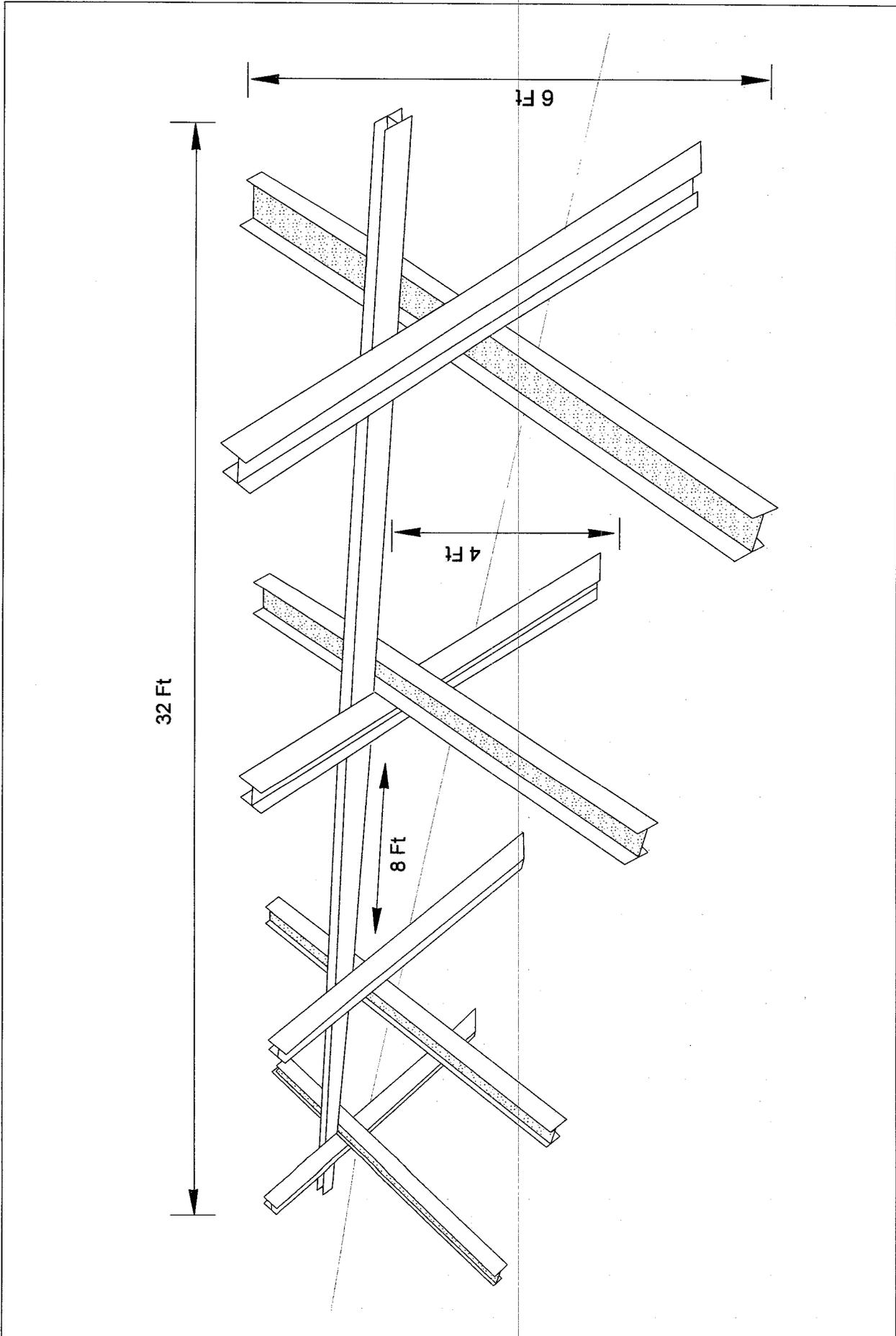


Figure 2-1: Proposed El Centro Vehicle Barriers

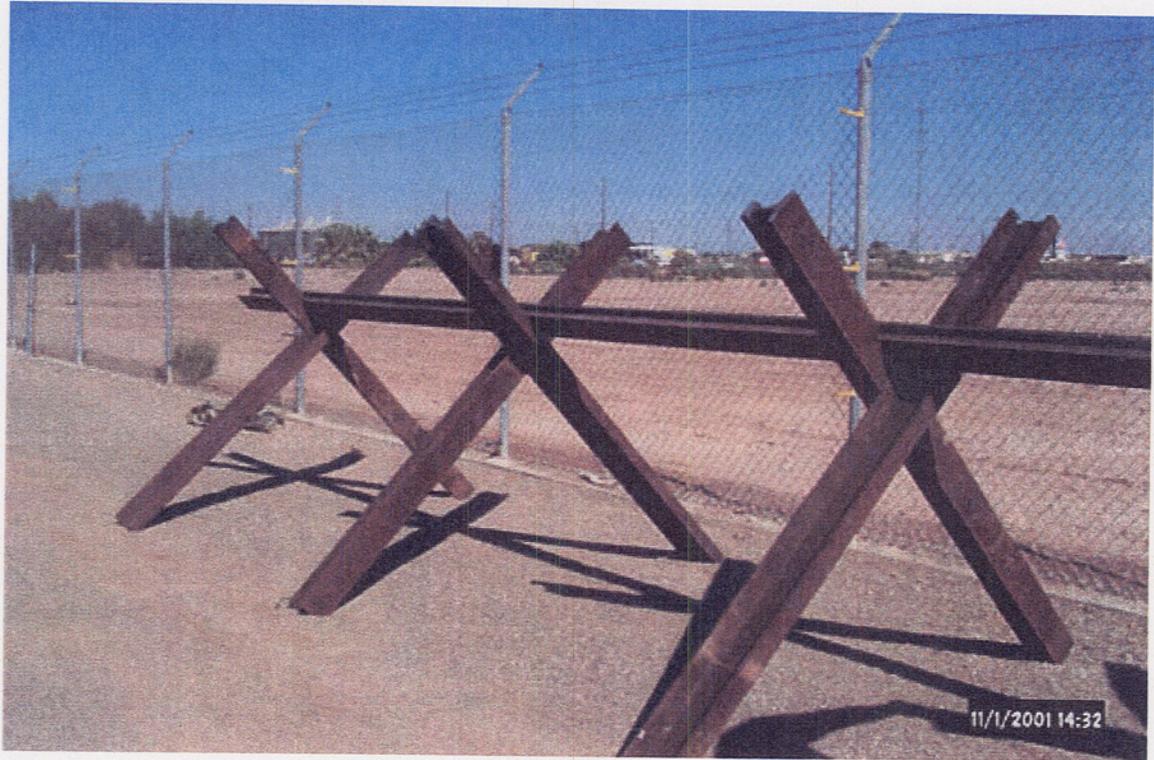
Sources: USGS 1:100,000 Digital Raster Graphics  
 Vehicle barrier data was obtained by GSRNC, 2002.



**gsr/c**  
 GULF SOUTH  
 RESEARCH  
 CORPORATION

SCALE: not to scale  
 DATE: October 2002

Figure 2-2: Schematic of Railroad Rail Vehicle Barrier



**Photograph 2-1: Railroad rail barrier**



**Photograph 2-2: Pipe stem barrier**

Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. USBP would position the barriers with the use of a flat bed trailer, heavy-duty truck, and a forklift. The footprint of the proposed barriers would not exceed the width of the barriers. Temporary vehicle barriers would be positioned starting near the western most edge of the All American Canal and continue westward along the border. As the name implies, vehicle barriers are designed to impede illegal vehicle entry; however, they do not preclude pedestrian or wildlife movement.

This alternative would enhance the deterrence of illegal activities and significantly enhance the USBP's ability to gain and maintain control of the border, while having a lesser environmental impact when compared to the installation of permanent vehicle barriers. *Thus, this alternative is the preferred alternative.*

## **2.2 No Action Alternative**

The No Action Alternative would preclude the placement of the temporary vehicle barriers. Conditions within the project corridor would remain the same, and the continuation, and possible increase of illegal drive throughs would result. Furthermore, illegal entrants and drive throughs would be less likely to be prevented or apprehended, thus indirectly creating additional habitat destruction due to off road illegal vehicle traffic.

## **2.3 Alternative Considered But Eliminated**

### **2.3.1 Permanent Vehicle Barrier**

Other types of permanent barrier/fence designs were considered during the preparation of this EA. However, due to the urgency of establishing a vehicle deterrence solution, alternative designs such as permanent fencing or barriers were eliminated from further consideration. Although, such solutions may be used at a later date, since they have proven to be an effective deterrent for illegal vehicle traffic and, to a lesser degree, illegal foot traffic.

## 2.4 Summary of Alternatives

Two alternatives, the No Action Alternative and the Proposed Action Alternative, will be carried forward for analysis. A summary matrix (Table 2-1) shows how each of the alternatives satisfies the purpose and need. Table 2-2 presents a summary matrix of the impacts from each of the alternatives carried forward and how they affect the Region of Influence (ROI).

**Table 2-1. Alternative Matrix**

<b>Purpose and Need</b>	<b>No Action Alternative</b>	<b>Proposed Action Alternative</b>	<b>Permanent Vehicle Barrier Alternative</b>
Provide immediate additional deterrence	No	Yes	No
Prevent illegal vehicle traffic	No	Yes	Yes
Enhance safety of USBP agents	No	Yes	Yes
Reduce the enforcement footprint	No	Yes	Yes

Table 2-2. Summary Matrix of Potential Impacts

Affected Environment	No Action Alternative	Proposed Action Alternative
Land Use	No impacts.	No effect on current land use.
Soils and Prime Farmlands	No direct impacts; indirect impacts would continue from illegal traffic and consequent enforcement activities.	No direct impacts as no ground disturbance is necessary for implementation of Proposed Action Alternative.
Vegetation Communities	No direct impacts; illegal traffic would continue to indirectly impact vegetation communities.	Vegetation within the existing border roads is currently lacking due to past and on-going traffic activities and no vegetation would be removed under the Proposed Action Alternative; therefore, impacts to vegetation communities would not occur. Indirect adverse effects could potentially occur if smugglers and UDAs shift their traffic patterns outside of the areas blocked by the vehicle barriers. Beneficial impacts, however, would occur as illegal vehicle traffic would be prevented from destroying some vegetative communities.
Fish and Wildlife Resources	No direct impacts; illegal traffic would continue to damage vegetation thereby causing synergistic impacts to wildlife.	Due to the increased amount of traffic necessary for placement of the barriers, temporary direct impacts would be associated the Proposed Action Alternative. Indirect beneficial impacts from the reduction of dust and habitat trampling due to illegal traffic. Wildlife migration patterns would not be affected.
Unique and Sensitive Areas	No direct impacts; illegal traffic would continue to damage unique and sensitive areas by causing accidental wildfires, creating trails, and discarding trash.	No direct adverse impacts; indirect adverse effects could potentially occur if smugglers and UDAs shift their traffic patterns outside of the areas blocked by the vehicle barriers. Beneficial impacts would occur within the Jacumba Wilderness Area from the reduction of illegal traffic and USBP being able to more effectively monitor the border area.

Table 2-2 continued

Affected Environment	No Action Alternative	Proposed Action Alternative
Protected Species and Critical Habitat	No direct impacts; indirect impacts due to illegal traffic trampling habitat, protected species, and possible increase of fugitive dust from vehicle traffic.	No direct effects; indirect effects could occur to peninsular bighorn sheep if the UDA and smuggler activity shift to other areas; however, the extent of these effects is not quantifiable at this time since the traffic patterns of illegal smugglers are beyond the USBP's control. Biological monitors would be used during placement of the barriers to ensure no accidental take of the flat-tailed horned lizards.
Cultural Resources	No direct impacts; indirect impacts could occur to known or unknown cultural sites due to continued illegal vehicle traffic.	No direct impacts as no ground disturbance is necessary to complete the Proposed Action Alternative. Indirect beneficial impacts could occur as the barriers would protect against disturbances and destruction of known and unknown cultural resources from illegal drive throughs.
Air Quality	No direct impacts.	Short-term degradation in local air quality during construction; impacts considered insignificant.
Water Resources	No direct impacts.	No direct adverse impacts to water resources within the project corridor. No fill or dredge activity would occur.
Socioeconomics	No direct impacts; indirect impacts from societal costs from illegal immigration and drug trafficking.	Indirect benefits from the effectiveness of the USBP in the reduction of illegal aliens and drug smuggling
Environmental Justice and Protection of the Children	No direct impacts to environmental justice or protection of the children; indirect impacts to protection of the children would result from illegal traffic and its associated criminal activity continuing to creating a more unsafe environment for children.	No impacts in regard to environmental justice. Beneficial impacts to protection of the children from a reduction of illegal immigration, drug trafficking, and other crimes within the area creating a safer living environment for the children on both sides of the border.
Noise	No impacts.	No significant impacts; temporary increases only during placement of the vehicle barriers
Aesthetics	No direct impacts; indirect impacts would continue from increased vehicle paths and trash left behind by illegal entrants.	No further degradation of aesthetics would occur; beneficial impacts would occur within Jacumba Wilderness Area and Yuha Desert Basin.

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*Section 3.0*  
*Affected Environment*

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### **3.0 AFFECTED ENVIRONMENT**

The proposed vehicle barriers would be located within a 14.5-mile long corridor along the U.S./Mexico border on the western side of the City of Calexico, California. Biological surveys were conducted along the proposed corridor to ascertain the existing conditions at each site. The surveys were conducted during the weeks of 29 July 2002 and 19 August 2002. Data regarding general wildlife, vegetation, and Federal and state protected species were collected. Only those parameters that have the potential to be affected by the proposed action are described. Those eliminated include utilities and communications, geology, and hazardous material. General descriptions of the resources at or surrounding the project corridor are provided in the following subsections.

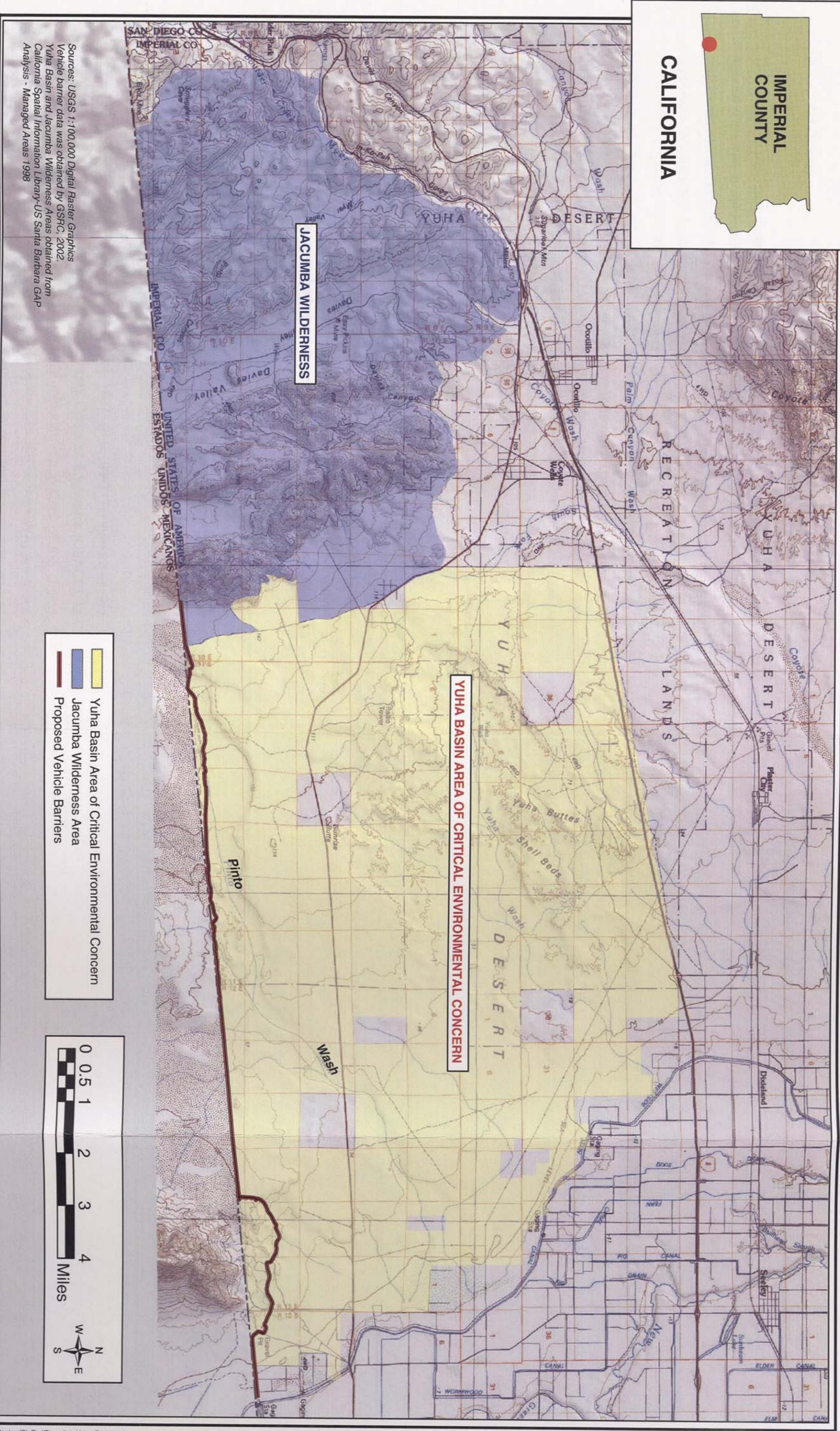
#### **3.1 Land Use and Soils**

##### **3.1.1 Land Use**

Much of the proposed project corridor is located on Bureau of Land Management (BLM) lands including the Yuha Desert Basin and the Jacumba Wilderness Area (i.e., open rangeland and recreational uses) (Figure 3-1). Most of the Yuha Basin is classified as being an Area of Critical Environmental Concern (ACEC). Because of its biological value this designation was given to 40,622 acres of the Yuha Basin by the BLM for the purpose of protecting sensitive natural and cultural resources as part of the BLM California Desert District (CDC) multiple use plan. Surrounding areas northeast and east of the project corridor are used for agriculture purposes.

##### **3.1.2 Soils**

Soils found within the project area are comprised of several associations. These soils are commonly very gravelly and/or loamy sandy in texture. The Yuha Desert Basin portion of the project corridor is classified as being Rositas and Rositas-Carrizo soil associations (USDA 1973). They are moderate to well drained and are gravelly sandy soils. The portion of the Jacumba Wilderness Area within the project corridor is classified as having a rockland soil association, which is comprised of rough broken land-terrace escarpments and gullied lands (USDA 1973).



Sources: USGS 1:100,000 Digital Raster Graphics  
 Vehicle barrier data was obtained by GSRG, 2002  
 Yuba Basin and Jacumba Wilderness Areas obtained from  
 California Spatial Information Library-US Santa Barbara GAP  
 Analysis - Managed Areas 1998

Figure 3-1: Land Use within the Project Corridor

K:\Projects\80306071\_EICentro\_Barriers\GIS\Esri\Figure3\_1\_Yuba\_Basin.mxd

### **3.2 Air Quality**

The Clean Air Act, last amended in 1990, requires the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The Act established two types of NAAQS. Primary standards set limits to protect the public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. The USEPA Office of Air Quality Planning and Standards (OAQPS) have set NAAQS for six criteria pollutants (Table 3-1). Areas where air pollution levels persistently violate the NAAQS may be designated non-attainment. Imperial County is located within USEPA's Region 9 and is currently in non-attainment for Particulates (PM<sub>10</sub>) and ozone (USEPA 2002a).

### **3.3 Water Resources**

The proposed project area falls within the Southern Mojave-Salton Sea Hydrologic Unit (Code 1810) as designated by the U.S. Geological Survey (USGS) (USEPA 2002b). Surface waters in the area include the All American Canal; the New River, which runs near the western edge of Calexico; and the Alamo River, located approximately six miles east of Calexico. There are several other smaller canals in the surrounding area, which provide irrigation for agricultural purposes.

Groundwater in southern California is supplied from two aquifers: the Basin-Fill and the Alluvium and Older Sediments (INS 2001). Common sources of contamination of groundwater include irrigation return flow, application of pesticides, improper waste disposal, and untreated wastewater.

Section 404 of the Clean Water Act (CWA) of 1977 (P.L. 95-217) authorizes the Secretary of the Army, acting through the U.S. Army Corps of Engineers (USACE), to issue permits for the discharge of dredged or fill material into Waters of the United States, including wetlands. Waters of the U.S. (Section 328.3[2] of the CWA) are those waters used in interstate or foreign commerce, subject to ebb and flow of tide, and all interstate waters including interstate wetlands. Waters of the U.S. are

**Table 3-1  
National Ambient Air Quality Standards**

<b>Pollutant</b>	<b>Standard Value</b>	<b>Standard Type</b>
<b>Carbon Monoxide (CO)</b>		
8-hour average	9ppm (10mg/m <sup>3</sup> )**	Primary
1-hour average	35ppm (40mg/m <sup>3</sup> )**	Primary
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>		
Annual arithmetic mean	0.053ppm (100µm <sup>3</sup> )**	Primary and Secondary
<b>Ozone (O<sub>3</sub>)</b>		
1-hour average*	0.12ppm (235µg/m <sup>3</sup> )**	Primary and Secondary
8-hour average*	0.08ppm (157µg/m <sup>3</sup> )**	Primary and Secondary
<b>Lead (Pb)</b>		
Quarterly average	1.5µg/m <sup>3</sup>	Primary and Secondary
<b>Particulate&lt;10 micrometers (PM<sub>10</sub>)</b>		
Annual arithmetic mean	50µg/m <sup>3</sup>	Primary and Secondary
24-hour average	150µg/m <sup>3</sup>	Primary and Secondary
<b>Particulate&lt;2.5 micrometers (PM<sub>2.5</sub>)</b>		
Annual arithmetic mean	15µg/m <sup>3</sup>	Primary and Secondary
24-hour Average	65µg/m <sup>3</sup>	Primary and Secondary
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>		
Annual arithmetic mean	0.03ppm (80µg/m <sup>3</sup> )**	Primary
24-hour average	0.14ppm (365µg/m <sup>3</sup> )**	Primary
3-hour average	0.50ppm (1300µg/m <sup>3</sup> )**	Secondary

**Source:** U.S. Environmental Protection Agency 1999.

**Legend:** ppm = parts per million  
mg/m<sup>3</sup> = milligrams per cubic meter of air  
µg/m<sup>3</sup> = micrograms per cubic meter of air

\* The ozone 1-hour standard applies only to areas that were designated non-attainment when the ozone 8-hour standard was adopted in July 1997.

\*\* Parenthetical value is an approximate equivalent concentration.

further defined as all other waters such as intrastate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds or impoundments of waters, tributaries of waters, and territorial seas. Jurisdictional boundaries for Waters of the U.S. are defined in the field as the ordinary high water mark which is that line on the shore or bank established by the fluctuations of water and indicated by physical characteristics such as clear, natural lines impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the

presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. Wetlands are those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (USACE 1987).

Waters of the U.S. do occur as ephemeral drainages throughout the projects corridor. Pinto Wash, which is classified by the Federal Emergency Management Agency as a 100-year floodplain transects the project corridor near its western edge (see Figure 3-1). No potential jurisdictional wetlands were observed during site visits in July 2002 and August 2002.

### **3.4 Natural Resources**

#### **3.4.1 Vegetation**

The historic vegetation types within the proposed project area are of the Lower Colorado River Valley Subdivision of the Sonoran Biotic Community (Brown 1994). Because of a combination of high temperature and low precipitation, this subdivision is the driest of the Sonoran Desert Subdivisions. Plant growth is typically both open and simple, reflecting the intense competition existing between plants for the scarce water resources (Brown 1994). The vegetation communities within the project area classified as being Oasis Scrub-Woodland, Juniper-Pinyon Woodland, and Sonoran Creosotebush. Vegetation density through the project corridor is very low, with most of the corridor having less than 2 to 5 percent vegetation density. The vegetation types observed during surveys within the corridor consisted of creosotebush (*Larrea tridentata*), brittlebush (*Encelia frutescens*), burrobush (*Hymenoclea salosa*), broom snakeweed (*Gutierrezia sarothrae*), ocotillo (*Fouquieria splendens*), honey mesquite (*Prosopis glandulosa*), white bursage (*Ambrosia dumosa*), wild cucumber (*Echinocystis lobata*), and smoke tree (*Dalea spinosa*). Drainages typically had more dense (10 to 15 percent cover) and diverse vegetation. In addition to the species list above, common plant species along drainages include desert buckwheat (*Eriogonum deserticola*), sandpaper plant (*Petalonyx thurberi*), and desert zinnia (*Zinnia acerosa*).

### **3.4.2 Wildlife**

Mammals within the area are more commonly rodents, which include deer mouse (*Peromyscus maniculatus*), western harvest mouse (*Reithrodontomys megalotis*), desert kangaroo rat (*Dipodomys deserti*), and whitetail antelope squirrel (*Ammospermophilus nelsoni*). Other mammals likely to occur within the area are the bobcat (*Felis rufus*), desert cottontail (*Sylvilagus auduboni*), blacktail jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), striped skunk, (*Mephitis mephitis*), and raccoon (*Procyon lotor*).

Snakes and lizards are the primary reptiles in this area. Representative species of reptiles are the gopher snake (*Pituophis melanoleucus*), longnose snake (*Rhinocheilus lecontei*), side-blotched lizard (*Uta stansburiana*), twin-spotted spiny lizard (*Sceloporus magister*), and longnose leopard lizard (*Gambelia wislizenii*).

Birds are typical of the desert environment and associated habitats. Common species include the common ground dove (*Columbina passerina*), mourning dove (*Zenaida macroura*), California quail (*Callipepla californica*), common poorwill (*Phalaenoptilus nuttallii*), black-throated sparrow (*Amphispiza bilineata*), American kestrel (*Falco sparverius*), red-tailed hawk (*Buteo jamaicensis*), and turkey vulture (*Cathartes aura*).

## **3.5 Protected Species**

### **3.5.1 Federal**

The Endangered Species Act (ESA) [16 U.S.C. 1532 et. seq.] of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species and to provide protection for the ecosystems upon which these species depend for their survival. All Federal agencies are required to implement protection programs for designated species and to use their authorities to further the purposes of the act. Responsibility for the identification of a threatened or endangered species and development of any potential recovery plans lies with the Secretary of the Interior and the Secretary of Commerce.

The United States Fish and Wildlife Service (USFWS) is one of the primary agencies responsible for implementing the ESA. The USFWS is responsible for the protection of listed terrestrial and freshwater species. Additionally, the USFWS's responsibilities under

the ESA include: (1) the identification of threatened and endangered species; (2) the identification of critical habitats for listed species; (3) implementation of research on, and recovery efforts for, these species; and (4) consultation with other Federal agencies concerning measures to avoid harm to listed species.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those, which have been formally submitted to Congress for official listing as threatened or endangered. Species may be considered endangered or threatened when any of the five following criteria occurs: (1) the current/imminent destruction, modification, or curtailment of their habitat or range; (2) overuse of the species for commercial, recreational, scientific, or educational purposes; (3) disease or predation; (4) the inadequacy of existing regulatory mechanisms; and (5) other natural or human-induced factors affect continued existence.

The USFWS currently lists eight Federally protected species with the potential of occurring in Imperial County. Desert pupfish (*Cyprinodon macularius*), Colorado squawfish (*Ptychocheilus lucius*), razorback sucker (*Xyrauchen texanus*), peninsular bighorn sheep (*Ovis canadensis cremnobates*), and the Yuma clapper rail (*Rallus longirostris yumanensis*) are listed as endangered. Peirson's milk vetch (*Astragalus magdalenae* var. *peirsonii*) and the desert tortoise (*Xerobates agassizii*) are listed as threatened. The flat-tailed horned lizard (*Phrynosoma mcallii*) is proposed for listing as threatened. A list of Federal and state protected species is presented in Table 3-2.

The project corridor crosses through an area designated by the BLM as the Yuha Desert Management Area for the flat-tailed horned lizard (Figure 3-2). A flat-tailed horned lizard



Photograph 3-1

was observed while conducting surveys and is shown in Photograph 3-1. The location of the flat-tailed horned lizard is also depicted on Figure 3-2.

Table 3-2

Federal and State Protected Species Potentially Occurring within Imperial County

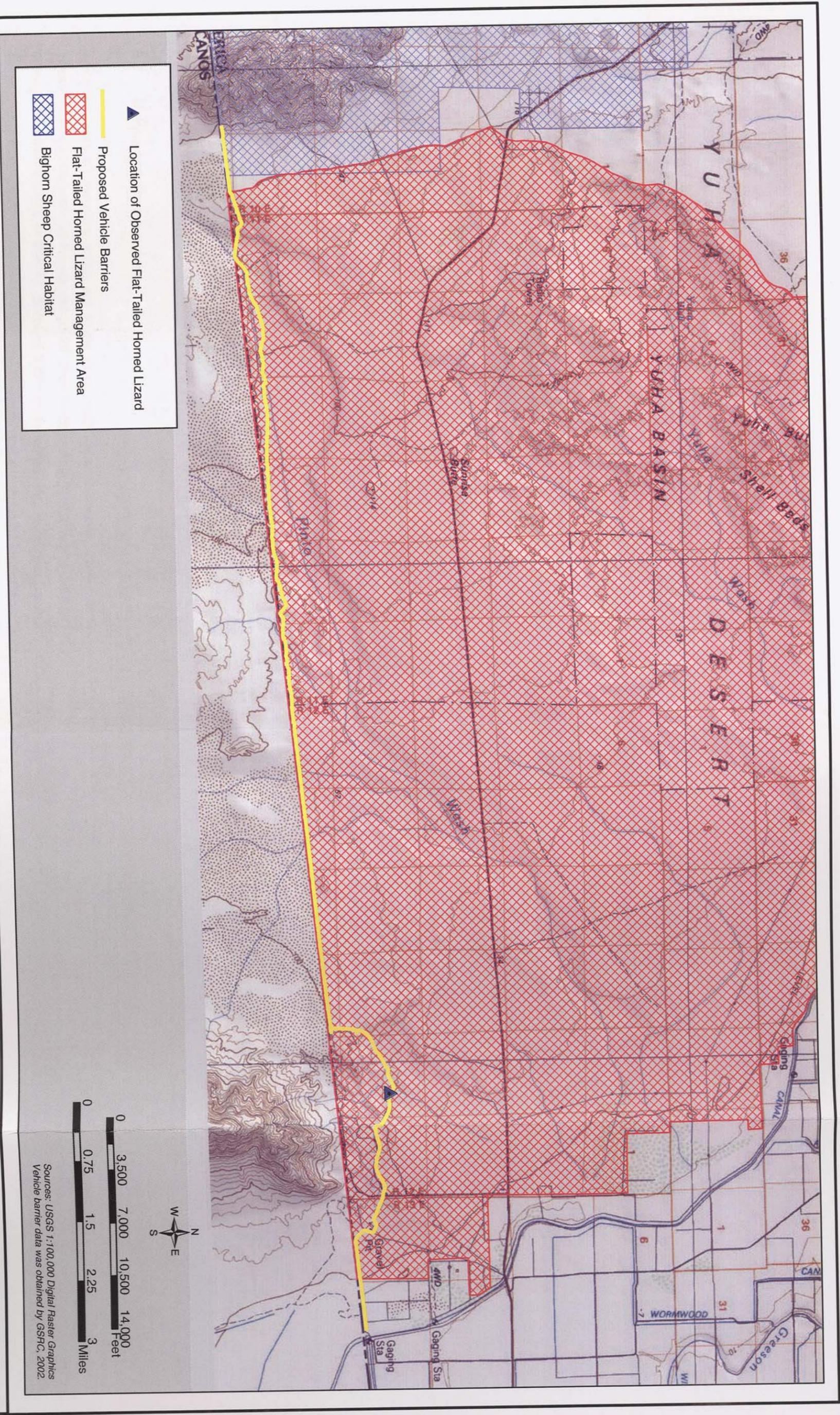
Common/Scientific Name	Federal Status	State Status
Algodones Dunes sunflower <i>Helianthus niveus</i> ssp. <i>tephrodes</i>		E
Peirson's milk-vetch <i>Astragalus magdalenae</i> var. <i>peirsonii</i>	T	E
Wiggins's croton <i>Croton wigginsii</i>		R
Colorado squawfish <i>Ptychocheilus lucius</i>	E	E
Desert pupfish <i>Cyprinodon macularius</i>	E	E
Razorback sucker <i>Xyrauchen texanus</i>	E	E
Barefoot banded gecko <i>Coleonyx switaki</i>		T
Desert tortoise <i>Xerobates agassizii</i>	T	T
Arizona Bell's vireo <i>Vireo bellii arizonae</i>		E
California black rail <i>Laterallus jamaicensis coturniculus</i>		T
Elf owl <i>Micrathene whitneyi</i>		E
Gila woodpecker <i>Melanerpes uropygialis</i>		E
Gilded flicker <i>Colaptes chrysoides</i>		E
Yuma clapper rail <i>Rallus longirostris yumanensis</i>	E	T
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>		E
Willow flycatcher <i>Empidonax traillii</i>	E	E
Flat-tailed horned lizard <i>Phrynosoma mcallii</i>	PT	
Peninsular bighorn sheep <i>Ovis canadensis nelsoni</i>	E	T

Source: California Department of Fish and Game- Natural Diversity Database (2002).

Legend: E=Endangered PT=Proposed Threatened

T=Threatened

R= Rare



Sources: USGS 1:100,000 Digital Raster Graphics  
 Vehicle barrier data was obtained by GSRFC, 2002.

Figure 3-2: Protected Species and Proposed El Centro Vehicle Barriers

The California Natural Diversity Database (CNDDDB) is a statewide inventory of the locations and condition of the state's rarest species and natural communities. These species are not necessarily the same as those protected by the Federal government under the ESA. Figure 3-3 illustrates the locations where state and Federal species have been reported, in juxtaposition of the project corridor. As can be seen from this figure, only one Federally proposed listed species, (flat tailed-horned lizard—*Phrynosoma mcallii*) has been reported near the project corridor.

#### **3.5.1.1 Critical Habitat**

The ESA also calls for the conservation of what is termed Critical Habitat - the areas of land, water, and air space that are essential for the conservation of the species. Critical The USFWS published the “Final Determination of Critical Habitat for Peninsular Bighorn Sheep” in the *Federal Register* on Thursday, February 1, 2001 (66 FR 8649-8677) (Figure 3-2). The project corridor extends 0.5 miles into critical habitat for the peninsular bighorn sheep.

#### **3.5.2 State of California**

The California Department of Fish and Game (CDFG) currently lists 10 additional state protected species within Imperial County. In addition to the species previously mentioned, the state lists western yellow-billed cockoo (*Coccyzus americanus occidentalis*), gilded flicker (*Colaptes chrysoides*), Gila woodpecker (*Melanerpes uropygialis*), elf owl (*Micrathene whitneyi*), and Arizona Bell's vireo (*Vireo bellii arizonae*) as endangered. The barefoot banded gecko (*Coleonyx switaki*) and California black rail (*Laterallus jamaicensis coturniculus*) are listed by the state as threatened. Wiggins's croton (*Croton wigginsii*) is state-listed as rare.

### **3.6 Unique and Sensitive Areas**

Several unique or sensitive areas are found in or near Imperial County, California. These areas include national forests and parks, state forests, state wildlife management areas, and national points of interest. Some of these areas include the Algodones Sand Dunes, Yuha Desert Basin, Crucifixion Thorn Natural Area, and the Jacumba Wilderness Area. The project corridor traverses through the Yuha Desert Basin as well as parts of the Jacumba Wilderness Area.

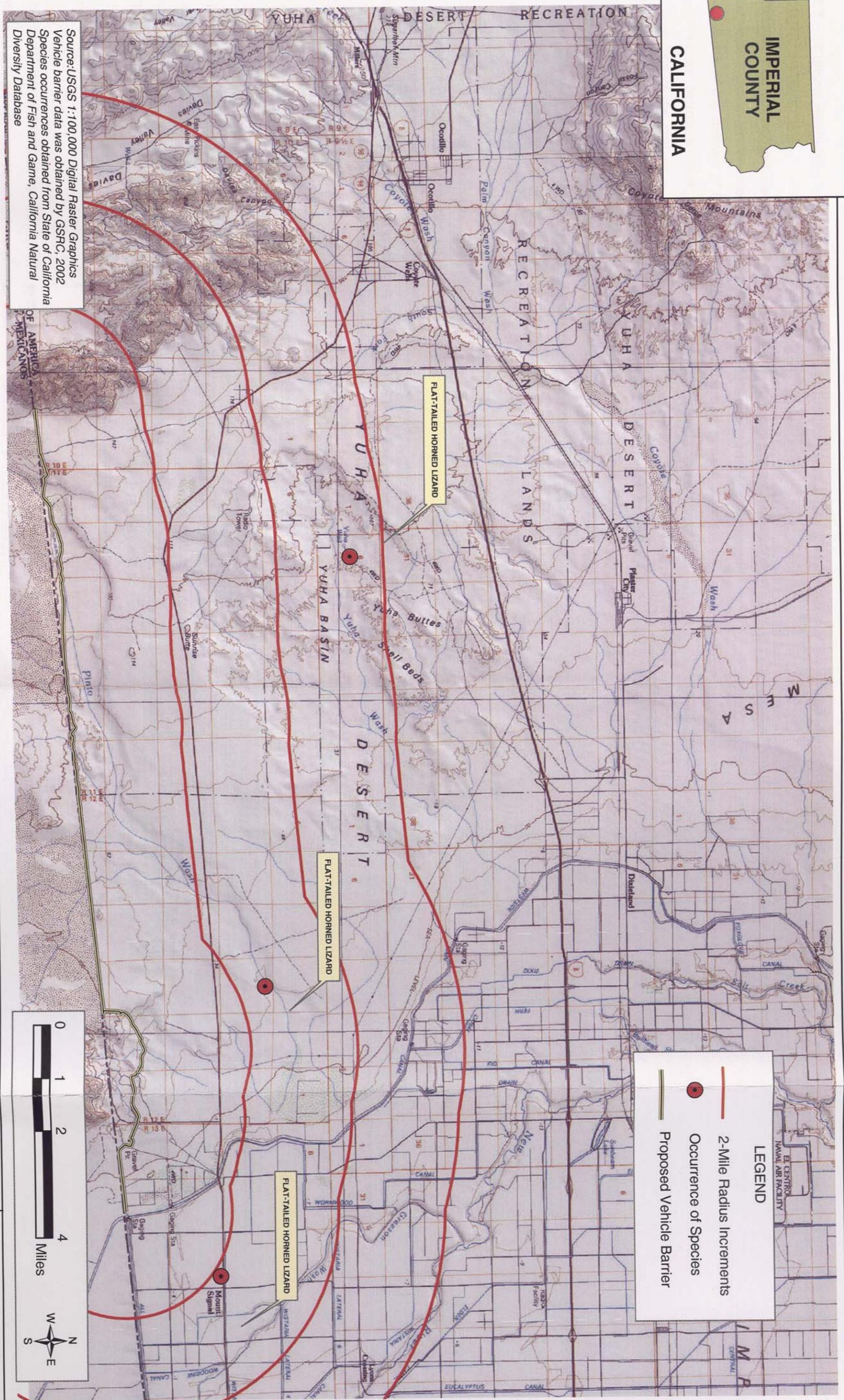
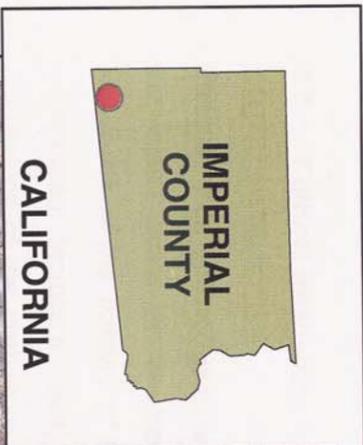


Figure 3-3: Species Occurrences with Two-Mile Radius Increments from Project Corridor

### **3.7 Cultural Resources**

Because little ethnographic and prehistoric archeological work has been conducted in the inland areas of Southern California in recent decades, Kroeber's landmark *Handbook of the Indians of California* (1925) remains the best general work for the project area. Moratto's (1984) review of the archaeology of California contains important discussions of the prehistory of the region, as does Chartkoff and Chartkoff's (1984) similar review. More detailed discussions of the affected environment for cultural resources within the project area are contained in the February 2002 INS Final EA for Permanent Lighting Structures Near Calexico, California and the June 2002 INS Final EA for the Acquisition, Installation, and Operation of Remote Video Surveillance Systems near Calexico, Imperial County, California and is incorporated herein by reference (INS 2002a, 2002b).

#### **3.7.1 Current Cultural Resources Investigation**

The positioning and maintenance of the proposed vehicle barriers throughout the entire project corridor would not require any ground disturbance; therefore, no archaeological surveys would be necessary for this project. Additionally, INS has received concurrence of no effect to historical properties from the California State Historic Preservation Office (SHPO) (see Appendix A).

### **3.8 Socioeconomics**

#### **3.8.1 Population**

The ROI for the infrastructure is Imperial County. The 2000 population of Imperial County was estimated to be 142,361 (U.S. Census Bureau 2001). This population ranked 31<sup>st</sup> in the state of California (Regional Economic Information System 2001). This is an increase of 30.2 percent over the revised 1990 census population of 109,303. The population of Calexico itself is approximately 18,633 (Calexico California Resource Guide 2002).

The racial mix of Imperial County in 1997 was mainly comprised of Caucasians (49 percent) and people claiming to be some race other than Caucasian, African American, American Indian or Alaskan Native, Asian, or Native Hawaiian and other Pacific Islander

(39 percent) with the remaining twelve percent split among African American, Asian and Pacific Islanders, and Native Americans. The majority of the total population (72 percent) claim to be of Hispanic origin. A smaller majority of the population in 1990 (66 percent) also claimed Hispanic origins (U.S. Census Bureau 2001).

### **3.8.2 Employment, Poverty Levels, and Income**

The total number of jobs in the study area was 63,386 in 1999, which was an increase of 20 percent over the 1989 number of jobs of 52,737 (Regional Economic Information System 2001). The 2001 annual average unemployment rate for Imperial County was 21.3 percent. This is significantly higher than the unemployment rate for the state of California, which was 5.3 percent in 2001 (California Department of Employment Development 2001).

The 1999 annual total personal income (TPI) for the ROI was over \$2.5 billion. This TPI ranked 33<sup>rd</sup> in the state of California and accounted for 0.3 percent of the state total (Regional Economic Information System 2001). The 1990 TPI was about \$1.7 billion and, over the past 10 years, the average annual growth rate of TPI was 4.3 percent. This is lower than both the annual growth rate for the state of 5.0 percent and that for the Nation of 5.4 percent. Per capita personal income (PCPI) for Imperial County was \$17,550 in 1999. This PCPI ranked 55<sup>th</sup> in the state, and was 59 percent of the state average, \$29,856, and 61 percent of the national average, \$28,546. The 1989 PCPI of Imperial County was \$15,960 and the average annual growth rate of PCPI over the past 10 years was 1.0 percent. This growth rate was significantly lower than both the state's growth rate of 3.7 percent and the national growth rate of 4.4 percent. According to 1997 model based estimates, 30.3 percent of the population of Imperial County is below poverty. This is significantly higher than the estimated 16.0 percent of the state population that lives in poverty.

## **3.9 Noise**

Noise is generally described as unwanted sound, which can be based either on objective effects (hearing loss, damage to structures, etc.) or subjective judgments (community annoyance). Sound is usually represented on a logarithmic scale with a unit called the decibel (dB). Sound on the decibel scale is referred to as a sound level. The threshold of

human hearing is approximately 0 dB, and the threshold of discomfort or pain is around 120 dB.

Noise levels are computed over a 24-hour period and adjusted for nighttime annoyances to produce the day-night average sound level (DNL). DNL is the community noise metric recommended by the USEPA (USEPA 1972) and has been adopted by most Federal agencies (Federal Interagency Committee on Noise 1992).

### **3.10 Aesthetics/Visual Resources**

Aesthetic resources consist of the natural and man-made landscape features that appear indigenous to the area and give a particular environment its visual characteristics. The rural nature of the project area and its desolate desert terrain provide some stimulating sights and views. However, the area is littered with trails and roads created by illegal vehicle and foot traffic, which severely degrade the aesthetic value of the area (see Appendix B). Abandoned vehicles are also scattered throughout the project corridor.

### **3.11 Roadways/Traffic**

The roads, which are near or adjoining the proposed project roadways range from narrow desert roads to state highways. The project area can be easily accessed from the north by way of California Highway 98 and adjoining BLM roads. Traffic along these extant border roads is typically limited to USBP agents, BLM rangers, and off-road recreationists.

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*Section 4.0*  
*Environmental Consequences*

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## **4.0 ENVIRONMENTAL CONSEQUENCES**

This section of the EA addresses potential impacts associated with the implementation of the alternatives outlined in Section 2.0. The design features of the proposed temporary vehicle barriers were presented in Figure 2-2. The vehicle barriers would require very little, if any, maintenance activities. Any such activities would be mostly limited to repair-based maintenance, and therefore, would not have any significant negative impacts to the natural or human environment. The following paragraphs discuss the expected impacts from the placement and maintenance of the temporary vehicle barriers as a total project.

### **4.1 Land Use and Soils**

#### **4.1.1 Land Use**

##### **4.1.1.1 Proposed Action Alternative**

Through the implementation of the Proposed Action Alternative, no impacts to land use are expected. The vehicle barriers would not create significant impacts to the existing or surrounding land uses since they would be placed within an extant border roadway.

##### **4.1.1.2 No Action Alternative**

Under the No Action Alternative, land use would remain the same.

#### **4.1.2 Soils**

##### **4.1.2.1 Proposed Action Alternative**

The vehicle barriers would be placed and maintained within an extant border roadway which is continually disturbed due to ongoing traffic (foot and vehicle); furthermore, no ground disturbance would be required to accomplish placement of the barriers. Thus, soils within the project corridor would not be significantly impacted directly due to the Proposed Action Alternative. However, with the reduction of illegal drive throughs, indirect benefits to the soils within the project corridor would occur because of less compaction and erosion.

#### **4.1.2.2 No Action Alternative**

Under the No Action Alternative soils within the project corridor would remain the same and no significant impacts would occur. Indirect impacts, however, would occur through the continued and possible increased degradation of soils created by illegal drive throughs.

### **4.2 Air Quality**

#### **4.2.1 Proposed Action Alternative**

Imperial County is located within USEPA's Region 9 and is currently in non-attainment for particulates (PM<sub>10</sub>) and ozone (USEPA 2002). Construction activities associated with the placement and maintenance of the vehicle barriers would be strictly limited to vehicle traffic and heavy equipment use. The short duration of these activities, the type of equipment used, and the good dispersion patterns of the region, indicate that air emissions would not be created that would adversely affect air quality in Imperial County. Thus, the proposed action would not generate emissions in quantities sufficient to cause violation of the CAAQS/NAAQS; therefore, an air conformity analysis is not required.

#### **4.2.2 No Action Alternative**

The region's air quality would not be directly affected by the implementation of the No Action Alternative. Without the vehicle barriers, however, additional patrol activities could be required, which could exacerbate fugitive dust emissions and the resultant PM<sub>10</sub> problems within the region. The magnitude of these effects would depend upon several variables including the number of vehicle trips and climatic conditions.

### **4.3 Water Resources**

#### **4.3.1 Proposed Action Alternative**

The Proposed Action Alternative would not impact any water resource sites with the installation of the temporary vehicle barriers. Barriers would be placed in arroyos, washes, draws, etc., in order to prevent illegal vehicle entry. The placement of the temporary vehicle barriers in these stream channels is not considered fill material and would not require a permit (Bryant 2002). Proper maintenance of construction equipment

and best management practices during vehicle barrier placement activities would minimize the possibility of accidental spills of fuels or lubricants that, if they occurred, could affect surface and ground water quality. Operation and maintenance of the vehicle barriers would have no effect on the region's surface or groundwater supplies and/or quality.

#### **4.3.2 No Action Alternative**

Under the implementation of this alternative, no impacts to water quality are expected.

### **4.4 Natural Resources**

#### **4.4.1 Vegetation**

##### **4.4.1.1 Proposed Action Alternative**

The placement and maintenance of the vehicle barriers along the 14.5-mile corridor would produce no direct impacts to vegetation due to the roadway being void of vegetation. Indirect adverse effects could potentially occur if smugglers and UDAs shift their traffic patterns outside of the areas blocked by the vehicle barriers. The vehicle barriers would serve as a force multiplier and allow USBP agents to patrol other areas thus, reducing illegal vehicle traffic over a larger area. Consequently, indirect beneficial effects to vegetation within the project corridor would also occur due to the reduced number of illegal drive throughs, which damage vegetation throughout the Yuha Desert Basin and Jacumba Wilderness Area.

##### **4.4.1.2 No Action Alternative**

As a result of the No Action Alternative the impacts associated with illegal drive throughs and illegal traffic to vegetation would continue to occur and possibly increase throughout the project corridor.

#### **4.4.2 Wildlife**

##### **4.4.2.1 Proposed Action Alternative**

Wildlife within the project corridor would not be significantly impacted as a result of the placement and maintenance of the vehicle barriers. No direct impacts to wildlife resources are expected from the vehicle barriers since no wildlife habitat would be altered. Furthermore, vehicle barriers are designed to impede illegal vehicle entry; not

preclude wildlife movement. Indirect beneficial impacts to wildlife communities and their habitats would occur as these barriers would prevent future and ongoing destruction of valuable wildlife habitat.

#### **4.4.2.2 No Action Alternative**

Impacts to wildlife and their habitat would continue to occur through the implementation of the No Action Alternative. Continued and possibly increased amounts of illegal vehicle traffic would occur throughout the project corridor as a result of the No Action Alternative.

### **4.5 Protected Species**

#### **4.5.1 Proposed Action Alternative**

As mentioned in Section 3.5.1, a single flat-tailed horned lizard was observed during biological surveys; however, most of the project corridor is within the Yuha Desert Management Area for flat-tailed horned lizards. Mr. Patrick Whipple of the USBP, El Centro Station, would monitor activities during placement of the barriers to ensure that no accidental take of the flat-tailed horned lizard occurs. He would also establish a schedule for installation to ensure avoidance of the breeding season for peninsular bighorn sheep.

In addition to the flat-tailed horned lizard, the project corridor also traverses 0.5 miles of critical habitat for the peninsular bighorn sheep. The implementation of the Proposed Action Alternative would have no direct effect to the sheep or its habitat as the barriers would be placed along the existing border road and would not impede wildlife movements. Indirect effects could potentially occur to the sheep and its habitat as illegal traffic could possibly shift to those areas within critical habitat where the barriers are not placed. The extent of these effects is not quantifiable at this time since the traffic patterns of illegal smugglers are totally at their discretion.

The Proposed Action Alternative would indirectly benefit vegetation, wildlife, and Federal and state listed species throughout the entire project area through the reduction or elimination of illegal traffic, brush clearing, and fires caused by illegal aliens.

#### **4.5.2 No Action Alternative**

Through implementation of the No Action Alternative protected species would not be directly impacted because the installation of any vehicle barriers within the project corridor would not occur. However, the possible increase and continued degradation of the project corridor by illegal traffic, foot and vehicle, is likely to occur thus potentially impacting protected species within the region.

### **4.6 Unique and Sensitive Areas**

#### **4.6.1 Proposed Action Alternative**

Most of the project corridor is located within unique and sensitive areas; however, because the barriers are proposed to be placed within the existing border road, which has been previously disturbed, no significant impacts are expected. Furthermore, the Proposed Action Alternative would indirectly benefit unique and sensitive areas by reducing or eliminating illegal traffic, brush clearing, trampling of sensitive resources, wildfires, and the litter left behind by UDAs. Conversely, unique and sensitive areas within the project corridor could potentially be indirectly impacted by the influx of illegal traffic through these areas as illegal traffickers attempt to circumvent the barrier system. The amount of impacts associated with this possible influx is not known at this time due to the unpredictable nature of UDA and smuggler activity.

#### **4.6.2 No Action Alternative**

No direct impacts to the unique and sensitive areas within the project corridor would occur under the No Action Alternative. However, the continuation of illegal foot and vehicle traffic in conjunction with the associated USBP enforcement activities necessary to control the area could result in indirect effects to unique and sensitive areas.

### **4.7 Cultural Resources**

#### **4.7.1 Proposed Action Alternative**

As mentioned in Section 3.7.1, the proposed action would not require any ground disturbing activities to be completed for the placement or maintenance of the vehicle barriers. Therefore, cultural resources within the project corridor would not be impacted upon implementation of the Proposed Action Alternative.

#### **4.7.2 No Action Alternative**

The No Action Alternative would have no direct effect on cultural resources. Reductions in the USBP's ability to gain and maintain control of the border, however, would allow illegal entrants to continue to drive through undisturbed areas within the project corridor. This illegal traffic could have adverse impacts upon the region's cultural resources, many of which have not been discovered. The magnitude of such potential effects, therefore, is unknown.

### **4.8 Socioeconomics**

#### **4.8.1 Proposed Action Alternative**

The USBP and Centinella State Prison inmates would provide the labor for this alternative, resulting in no increases in the population of the project area. Most of the project materials would be obtained from outside the region, providing little or no temporary direct economic benefits. No displacement is predicted to result from this action; therefore, no direct impacts to housing in the area are expected.

Some indirect, beneficial impacts would occur as a result of the placement of the barriers. A reduction in illegal drug and alien traffic would have synergistic socioeconomic benefits associated with insurance costs, property losses, law enforcement expenses, and other social costs (i.e., drug rehabilitation, medical expenses, and labor opportunities).

#### **4.8.2 No Action Alternative**

Under the No Action Alternative, no placement of vehicle barriers would take place. As a result, the current illegal vehicle traffic and other illegal activity would continue, which would result in a probable increase in insurance costs, property losses, law enforcement expenses, and other social costs (e.g., drug rehabilitation, medical expenses, and labor opportunities).

#### **4.8.3 Environmental Justice/Protection of Children from Health and Safety Risks**

##### **4.8.3.1 Executive Order 12898**

Executive Order 12898 of February 11, 1994, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" requires

each Federal agency to identify and address, as appropriate, disproportionate adverse effects of its proposed actions on minority populations and low-income communities. There would be no increases in population as a result of the proposed action. The vehicle barriers would be placed in remote areas away from any residential or commercial structures, and therefore, would not impact housing or minority populations. The benefits to overall socioeconomics in the region from increased detection, deterrence, and interdiction of vehicle drive throughs and illegal drug smuggling activities would result from the implementation of the preferred alternative. The project would beneficially affect the entire ROI regardless of race and/or income level.

#### **4.8.3.2 Executive Order 13045**

Executive Order 13045 requires each Federal Agency “to identify and assess environmental health risks and safety risks that may disproportionately affect children; and “ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” This Executive Order was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults.

The actions proposed in this EA would not result in disproportionately high or adverse environmental health or safety impacts to children. This conclusion is based on the fact that no significant adverse environmental effects have been identified for any resource area or population (minority, low-income, children, or otherwise) analyzed in this EA. Furthermore, work would be conducted in remote areas, away from residential and commercial areas, which would preclude any impacts to the environmental health or safety of children. In contrary, increased detection, deterrence and interdiction of vehicle drive throughs and illegal drug trafficking in the area would result in a safer environment for children overall.

## **4.9 Noise**

### **4.9.1 Proposed Action Alternative**

The Proposed Action Alternative would result in temporary increased noise levels during the placement of the barriers. Noise levels created by the equipment (e.g., trucks and

fork lifts) would vary greatly depending on factors such as the type of equipment, the specific model, the operation being performed, and the condition of the equipment. The equivalent sound level (Leq) of the construction activity also depends on the fraction of time that the equipment is operated over the time period of the construction. These noise levels would be temporary, and ambient noise within the project corridor would return upon completion of the placement of the vehicle barriers.

#### **4.9.2 No Action Alternative**

Noise within the project corridor would remain the same under the No Action Alternative.

### **4.10 Aesthetics**

#### **4.10.1 Proposed Action Alternative**

Under the Proposed Action Alternative, degradation to the aesthetic value of the project corridor could potentially occur within the immediate areas near the barriers. It should be noted, however, that the border road in which the barriers are to be placed is adjacent to the international border, which has been heavily degraded due to general public activities, illegal vehicle/foot traffic and the consequent USBP actions required to halt/apprehend these illegal activities. The varied and undulating terrain along the project corridor would preclude sight of the barriers, except in the immediate vicinity and/or from high vantage points. Thus, no significant impacts to aesthetics within the project corridor are expected. Furthermore, the proposed vehicle barriers would provide positive beneficial impacts by reducing illegal traffic and trails as well as abandoned vehicles, in the area north of the project corridor.

#### **4.10.2 No Action Alternative**

Aesthetics in the project corridor would continue to diminish with the implementation of the No Action Alternative. Vegetation within the area would continue to be destroyed, trampled, and subject to fire due to UDA created disturbances. More illegal vehicles would be expected to be abandoned causing further degradation to the desert's scenic qualities. Thus, negative impacts to aesthetics and visual resources in the area would be expected to continue to occur upon selection of the No Action Alternative.

## **4.11 Roadways/Traffic**

### **4.11.1 Proposed Action Alternative**

By implementing the Proposed Action Alternative, roadways and traffic within the project corridor, which are mostly extant degraded border roads, would not be negatively impacted. In fact, the potential for positive impacts to occur exists, as the barriers would provide a deterrent for illegal vehicle traffic that could eventually wind up on public highways.

### **4.11.2 No Action Alternative**

Under the No Action Alternative, the placement of the temporary vehicle barriers would not occur; thus, the existing roadways/traffic within the project corridor would potentially continue to be degraded by illegal vehicle traffic.

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*Section 5.0*  
*Environmental Design Measures*

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## **5.0 ENVIRONMENTAL DESIGN MEASURES**

This chapter describes environmental design measures that would be implemented as part of the Proposed Action Alternative to reduce or eliminate impacts from placement of the vehicle barriers. Due to the limited nature of the proposed action, placement impacts of the barriers are expected to be slight; therefore, environmental design measures are only described for those resources with potential for impacts.

### **5.1 Air Quality**

In order to minimize the amount of project-related dust emissions, water trucks will wet exposed areas and control emissions of fugitive dust caused by hauling activities and vehicular travel on the proposed route's road surfaces. In addition, all equipment shall be maintained and operated in a manner that produces the least amount of emissions and maintains the lowest possible noise levels. Standard noise attenuation equipment, such as mufflers, must be used on all equipment and vehicles and must be maintained in good operating condition, free from leaks and holes.

### **5.2 Protected Species**

By utilizing the existing border roads for the temporary vehicle barriers, no additional roads will be developed, thus reducing potential impacts to protected species. Due to 0.5 miles of the extant project border road being within critical habitat for peninsular bighorn sheep, informal consultation with the USFWS was initiated to facilitate any placement activities (Appendix A). The placement of any barriers within critical habitat would occur from 1 July through 31 December to ensure that no aspect of the proposed action interferes with the sheep's lambing season. In addition, Mr. Patrick Whipple of the USBP, El Centro Station, will be responsible for monitoring all portions of the extant border road located within the Yuha Desert Management Area during vehicle barrier placement activities to ensure no accidental take of flat-tailed horned lizards occurs. Mr. Whipple will also be responsible for ensuring that all installation activities within the critical habitat for the peninsular bighorn sheep would occur outside of their breeding season.

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*Section 6.0*  
*Cumulative Impacts*

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## **6.0 CUMULATIVE IMPACTS**

This section of the EA addresses the cumulative impacts associated with the proposed temporary vehicle barrier project and other projects that are planned in the region. Following a general discussion regarding cumulative effects that would be expected irrespective of the alternative selected, the various resources that would be impacted are addressed within each alternative discussion.

The USBP and other entities are currently conducting and planning several projects in the region. The USBP is currently installing permanent lighting structures along the All American Canal throughout the Calexico area. The project area encompasses approximately 12.25 miles of levee roadway adjacent to the All American Canal. The USBP is also in the process of installing Remote Video Surveillance (RVS) systems within the region as well. This project corridor stretches from the Algodones Dunes area to the Jacumba Mountains. In addition to these activities, the USBP is in the process of planning the construction of a primary pedestrian barrier fence, secondary pedestrian barrier fence, all weather access roads and patrol roads, drag roads, permanent lighting, RVS systems, ancillary structures, bridge structures, remote processing facilities, new highway check points, a new satellite detention facility, and a new Indio Border Patrol Station within the El Centro Sector as well. These actions have been and would continue to be closely coordinated with the USFWS, BLM, Native American Nations, the SHPO, and other appropriate Federal and state agencies to ensure that sensitive resources are avoided to the extent practicable.

Also, according to the Planning Division of the City of Calexico, several new commercial, housing, and industrial developments are in the planning process and are expected to be completed in the future. Specifically, an International Center is in the process of being planned for development near the intersection of Jasper Street and Highway 111 in the City of Calexico. In addition, an annex is being proposed near the All American Canal. This annex is to be located along the eastern edge of the City of Calexico and will be developed as a housing area, commercial area, and an industrial area. This development is expected to permanently impact 640 acres of land (Ayala 2001). A shopping center is also being planned for construction near the junction of Highway 98 and Highway 111 in Calexico. This new center is estimated to impact about 25 acres.

Implementation of these developments would result in additional impacts to noise, wildlife, vegetation, air quality, water resources, and land use.

## **6.1 Proposed Action Alternative**

Implementation of the Proposed Action Alternative would not result in direct impacts to the project corridor since no ground disturbances would occur. Furthermore, placement of the barriers would occur within areas that are already heavily disturbed. Transporting temporary vehicle barriers would result in a slight increase in temporary emissions and particulate matter, but they would be negligible and short-term and would not be expected to add to the cumulative effects. If smugglers choose to shift their illegal entries to other regions in an effort to avoid detection and apprehension, indirect effects to cultural resources, wildlife, habitat, and other resources may occur. The magnitude and location of these effects are unquantifiable since the USBP has no control over the actions occurring on the south side of the border.

The proposed border roads are void of native vegetation; thus the Proposed Action Alternative would not have significant cumulative impacts to either vegetation or wildlife. In fact, indirect beneficial effects to wildlife and vegetation within the project corridor would be expected to occur due to the reduction of illegal vehicle traffic.

As seen previously in Figure 1-2, the number of illegal aliens entering into USBP El Centro Sector dramatically increased after 1997, which coincides with operations in San Diego and Yuma Sectors that provided tightened border controls. Infrastructure such as vehicle barriers, incorporated with other infrastructure such as RVS systems, roads, and lights, have helped reduce the number of illegal entries within several USBP sectors. The reduced number of illegal vehicle entries created by the Proposed Action Alternative is not quantifiable at this time; however, based upon other USBP Sector statistics, vehicle barriers have proven to be effective in stopping illegal vehicle traffic (INS 2002c). The vehicle barriers would allow for USBP to more effectively deter and control the border area and aid significantly in the swift apprehension of illegal entrants and smuggler's. USBP would continue to patrol areas in the project corridor for illegal foot and vehicle traffic, which would reduce indirect effects to sensitive areas, vegetation, and wildlife populations.

Positive long-term effects from implementing the proposed project, would be reduction of illegal vehicle entry, and protection of wildlife and its habitat, water resources, and historic sites that might be located in the area.

## **6.2 No Action Alternative**

The No Action Alternative would result in no additional direct effects to the area's resources. No threatened or endangered species or critical habitat would be affected, nor would there be any adverse effects on cultural resources sites or historic structures that are listed or potentially eligible for listing on the NRHP. Likewise, no additional direct impacts to air quality, water resources, soils, and socioeconomic conditions would occur under this alternative.

Long-term indirect cumulative effects have occurred and would continue to occur due to public and private activities and developments. However, these effects, both beneficial and adverse, are difficult, if not impossible, to quantify. Reductions in habitat have undoubtedly created inter- and intra-species competition for available food and shelter and, eventually, slight reductions in some wildlife populations.

Positive cumulative benefits have resulted from INS activities as well. Additional knowledge regarding threatened or endangered species' locations, distribution, and life requisites has been obtained through surveys and monitoring efforts associated with INS construction projects.

Cultural resources have benefited from INS activities as well. Archaeological surveys from INS projects have increased our knowledge of the prehistory and history of the region. These surveys not only identified sites that would not normally be identified, but also provide informative data about site densities, settlement patterns, and site distribution across the region. Without INS or USBP, information regarding threatened and endangered species and cultural resources would probably not be obtained.

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*Section 7.0*  
*Public Involvement*

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## **7.0 PUBLIC INVOLVEMENT**

### **7.1 Agency Coordination**

This section discusses consultation and coordination that has occurred during preparation of the draft version of this document. This includes contacts that were made during the development of the proposed action and writing of the EA. Formal and informal coordination was conducted with the following agencies:

- U.S. Fish and Wildlife Service (USFWS)
- California State Historic Preservation Office (SHPO)
- California Department of Fish and Game (CDFG)
- U.S. Bureau of Land Management (BLM)
- U.S. Army Corps of Engineers, Los Angeles District (USACE)
- U.S. Environmental Protection Agency (USEPA)
- Native American Nations
- Bureau of Reclamation (BOR)

### **7.2 Public Review**

The Draft EA was made available for public review, and a Notice of Availability (NOA) was published in local newspapers. All comments that were received during the 30-day NEPA mandated comment period were incorporated into this Final EA. All correspondence sent or received during the preparation of this EA is included as Appendix A.

**PROOF OF PUBLICATION  
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA**

**County of Imperial**

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk\* of the printer of the

**IMPERIAL VALLEY PRESS**

a newspaper of general circulation, printed and published daily in the City of El Centro, County of Imperial and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Imperial, State of California, under the date of October 9, 1951, Case Number 26775; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

October 29

all in the year 2002.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

*Vickie Heath*

SIGNATURE

\* Printer, Foreman of the Printer, or Principal Clerk of the Printer

Date 10/29 2002  
at El Centro, California.

This space is for the County Clerk's Filing Stamp:

Proof of Publication of:

**NOTICE OF AVAILABILITY**

**DRAFT ENVIRONMENTAL ASSESSMENT**  
For the Installation of Temporary Vehicle Barriers along the International Border near Calexico, California.

The public is invited to comment on the Draft Environmental Assessment (EA) for the Immigration and Naturalization Service's proposed temporary vehicle barriers near Calexico, CA. The Draft EA will be available at the Calexico Library - 850 Encinas, Calexico, CA 92231, (760) 768-2170. Send written comments to Mr. Charles McGregor, USACE, Fort Worth District, Environmental Resources Branch, P.O. Box 17300, Fort Worth, TX 76102-0300. You can fax comments to (817) 886-8499 or call Mr. McGregor at (817) 886-1708, if you have questions.

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*Section 8.0*  
*List of Preparers*

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## 8.0 LIST OF PREPARERS

The following people were primarily responsible for preparing this Environmental Assessment.

NAME	AGENCY/ORGANIZATION	DISCIPLINE/EXPERTISE	EXPERIENCE	ROLE IN PREPARING EA
Kevin Feeney	Headquarters, INS	Environmental Planning	20 years, EIS/EA for Federal projects	INS Environmental Office Program Manager
Joe Lamphear	INS Western Region	Hazardous Toxic Waste	16 year EA review and 4 years NEPA and related studies	EA review
Charles McGregor	USACE Fort Worth District	Chemistry	5 years technical review of NEPA documents	EA Contract manager and review
Patience Patterson	USACE Fort Worth District	Archeology	29 years in archaeology and cultural resource management	Cultural Resources Manager
Chris Ingram	Gulf South Research Corporation	Biology/Ecology	24 years NEPA and related studies	Field surveys and EA review
Suna Knaus	Gulf South Research Corporation	Forestry and Wildlife	14 years NEPA and related studies	EA review
Josh McEnany	Gulf South Research Corporation	Forestry and Wildlife	1 year NEPA and related studies	Project Manager, field surveys and EA preparation
Brady Turk	Gulf South Research Corporation	Wildlife and Biology	7 years NEPA and related studies	Field surveys and EA review
John Lindemuth	Gulf South Research Corporation	Anthropology/Project Archaeologist	8 years archaeological studies	Cultural resources and socioeconomic review
Sharon Newman	Gulf South Research Corporation	GIS/Graphics	7 years GIS analysis	Graphics and GIS

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*Section 9.0*  
*References*

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[http://cfpub.epa.gov/surf/huc.cfm?huc\\_code=18100200](http://cfpub.epa.gov/surf/huc.cfm?huc_code=18100200).

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*Appendix A*  
*Correspondence*

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**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

June 3, 2002

Planning, Environmental, and Regulatory Division

**SUBJECT: Environmental Assessment for the Proposed Installation of Temporary Vehicle Barrier Fencing Along the U.S./ Mexico International Border Near Calexico, California**

California Department of Fish and Game  
ATTN: Mr. Jeff Drongesen  
4775 Bird Farm Road  
Chino Hills, CA 91709

Dear Mr. Drongesen:

The U.S. Army Corps of Engineers (USACE) Fort Worth District, is acting on behalf of the Immigration and Naturalization Service (INS) in preparing an Environmental Assessment (EA) addressing the proposed placement of temporary vehicle barriers within the U.S. Border Patrol's El Centro Sector Area of Operations (AO).

This project consists of installing and maintaining temporary vehicle barriers along a 23-mile corridor of the international border on either side of the Calexico Port of Entry, Imperial County, California. The barriers are designed to reduce the number of vehicle drive-throughs and to enhance border enforcement activities within the El Centro Sector. These barriers will be aligned within an existing border road right of way, unless naturally occurring barriers are present, which would eliminate the need for the installation of the barriers. No ground disturbing activities (e.g., grading, trenching, or drilling) would be required during the installation of these barriers. Attachment A is a portion of the El Centro and El Cajon 7.5-minute U.S.G.S. quadrangle identifying the proposed project area.

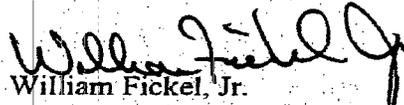
We are currently in the process of gathering the most current information available regarding state listed species potentially occurring within the El Centro area. A current list of State threatened or endangered species that potentially occur in Imperial County is included as Attachment B. Please review this list for accuracy and completeness. The USACE Fort Worth District respectfully requests that your agency provide a list and/or description of the sensitive resources (e.g., protected species, state management areas, unique plant communities, etc.) that you believe may be affected by the proposed maintenance activities in the project area.

We intend to provide your agency with a copy of the Draft EA once they are completed. Please inform us if additional copies are needed and/or if someone else within your agency other than you should receive the Draft EA.

-2-

Your prompt attention to this request would be greatly appreciated. If you have any questions, please call Mr. Charles McGregor of my staff at (817) 886-1708.

Sincerely,



William Fickel, Jr.  
Chief, Planning, Environmental and  
Regulatory Division

Attachments



**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

June 3, 2002

Planning, Environmental, and Regulatory Division

SUBJECT: Environmental Assessment for the Proposed Installation of Temporary Vehicle Barrier Fencing Along the U.S./ Mexico International Border Near Calexico, California

U.S. Fish and Wildlife Service  
ATTN: Jim Bartel  
2730 Loker Avenue West  
Carlsbad, California 94244

Dear Mr. Bartel,

The U.S. Army Corps of Engineers (USACE) Fort Worth District, is acting on behalf of the Immigration and Naturalization Service (INS) in preparing an Environmental Assessment (EA) addressing the proposed placement of temporary vehicle barriers within the U.S. Border Patrol's El Centro Sector Area of Operations (AO).

This project consists of installing and maintaining temporary vehicle barriers along a 23-mile corridor of the international border on either side of the Calexico Port of Entry, Imperial County, California. The barriers are designed to reduce the number of vehicle drive-throughs and to enhance border enforcement activities within the El Centro Sector. These barriers will be aligned within an existing border road right of way, unless naturally occurring barriers are present, which would eliminate the need for the installation of the barriers. No ground disturbing activities (e.g., grading, trenching, or drilling) would be required during the installation of these barriers. Attachment A is a portion of the El Centro and El Cajon 7.5-minute U.S.G.S. quadrangle identifying the proposed project area.

We are currently in the process of gathering the most current information available regarding federally state listed species potentially occurring within the El Centro area. The USACE Fort Worth District respectfully requests that your agency provide a list and/or description of the sensitive resources (e.g., protected species, state management areas, unique plant communities, etc.) that you believe may be affected by the proposed maintenance activities in the project area.

We intend to provide your agency with a copy of the Draft EA once they are completed. Please inform us if additional copies are needed and/or if someone else within your agency other than you should receive the Draft EA.

-2-

Your prompt attention to this request would be greatly appreciated. If you have any questions, please call Mr. Charles McGregor of my staff at (817) 886-1708.

Sincerely,



William Fickel, Jr.  
Chief, Planning, Environmental and  
Regulatory Division

Attachments



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Dr. Knox Mellon  
California State Historic Preservation Officer  
Office of Historic Preservation  
1416 9<sup>TH</sup> Street, Room 1442-7  
Sacramento, CA 95814

Dear Dr. Mellon,

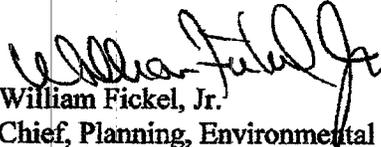
In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer, heavy-duty truck, and a forklift. The footprint of the proposed action would not exceed that of the existing border road. The barriers would begin at the western most edge of the All American Canal and continue westward along the border to the base of the Jacumba Mountains.

Based on the project procedures, which will require no ground disturbing activities associated with the preferred alternative, the Fort Worth District, acting on behalf of INS, has determined, in accordance with 36 CFR Part 800.3(a)(1), there is no potential to cause effects. We ask for your concurrence with our determination.

If you require additional information or have any questions, please contact Ms. Patience Patterson at (817) 886-1723. Thank you for your assistance with this project.

Sincerely,

  
William Fickel, Jr.  
Chief, Planning, Environmental  
and Regulatory Division

Enclosures



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 17300, 819 TAYLOR STREET  
FORT WORTH, TEXAS 76102-0300

September 6, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Section 106 Compliance and Environmental Assessment (EA) for the Immigration and Naturalization Service (INS) and U.S. Border Patrol for Proposed Tecate Truck Trail-Road Maintenance and Improvements and Puebla Tree Road Maintenance and Improvements  
COE020508A**

Dr. Knox Mellon  
California State Historic Preservation Officer  
ATTN: Brian Wickstrom, Staff Archaeologist  
Office of Historic Preservation  
1416 9<sup>TH</sup> Street, Room 1442-7  
Sacramento, CA 95814

Dear Dr. Mellon,

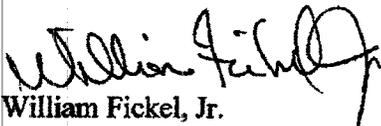
In our letter to you, dated July 9<sup>th</sup>, regarding the proposed project mentioned above, we noted that you would receive a draft copy of the cultural resources survey report for your review and comment, along with a draft copy of the EA. Also, in accordance with 36 CFR Part 800.4(d)(1) we contacted the appropriate Native American tribes to afford them an opportunity to comment on this undertaking as well. They have been sent a copy of the draft EA for their review and comment.

Enclosed please find a copy of the draft survey report and the draft EA, for your review and comment. Also, enclosed are copies of the archaeological sites forms that have been submitted to the South Coastal Information Center, California State University, San Diego. Official trinomial site numbers have not yet been assigned, until that time the final report will stay at the draft stage. Once we receive your comments on the survey report and the official site numbers you will receive a copy of the final report.

Given the information in the report that the three resources recorded during the study are recommended as not eligible for the National Register of Historic Places (NRHP), the Fort Worth District, acting on behalf of the INS, has made the determination in accordance with 36 CFR Part 800.4(d)(1) "No historic properties affected". If we have not heard from you within 30 days of your receipt of this letter, we will assume your concurrence with our determination.

Should you require further information, please contact Ms. Patience Patterson of the Fort Worth District at (817) 886-1723.

Sincerely,

  
William Fickel, Jr.  
Chief, Planning, Environmental  
and Regulatory Division

Enclosures



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California

Honorable Kenny Meza, Chairman  
Jamul Indian Village  
P.O. Box 612  
Jamul, CA 91935

Dear Chairman Meza:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,

heavy-duty truck, and a forklift. The footprint of the proposed action would not exceed that of the existing border road. The barriers would begin at the western most edge of the All American Canal and continue westward along the border to the base of the Jacumba Mountains.

Based on the project procedures, which will require no ground disturbing activities associated with the preferred alternative, the Fort Worth District, acting on behalf of INS, has determined, in accordance with 36 CFR Part 800.3(a)(1), there is no potential to cause effects. We ask for your concurrence with our determination.

If you require additional information or have any questions, please contact Ms. Patience Patterson at (817) 886-1723. Thank you for your assistance with this project.

Sincerely,



*for* William Fickel, Jr.  
Chief, Planning, Environmental  
and Regulatory Division

Enclosures



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Clifford M. LaChappa, Chairman  
Barona Band of Mission Indians  
1095 Barona Road  
Lakeside, CA 92040

Dear Chairman LaChappa:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California

Honorable Ralph Goff, Chairman  
Campo Band of Mission Indians  
36190 Church Road, Suite 1  
Campo, CA 91906

Dear Chairman Goff:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



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**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Harlan Pinto, Chairman  
Ewiiapaayp Band of Mission Indians  
4954 Willow Road  
Alpine, CA 91903

Dear Chairman Pinto:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Rebecca Maxcy, Chairwoman  
Inaja-Cosmit Reservation  
1040 East Valley Parkway, Unit A  
Escondido, CA 92025

Dear Chairwoman Maxcy:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California

Honorable Gwendolyn Parada, Chairperson  
La Posta Band of Mission Indians  
8 ½ Crestwood Road  
Boulevard, California 91905

Dear Chairperson Parada:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Leroy Elliott, Chairman  
Manzanita Band of Mission Indians  
6 Old Mine Road  
Boulevard, CA 91905

Dear Chairman Elliott:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Georgia Tucker-Kimble, Chairwoman  
Sycuan Band of Mission Indians  
5459 Dehesa Road  
El Cajon, CA 92019

Dear Chairwoman Tucker-Kimble:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



**DEPARTMENT OF THE ARMY**  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Steve TeSam, Chairman  
Viejas Band of Kumeyaay Indians  
1 Viejas Grade Road  
Alpine, CA 91901

Dear Chairman TeSam:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,



DEPARTMENT OF THE ARMY  
FORT WORTH DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 17300  
FORT WORTH, TEXAS 76102-0300

REPLY TO  
ATTENTION OF:

September 5, 2002

Planning, Environmental and Regulatory Division

**SUBJECT: Immigration Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California**

Honorable Mike Jackson, Sr., President  
Quechan Tribe  
350 Picacho Rd.  
Winterhaven, CA 92283

Dear President Jackson:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.3, the Fort Worth District of the US Army Corps of Engineers, acting on behalf of the Immigration and Naturalization Service (INS) and the U.S. Border Patrol (USBP), wishes to notify you of the proposed project mentioned above. Also, the Fort Worth District is preparing a Draft Environmental Assessment (EA) for the proposed temporary vehicle barriers near Calexico, California.

In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area. We welcome your comments on this undertaking and look forward to hearing from you.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. The project area encompasses a 14.5-mile corridor through the Yuha Desert Basin and into the Jacumba Wilderness Area (see enclosed map). These barriers would be placed on the southern toe of an existing border roadway, unless natural barriers exist, providing significant deterrence and protection from illegal vehicle traffic. Further more, the USBP would align these barriers within the roadway on an as needed basis based upon USBP intelligence. No new roads would be constructed through the implementation of the proposed action. Design features include railroad rail approximately four feet high and 32 feet long with each barrier being connected by chain to prevent moving of the barriers by illegal aliens (see attached photo and drawing). Construction of the barriers would take place at both the USBP Calexico Station maintenance yard and at Centinela California State Prison. Installation of the barriers would require the use of a flat bed trailer,

heavy-duty truck, and a forklift. The footprint of the proposed action would not exceed that of the existing border road. The barriers would begin at the western most edge of the All American Canal and continue westward along the border to the base of the Jacumba Mountains.

Based on the project procedures, which will require no ground disturbing activities associated with the preferred alternative, the Fort Worth District, acting on behalf of INS, has determined, in accordance with 36 CFR Part 800.3(a)(1), there is no potential to cause effects. We ask for your concurrence with our determination.

If you require additional information or have any questions, please contact Ms. Patience Patterson at (817) 886-1723. Thank you for your assistance with this project.

Sincerely,

  
William Fickel, Jr.  
Chief, Planning, Environmental  
and Regulatory Division

Enclosures

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



September 20, 2002

In reply refer to:  
COE020909A

Mr. William Fickel, Jr.  
Chief, Planning, Environmental and Regulatory Division  
U.S. Army Corps of Engineers  
Fort Worth District  
P.O. Box 17300  
Fort Worth, Texas 76102-0300  
Attn: Ms. Patience Patterson

RE: Section 106 Compliance for the Immigration and Naturalization Service (INS) /U.S. Border Patrol (USBP), Temporary Vehicle Barriers near Calexico, California

Dear Mr. Fickel:

You have requested my comments on the Corps of Engineers (COE) undertaking cited above. Your request for my comments was made pursuant to applicable regulations implementing Section 106 of the National Historic Preservation Act. Thank you for initiating consultation with me.

The USBP proposes to install and maintain temporary vehicle barriers near Calexico, California along the U.S./Mexico border. I understand the Area of Potential Effects (APE) to be the footprint of the existing border road.

Based on all the information provided, I agree that the undertaking's APE has been adequately delineated; no historic properties were identified within the APE and historic property identification efforts are satisfactory. I concur with your finding of "no historic properties affected" regarding this undertaking.

If you have any questions or comments, please contact Jennifer Darcangelo, Staff Archaeologist, at (916) 654-4614 or at [jdarc@ohp.parks.ca.gov](mailto:jdarc@ohp.parks.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Knox Mellon".

Dr. Knox Mellon  
State Historic Preservation Officer

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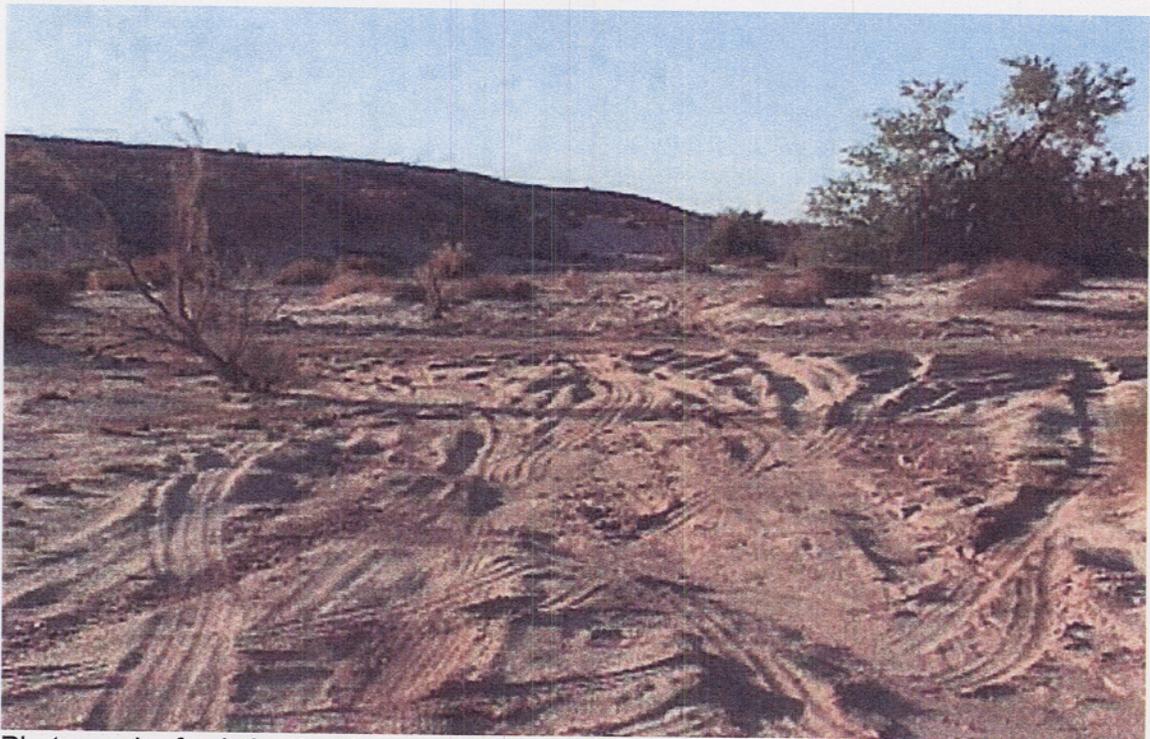
*Appendix B*  
*Photographs*

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Photograph of existing border road with intersecting trails facing south.



Photograph of existing border road with intersecting trails facing south.