Draft

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
AIRPORT MESA ROAD
SAN DIEGO COUNTY, CALIFORNIA

U.S. Department of Homeland Security
U.S. Customs and Border Protection
Office of Border Patrol
Washington, D.C.

June 2007

DRAFT

FINDING OF NO SIGNIFICANT IMPACT

AIRPORT MESA ROAD, SAN DIEGO COUNTY, CALIFORNIA

PROJECT HISTORY: United States (U.S.) Customs and Border Protection (CBP), Office of Border Patrol (OBP) has the responsibility to control illegal immigration and smuggling between the land points-of-entry (POE). The Immigration and Naturalization Service (INS) released a Finding of No Significant Impact (FONSI) and Final Environmental Assessment (EA) in March 2003 for various road improvements and construction projects, including the access road for Airport Mesa. A Supplemental Environmental Assessment (SEA) and FONSI were completed in November 2003 that relocated the road to produce a smaller footprint. Subsequently, it was determined that the private property needed to construct the access road on the western slope of Airport Mesa could not be acquired, and it was decided to construct the road on the east side of the mesa entirely on Bureau of Land Management (BLM) property. This SEA was developed to address the change of location of the access road, which required modification of the previous EA and SEA.

PURPOSE AND NEED: The CBP has identified a need to construct scope pads and an access road on top of Airport Mesa, near Jacumba, California, in order to provide enhanced surveillance of the border area at that location. The proposed action would aid OBP in gaining and maintaining control of the U.S.-Mexico border. The creation of a new vantage point would benefit OBP's mission of controlling illegal entries. Each of the following project components would aid OBP in fulfilling their mission:

- The night vision scope pads would allow OBP to quickly and effectively detect and apprehend illegal aliens (IAs) and smugglers. These capabilities provide the necessary and more effective surveillance to a larger area, improve response time, and enhance the safety of OBP agents.
- The access road would provide all-weather access to the top of Airport Mesa and the night vision scope pads.

PROPOSED ACTION: The Proposed Action would allow CBP to construct a 0.67-mile long access road along the eastern slope and on the top of Airport Mesa, and to construct two night vision scope pads on the top of the mesa.

ALTERNATIVES: Alternatives carried forward for analysis in the SEA include the No Action Alternative and the Proposed Action described above. The No Action Alternative would include the implementation of the Proposed Action as described in the SEA and FONSI completed in 2003. The No Action Alternative would require that eminent domain be used to acquire land for the access road on the western slope of the mesa, and that process would result in a long delay in implementing construction of the road.

ENVIRONMENTAL CONSEQUENCES: No significant adverse effects to the natural or human environment are expected upon implementation of the Proposed Action. Ground disturbance would be required, but would not affect land use, aesthetics, threatened and endangered species and critical habitat, air quality, socioeconomics, and cultural resources. Since the proposed action would involve ground disturbance, some minor effects are expected on vegetation, wildlife habitat, and soils. However, the total project is expected to disturb a maximum of 4.63 acres, as opposed to a disturbance of 5.1 acres for the No Action Alternative.

DRAFT
FINDING OF NO SIGNIFICANT IMPACT
AIRPORT MESA ROAD, SAN DIEGO COUNTY, CALIFORNIA

ENVIRONMENTAL DESIGN MEASURES: Environmental design measures will be implemented in order to minimize potential impacts, including:

1. Use of standard construction procedures to minimize the potential for erosion and sedimentation and control fugitive dust during construction by the implementation of Best Management Practices.

2. Proper routine maintenance of all construction vehicles and equipment will be implemented to ensure efficient operation.

3. To minimize potential impacts from hazardous and regulated materials, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment system that consists of an impervious floor and bermed sidewalls capable of holding 1.5 times the volume of the largest container stored therein.

4. Disturbed sites will be utilized to the maximum extent practicable for construction and operation support activities. Additionally, efforts to minimize loss of vegetation will include flagging of the construction area and supervision to prevent construction vehicles from disturbing adjacent natural ground.

5. In the event any new cultural resources are discovered during construction, all work will stop in the affected area until a qualified archaeologist can assess the resources and a mitigation plan can be developed.

6. Up to 450 feet of cattle fencing would be installed along the top of the mesa to prevent Mexican cattle from grazing on the U.S. side of the border.

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

_____ _____
Donald G. McDermott Date
Patrol Agent In Charge
Boulevard Border Patrol Station

_____ _____
Eugene H. Schied Date
Assistant Commissioner
Office of Finance
U.S. Customs and Border Protection

DRAFT

Supplemental Environmental Assessment

Airport Mesa Road
San Diego County, California

June 2007

Lead Agency:

U.S. Department of Homeland Security
U.S. Customs and Border Protection
Office of Finance, Asset Management
1300 Pennsylvania Ave. NW
Washington, D.C. 20229

Point of Contact:

Mr. George Hutchinson
Customs and Border Protection, Headquarters
1300 Pennsylvania Avenue, NW, Room 3.4-D
Washington, D.C. 20229

TABLE OF CONTENTS

List of Figures

List of Tables

List of Photographs

Appendices

SECTION 1.0
INTRODUCTION

1.0 INTRODUCTION

This Supplemental Environmental Assessment (SEA) was prepared for United States (U.S.) Department of Homeland Security (DHS) Customs and Border Protection (CBP) to determine the effects of the construction of a road on the eastern slope of Airport Mesa, east of Jacumba in San Diego County, California. The road is needed in order to provide access for Office of Border Patrol (OBP) personnel to the top of Airport Mesa, a high vantage point in the area which would allow improved visual surveillance along the U.S.-Mexico border, including at night through the use of night vision scopes. Improved visual surveillance is necessary to improve efficiency of apprehension and deterrence of illegal drug smuggling activities and illegal alien (IA) migration across the border.

This SEA will supplement the EA for Various Infrastructure Improvements from Tecate to the Imperial County Line, San Diego County, California, which was finalized in March 2003 (INS 2003), and the 2003 SEA for the same project, finalized in November 2003 (DHS 2003), which slightly changed the location of the Airport Mesa access road. The 2003 EA and SEA addressed the construction of the access road along the western slope of Airport Mesa; however, due to the inability to acquire the land necessary to construct the road from the private landowner, the OBP would construct the road on the eastern slope, entirely within Bureau of Land Management (BLM) land. All other components identified and addressed in the 2003 EA and SEA would remain unchanged.

1.1 PURPOSE AND NEED

The purpose and need for the access road and scope pads on Airport Mesa were described in the previous EA (INS 2003), and that description is incorporated herein by reference. This SEA is required due to the relocation of the road to BLM lands as a result of the inability to acquire a road right-of-way (ROW) from private landowners on the western slope of Airport Mesa.

1.2 LOCATION OF PROPOSED ACTION

The Proposed Action would take place on the eastern slope and the top of Airport Mesa, located in eastern San Diego County, approximately 2.3 miles east of Jacumba, California (Figure 1-1).

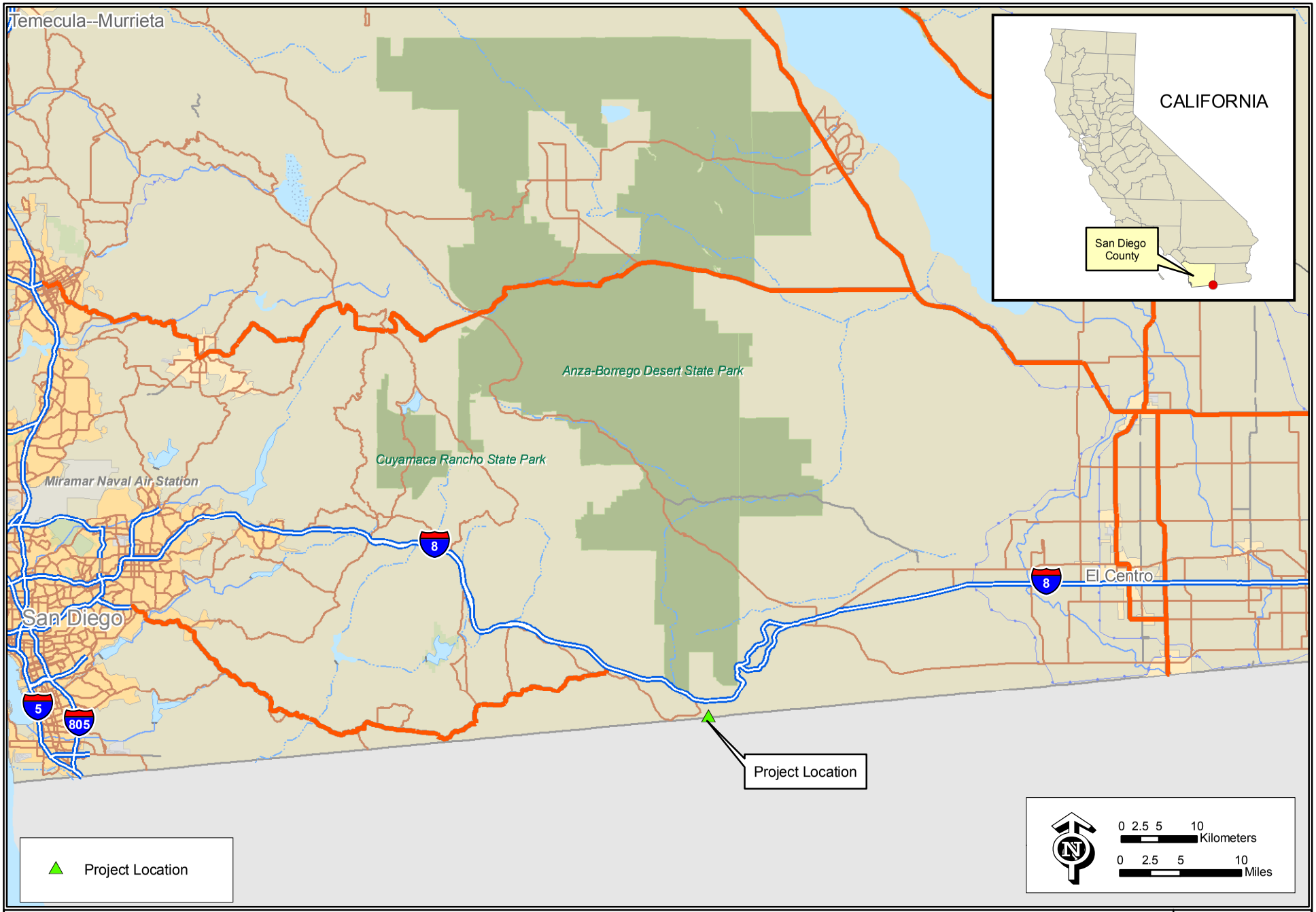


Figure 1-1: Airport Mesa Vicinity Map

GSRC

March 2007

Airport Mesa rises approximately 320 feet above the surrounding area (Photograph 1-1), and the top of the mesa extends across the border into Mexico.

Photograph 1-1. South view of road alignment for the Proposed Action

1.3 SCOPE OF ENVIRONMENTAL REVIEW

This SEA updates the "Environmental Assessment for Various Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California" which was finalized in March 2003 (INS 2003), and the "Supplemental Environmental Assessment for Various Infrastructure and Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California", which was finalized in November 2003 (DHS 2003). Environmental regulations applicable to those documents are also applicable to this SEA, and are incorporated herein by reference.

1.4 FEDERAL, STATE AND LOCAL PERMITS, LICENSES AND FEES

Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) would be developed for the entire project area, and an appropriate storm water construction permit would be acquired from the responsible state or local agency.

There are no jurisdictional Waters of the U.S. within the project footprint; therefore, no Section 404 permit would be required from the U.S. Army Corps of Engineers (USACE), and no Section 401 Water Quality Certification would be required from the Regional Water Quality Board.

1.5 REGULATORY AUTHORITY

The primary and secondary sources of authority granted to OBP agents were listed and discussed in the 2003 EA and SEA, and are incorporated herein by reference. They include the Immigration and Nationality Act (INA), the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) and subsequently the Homeland Security Act, as well as numerous statutory provisions found in other sections of the U.S. Code related to the enforcement of immigration and nationality laws.

1.6 RELATED ENVIRONMENTAL DOCUMENTS

The "Environmental Assessment for Various Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California" was finalized in March 2003 (INS 2003). The 2003 INS EA addressed potential effects of the placement of up to 50 portable lights, as needed, within 60 feet of the U.S.-Mexico border from the Pacific Crest Trail (PCT) to the Imperial County line; the construction of three night vision scope pads and access roads; the installation or repair of four drainage structures; the installation of an approximately 300-foot long bollard fence section near Jacumba; blasting activities; and the installation of two water wells and holding tanks by the OBP.

The "Supplemental Environmental Assessment for Various Infrastructure and Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California" was finalized in November 2003 (DHS 2003). The 2003 DHS EA addressed the potential effects of the redesign of the Airport Mesa road and night vision scope pads to reduce the footprint on the western slope of the mesa, as well as changes in design and location of other road improvements and bypass road construction, pedestrian fences and vehicle barriers.

SECTION 2.0
DESCRIPTION OF ALTERNATIVES

2.0 DESCRIPTION OF ALTERNATIVES

2.1 PROPOSED ACTION

The old alignment for the Airport Mesa access road, as discussed in the previously mentioned SEA (DHS 2003), totaled approximately 1.23 miles of road construction with a total footprint of 5.1 acres. However, the alignment that would replace the old alignment (which was never constructed) would require new road construction for approximately 0.67 miles, and is proposed along the east slope to the top of Airport Mesa, 2.3 miles east of Jacumba, California. This roadwork is planned so that OBP agents can access the top of the mesa to reach two proposed night vision scope pads. The finished road surface would be approximately 24-feet wide with a 2- to 5-foot ditch/safety berm on either side of the proposed road. Cut and fill activities would be required for these activities; consequently, the permanent impact area would be approximately 50-feet wide and would total 4.63 acres. Due to the slope on Airport Mesa, two nuisance drainage culverts (*i.e*., one pipe) at two locations would be required under the road and would remain within the proposed road's footprint. These culverts would be installed to drain the road surface and to handle small concentrations of storm water. The original and revised alignments for the Airport Mesa Road are presented in Figure 2-1.

The two proposed night vision scope pads would be at the end of the Airport Mesa Road, and would consist of a 20-foot by 20-foot permanent clearing, the minimal area to turn an OBP vehicle around, with an additional 20-foot by 20-foot temporary impact zone required during construction. Each site would be mechanically and hand cleared of rock, vegetation, and debris to make room for a vehicle. The total area permanently impacted by each scope site would be 400 square feet (ft^2). These scope pads would be located within the 60-foot Roosevelt Easement (Figure 2-2) at opposite ends of a 450 foot long road.

2.2 NO ACTION ALTERNATIVE

The No Action Alternative for this SEA is the Proposed Action described in the previous SEA (DHS 2003). That alternative would construct an access road along the western slope of Airport Mesa on private lands, with impacts to 5.1 acres.

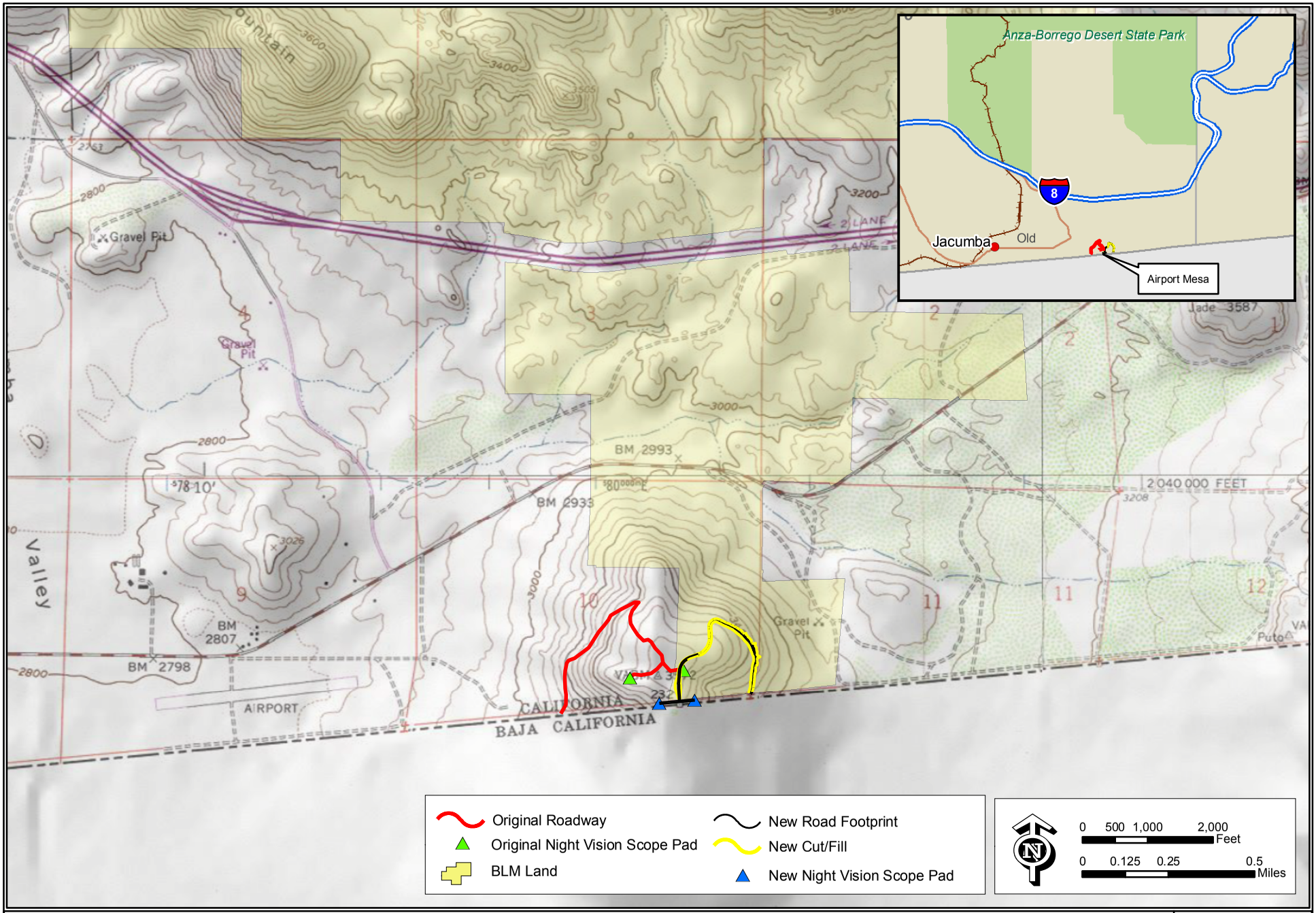


Figure 2-1: Airport Mesa Project Area

GSRC

March 2007

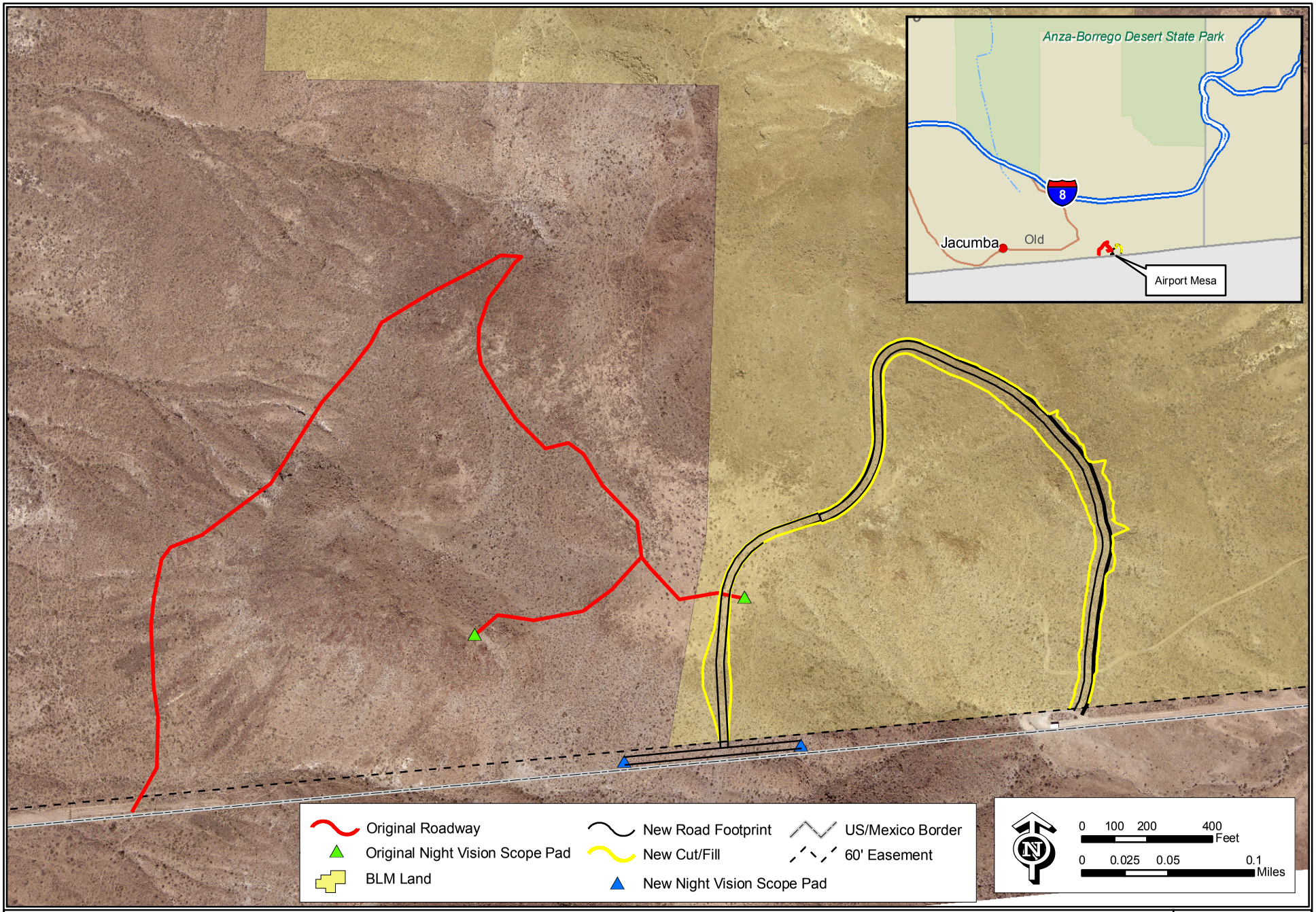


Figure 2-2: Airport Mesa Project Area

GSRC

March 2007

2.3 SUMMARY

No additional alternatives were evaluated in this SEA, since no other alternatives would meet the purpose and need for the Proposed Action. Table 2-1 is a summary of the potential effects of the Proposed Action and No Action Alternatives on the human and natural environment of the project area.

Table 2-1. Summary of Effects for the Proposed Action and No Action Alternatives

Impacted Resource	Proposed Action Alternative	No Action Alternative
Air Quality	Area is rural, effects would be temporary and negligible	Same as Proposed Action
Geology and Soils	No critical geology or soil resources, effects would be temporary and negligible	Same as Proposed Action
Water Resources	No surface waters impacted, no increase in water resources demand	Same as Proposed Action
Native Vegetation	Minimal impacts to common species abundant in the area (4.63 acres)	Greater impact to vegetation than the Proposed Action (5.1 acres)
Common Wildlife Species	Minimal impacts to common species abundant in the area	Same as Proposed Action
Threatened/Endangered Species	No adverse effects, no threatened or endangered species present	Same as proposed Action
Cultural Resources	No cultural resources present, no impacts	Same as Proposed Action
Aesthetics	Effects would be negligible due to remote site locations	Same as Proposed Action
Human Health and Safety	No impacts to human health and safety, area is rural	Same as Proposed Action
Land Use	No change in land use, no adverse effects	Same as Proposed Action
Cumulative Effects	Minor cumulative effects due to construction of all OBP projects	Same as Proposed Action

SECTION 3.0
EXISTING ENVIRONMENT

3.0 EXISTING ENVIRONMENT

3.1 LAND USE

The land use in the vicinity of the Airport Mesa project site is characterized as undeveloped range land used for grazing. The town of Jacumba, California is the nearest developed urban area, located on the west side of the mesa approximately 2.3 miles from the project area.

3.2 AESTHETICS

Aesthetics of the Airport Mesa area were discussed in the 2003 EA (INS 2003), and are incorporated herein by reference; the eastern slope of the mesa does not vary significantly from the western slope location discussed in that EA. The general visual landscape described was rural, undeveloped desert topography. There are no unique features in the project area different from the visual landscapes discussed in the 2003 EA.

3.3 PHYSIOGRAPHY, GEOLOGY AND SOILS

The physiography of the project site consists of steeply sloping hillsides with a highly erodible rocky surface. The top of Airport Mesa rises approximately 320 feet above the base of the mesa at the start point of the project, and the slope to the east continues past that point. The average slope of the topography in the project area is 65 percent.

The geology of the project area at Airport Mesa was discussed in the 2003 EA (INS, 2003), and that discussion is incorporated herein by reference. The east slope of Airport Mesa consists of weathered granitic igneous rocks and the soils and talus developed from that weathering. Numerous larger boulders and rocks of the original granite are still present, protruding from the talus. There are no unique or valuable geologic resources located in the area of the project footprint.

The soil in the Airport Mesa project area (from INS 2003) is Stony land with abundant rocks and boulders and little vegetation. No prime farmland soils are present in the project area.

3.4 WATER RESOURCES

There are no Waters of the U.S. in the project corridor, and the elevation of the Airport Mesa above the adjacent valley floor would preclude the presence of any subsurface groundwater resources on the top or the slopes of the mesa.

3.5 NATIVE VEGETATION

Native vegetation on the slopes and top of Airport Mesa consists of a sparse desert scrub flora, including creosotebush (*Larrea tridentata*), staghorn cholla (*Opuntia echinocarpa*), beavertail cactus (*Opuntia basilaris*.), yucca (*Yucca* sp.), jojob (*Simmondsia chinensis*), Mormon tea (*Ephedra* sp.), one-seed juniper (*Juniperus monosperma*), California buckwheat (*Eriogonum fasiculatum*) and mulefat (*Baccharis salicifolia*). Vegetation density on the top of the mesa is more sparse than on the slopes due to grazing by cattle that cross over from Mexico.

3.6 WILDLIFE

Very few wildlife species were observed during site visits to the project area. Animals observed during a site visit on February 8, 2007 included: desert cottontail (*Sylvilagus audubonii*), house finch (*Carpodacus mexicanus*), raven (*Corvus* sp.), red-tailed hawk (*Buteo jamaicensis*), and golden eagle (*Aquila chrysaetos*). In addition, deer and rodent scat were observed.

3.7 THREATENED AND ENDANGERED SPECIES

Threatened and endangered species occurring in San Diego County were described in the 2003 EA (INS 2003), and the list from that report is incorporated herein by reference. Furthermore, correspondence from the U.S. Fish and Wildlife Service dated April 27, 2007 (Appendix C) confirmed that the Quino checkerspot butterfly (*Euphydryas editha quino*) is the only Federally listed species known to occur in the vicinity of the project area. There are no Federal or state listed species of concern within the project area.

The California Natural Diversity Database (CNDDB) maintains the status and location of all rare species in California. While there are no protected species within the project area, Figure 3-1 shows all CNDDB occurrences nearby. The slender-leaved ipomopsis (*Ipomopsis tenuifolia*),

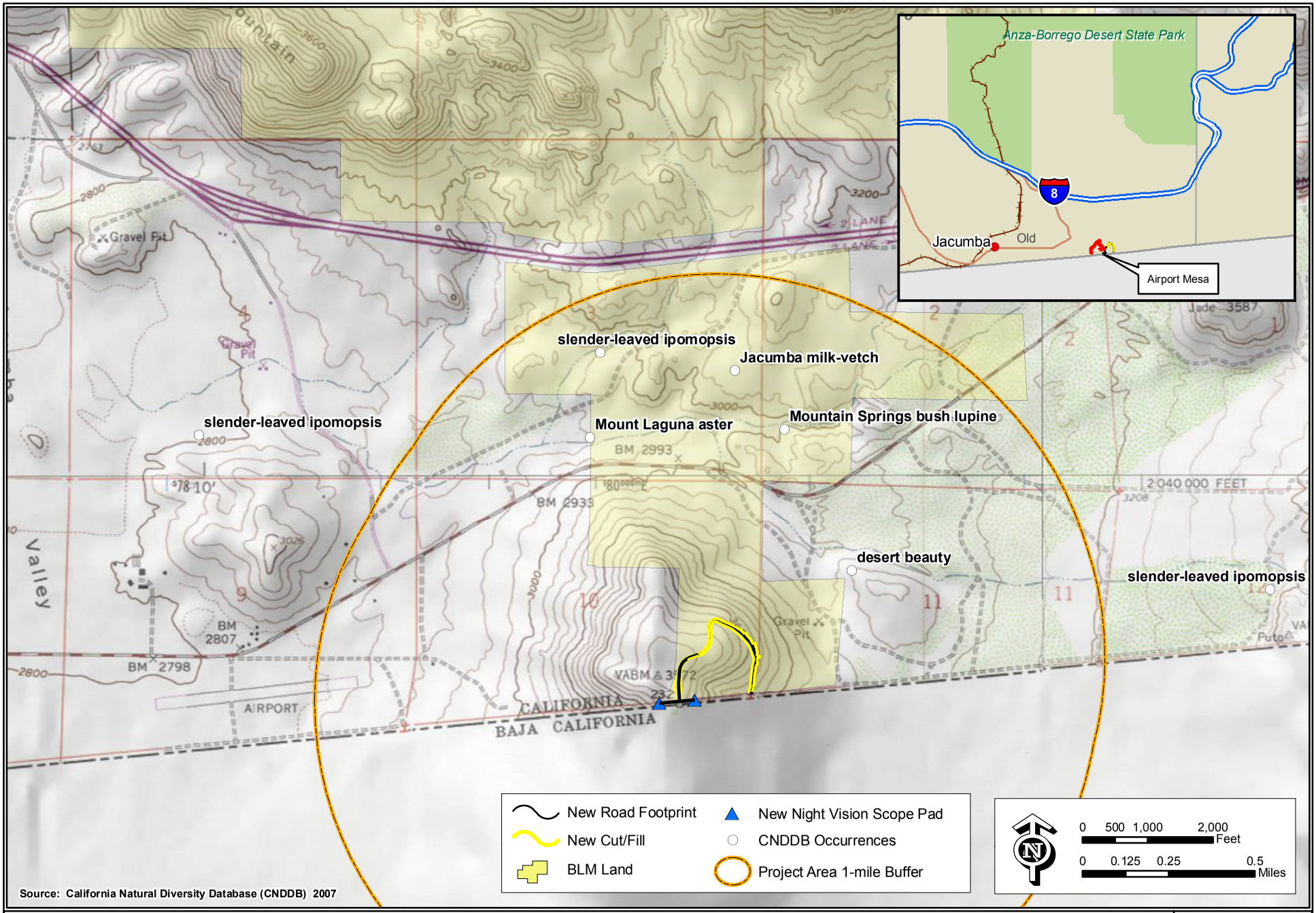


Figure 3-1: CNDDB Occurrences within 1-mile of the Project Area

GSRC

March 2007

Jacumba milk-vetch (*Astragalus douglasii* var. *perstrictus*), Mount Laguna aster (*Dieteria asteroids* var. *lagunensis*), Mountain Springs bush lupine (*Lupinus excubitus* var. *medius*), and the desert beauty (*Linanthus bellus*) are all state species of concern that have been reported within 1 mile of the project area.

Within the project area, the Federally endangered Quino checkerspot butterfly may occur, and the project area contains marginal suitable habitat for the Quino checkerspot butterfly. A survey for the Quino checkerspot butterfly was conducted during the flight season from March 26 to May 5, 2007. A copy of the survey report is included in Appendix A. No Quino checkerspot butterflies or suitable host plants were observed within or near the proposed project footprint during field surveys conducted in 2007.

3.8 AIR QUALITY

Air quality for the project area near Jacumba, California was described in the 2003 SEA (DHS 2003), which is incorporated herein by reference. San Diego County is classified as a moderate non-attainment area for Carbon Monoxide (CO) and the 8-hour ozone (O_3) National Ambient Air Quality Standards (NAAQS) (EPA 2006). Air emissions from internal combustion engines produce volatile organic compounds (VOCs) and nitrogen oxides (NOx) which are precursor molecules that react with oxygen in the atmosphere to create ozone. CO in San Diego County is a combustion by-product produced by cars, trucks, and industrial operations utilizing petroleum for energy needs.

If an air-shed is in non-attainment for one or more pollutants, the USEPA requires the state to develop a State Implementation Plan (SIP) that sets forth how the CAA provisions would be implemented within that state to obtain the NAAQS. The SIP is the primary means for the implementation, maintenance, and enforcement of the measures needed to attain and maintain compliance with the NAAQS within each state. To provide consistency in different state programs and ensure that a state program complies with the requirements of the CAA and USEPA, approval of the SIP must be made by the USEPA. The purpose of the SIP is twofold. First, it must provide a strategy that would result in the attainment and maintenance of the NAAQS. Second, it must demonstrate that progress is being made in attaining the standards in each non-attainment area.

The General Conformity Rule applies to areas that have been designated as a non-attainment zone for an air pollutant, such as O_3 and CO in San Diego County. Regulations set forth in 40 CFR 51 Subpart W-Determining Conformity of the General Federal Action to State or Federal Implementation Plans determine if additional permits are needed. According to 40 CFR 51.853(b), Federal actions require a Conformity Determination for each pollutant where the total of direct and indirect emissions in a non-attainment or maintenance area caused by a Federal action would equal or exceed any of the rates in paragraphs 40 CFR 51.853(b)(1) or (2). If emissions from a Federal action do not exceed *de minimis* thresholds, and if the Federal action is not considered a regionally significant action, it is exempt from further conformity analysis.

3.9 NOISE

Noise issues were discussed in the 2003 EA (INS 2003), and are incorporated herein by reference. Due to the remote location of the project site, the type of construction proposed, and the lack of noise receptors in the area, a noise impacts discussion is not warranted for this SEA.

3.10 CULTURAL RESOURCES

The cultural history of the project area was described in the 2003 EA (INS 2003), and is incorporated herein by reference. No cultural resources are present within or near the project footprint, according to a field survey conducted February 8, 2007. The only cultural resource located nearby is the U.S. – Mexico Boundary Marker #232, and no disturbance of that marker is anticipated with implementation of the Proposed Action.

3.11 SOCIOECONOMICS

The region of influence (ROI) for the proposed project is San Diego County. The socioeconomic conditions within the ROI were discussed in detail in the 2003 EA (INS 2003), and that discussion is incorporated herein by reference. Due to the remote and undeveloped nature of the Proposed Action area, further discussion of socioeconomic conditions in the project area is not warranted for this SEA.

3.12 HUMAN HEALTH AND SAFETY

There are no human dwellings or other structures in the vicinity of the project area, and no improved transportation corridors are located nearby. The project area currently requires no services from county or city safety or law enforcement personnel due to its rural and inaccessible location.

SECTION 4.0
ENVIRONMENTAL EFFECTS

4.0 ENVIRONMENTAL EFFECTS

4.1 NO ACTION ALTERNATIVE

The No Action Alternative consists of the construction of the access road and scope locations along the western slope of the Airport Mesa, as described in the 2003 SEA (DHS 2003), and the impacts described in that SEA are incorporated herein by reference.

4.2 PROPOSED ACTION

The Proposed Action differs very little from the No Action Alternative. The primary difference is the location of the road on the opposite side of the Airport Mesa on BLM land. The Proposed Action would construct an access road to the top of the mesa that is 0.67 mile in length, as compared with a 1.23-mile long road in the No Action Alternative. The impacts to natural resources for the Proposed Action would be similar in nature to those described previously for the No Action Alternative, but with a reduced impact due to the decreased length of the road (4.63 acres impacted as opposed to 5.1 acres impacted for the No Action Alternative).

4.2.1 Land Use

Land use in the region of the Proposed Action would not be changed from its current classification and use. A road and scope pads would be constructed, but the classification of the overall area as open range would not change.

4.2.2 Aesthetics

Impacts to aesthetics as a result of the Proposed Action would be minimal, and would be slightly less than those described in the 2003 EA (INS 2003) because of the smaller project footprint. Because of the location of the proposed road on the east side of Airport Mesa, out of view of the developed area of Jacumba, visual aesthetic impacts of the road and OBP vehicles would be less than those for the No Action Alternative.

4.2.3 Physiography, Geology and Soils

The physiography of the project location would remain the same after completion of the Proposed Action. The constructed road would follow the approximate contours of the present

topography, and roadside berms and ditches would collect and channel rain water to prevent the washout of the road and development of erosion gullies on the hillsides.

There are no unique or sensitive geologic resources in the project area; therefore, there would be no impacts to geologic resources.

The soil on the project site is not considered prime or valuable farmland, and the soil type is abundant in adjacent areas. BMPs to control soil erosion would be implemented according to the Storm Water Pollution Prevention Plan (SWPPP), so there would be minimal impacts to soils by the Proposed Action.

Soil materials excavated from the project site and not used during construction would be reused by BLM for other projects; and any excess material not needed by BLM would either be used by OBP for other project needs, or disposed of by the project contractor at an approved disposal site.

4.2.4 Water Resources

There are no surface or subsurface water resources present in the project area; therefore, there would be no impacts to these resources. The amount of water to be used for construction and to control fugitive dust would be minimal when compared to the amount of water available from the water supplies to be used. BMPs implemented to control soil erosion during construction would prevent any possible transport of eroded soils to any surface water resources or ephemeral stream drainages.

Water required for construction purposes is estimated to be approximately 100,000 gallons, based on projected use for dust suppression and road bed stabilization. The road construction methods will entail building the road in a hillside cut, instead of building up the road on a flat surface. Therefore, less dust suppression and road compaction will be necessary. For a road that is only 0.67 mile in length, water would be needed only once for compaction of the final road cut, and then again only for the installation of the road surface stabilizing agent. Construction water would be obtained from the local municipal water source and trucked to the project site.

4.2.5 Native Vegetation

Because the footprint of the Proposed Action is reduced, impacts to native vegetation as a result of the Proposed Action would be less that of the No Action Alternative as described by the Proposed Action Alternative in the 2003 SEA (DHS 2003), which is incorporated herein by reference.

4.2.6 Wildlife

Impacts to wildlife and habitat as a result of the Proposed Action would be the same as the No Action as described by the Proposed Action Alternative in the 2003 SEA (DHS 2003), which are incorporated herein by reference. All mobile species displaced by the construction would be expected to return following completion of the road. Relative to the No Action Alternative, less individual species would likely be lost as a result of road construction.

4.2.7 Threatened and Endangered Species

Because there are no threatened or endangered species or critical habitats present within the project area, there will be no impacts to threatened or endangered species as a result of the Proposed Action.

4.2.8 Air Quality

Air quality impacts for the project area near Jacumba, California are the same as the No Action which were described by the Proposed Action Alternative in the 2003 SEA (DHS 2003), and are incorporated herein by reference. Temporary and minor increases in air pollution would occur from the use of construction equipment and disturbing soils while repairing and resurfacing the roads and installing culverts. Fugitive dust or particulate matter (PM-10) from disturbing soils, and pollution from combustible emissions from construction equipment engines are expected to create temporary increases in air pollution in the area during the construction months of the project. Due to the short duration of the construction project, any increases or impacts on ambient air quality are expected to be short-term and below *de minimis* thresholds.

Calculations were performed to estimate the total air emissions from the new construction activities. Calculations were made for standard construction equipment such as bulldozers, excavators, front end loaders, backhoes, cranes, and dump trucks using emission factors from the USEPA approved emission model NOROAD6.2. See Appendix B for model results. Fugitive dust calculations were made for disturbing the soils while installing culverts, and

grading and constructing the re-alignment of the all weather patrol road. Fugitive dust emissions were calculated using emission factors from Mid-Atlantic Regional Air Management Association (MARAMA 2006).

Assumptions were made regarding the type of equipment, duration of the total number of days each piece of equipment would be used, and the number of hours per day each type of equipment would be used. The assumptions, emission factors, and resulting calculations are presented in Appendix B. A summary of the total emissions are presented in Table 4-1. As can be seen from this table, the proposed construction activities do not exceed *de minimis* thresholds and, thus, do not require a Conformity Determination.

Table 4-1. Total Air Emissions (tons/year) from Construction Activities vs. the *de minimis* Levels

Pollutant	**Total (tons/yr)**	***de minimis* Thresholds (tons/yr)**
CO	3.98	100
VOCs	0.84	100
NOx	8.14	100
PM-10	4.62	NA
PM-2.5	1.39	NA
Sulfur Dioxide (SO_2)	1.02	100

Source: 40 CFR 51.853 and GSRC

Impacts from combustible air emissions from border patrol traffic and commuting traffic are expected to be the same as before and after the proposed new road construction. Construction workers would temporarily increase the combustible emissions in the air shed during their commute to and from work. Their emissions were calculated in the air emission analysis (Appendix B) and those emissions are included in the totals in Table 4-1.

During the construction of the proposed project, proper and routine maintenance of all vehicles and other construction equipment would be implemented to ensure that emissions are within the design standards of all construction equipment. Dust suppression methods would be implemented to minimize fugitive dust.

4.2.9 Cultural Resources

No cultural resources are present within the project footprint. If any cultural materials are discovered during the implementation of the Proposed Action, construction will stop until a qualified archaeologist can assess the significance of the findings. The Section 106 process will be completed for the Proposed Action prior to the start of any construction on the project.

4.2.10 Human Health and Safety

Impacts to human health and safety would be limited to those normally encountered during construction activities. An approved Health and Safety Plan would be developed prior to initiating construction activities.

Long-term beneficial effects would result for OBP employees operating in the Boulevard Station AO due to the increased nighttime visibility and surveillance of the border area, and the resulting facilitation of capture and deterrence of IAs and drug smugglers.

Medical services, fire protection and police service would not be changed from the current standards for the area. The Proposed Action would not create any additional burden on any health and safety services.

THIS PAGE LEFT INTENTIONALLY BLANK

SECTION 5.0
ENVIRONMENTAL DESIGN MEASURES

5.0 ENVIRONMENTAL DESIGN MEASURES

The environmental design measures, described in the previous SEA (DHS 2003) are incorporated by reference. Specifically, the following measures will be implemented to further mitigate for possible impacts:

- Dust suppression methods will be employed during construction to minimize airborne particulate matter.
- Construction equipment will be maintained in good operating condition to minimize exhaust emissions and fluid leaks.
- Any fuel or other oils or solvents will be stored in containers within a secondary containment system to prevent leakage or spills.
- Best management practices will be employed during construction to minimize erosion and soil loss in accordance with the SWPPP developed for the project.
- The project corridor will be flagged to prevent construction equipment operations on adjacent undisturbed natural ground.
- In the event that new cultural resources are discovered during construction, all work will stop in the affected area until the cultural resources can be evaluated by a qualified archaeologist, and a suitable mitigation plan is developed.
- In order to prevent vegetation damage from grazing cattle crossing from Mexico, up to 450 feet of cattle fence will be placed along the border within the Roosevelt Easement.

THIS PAGE LEFT INTENTIONALLY BLANK

SECTION 6.0
CUMULATIVE EFFECTS AND CONCLUSIONS

6.0 CUMULATIVE EFFECTS AND CONCLUSIONS

Cumulative effects from the implementation of the Proposed Action would not significantly contribute to cumulative effects of other CBP and OBP activities in the area as discussed previously in the 2003 EA (INS 2003) and incorporated herein by reference.

The No Action Alternative would have minimal effects on the human environment; impacts to the natural environment would be similar to those for the Proposed Action Alternative.

The Proposed Action would not result in significant direct, indirect, short-term, long-term or cumulative impacts; and it would provide for increased safety for OBP personnel and the general public. An Environmental Impact Statement (EIS) is not warranted for the Proposed Action.

THIS PAGE LEFT INTENTIONALLY BLANK

SECTION 7.0
PUBLIC INVOLVEMENT

7.0 PUBLIC INVOLVEMENT

7.1 AGENCY COORDINATION

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

- U.S. Fish and Wildlife Service (USFWS)
- Bureau of Land Management (BLM)
- California State Historic Preservation Office (SHPO)
- California Department of Fish and Game (CDFG)
- Native American Nations

7.2 PUBLIC REVIEW

The draft EA and Finding of No Significant Impact (FONSI) will be made available to the public for review for a period of 30 days. The following notice of availability (NOA) will be published in the *San Diego Union-Tribune* and a copy of the draft EA and FONSI will be placed in the Jacumba Library.

PUBLIC NOTICE OF AVAILABILITY

DRAFT FINDING OF NO SIGNIFICANT IMPACT AND DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR AIRPORT MESA ROAD, SAN DIEGO COUNTY, CALIFORNIA

The public is hereby notified of the availability of the Draft Finding of No Significant Impact (FONSI) and Draft Supplemental Environmental Assessment (SEA) for the construction of an access road to the top of Airport Mesa, east of Jacumba, California, prepared by U.S. Customs and Border Protection. The road would provide Office of Border Patrol agents access to the high vantage point on the mesa in order to observe and detect illegal aliens and drug smugglers crossing the border in that area. Two night vision scope pads would also be constructed as part of the project. The project area for this SEA is within and adjacent to the existing 60-foot border easement. The Draft FONSI and Draft SEA will be available June 25, 2007 for review at the Jacumba Branch of the San Diego County Library, 44605 Old Hwy. 80, Jacumba, CA , 91934 (619) 766-4608. It is also available for review and downloading from the U.S. Army Corps of Engineers, Fort Worth District's Internet web page at the following url address: http://aerc.swf.usace.army.mil/. The original 2003 Supplemental Environmental Assessment to which this SEA is supplemental is also available for review on the website. Comments on the Draft SEA and FONSI are due within 30 days from the notice publication date of June 25, 2007.

Please provide comments to Mr. Glenn Bixler, U.S. Army Corps of Engineers, Environmental Construction Support Office, P. O. Box 17300, Fort Worth, Texas 76102.

SECTION 8.0
REFERENCES

8.0 REFERENCES

Department of Homeland Security (DHS). 2003 Supplemental Environmental Assessment for Various Infrastructure and Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California

Environmental Protection Agency (EPA) 2006. Welcome to the Green Book Nonattainment Areas for Criteria Pollutants, www.epa.gov/oar/oaqps/greenbk

Immigration and Naturalization Service (INS). 2003 Environmental Assessment for Various Road Improvements from Canyon City, California to the Imperial County Line, San Diego County, California

Mid-Atlantic Regional Air Management Association (MARAMA) 2006. Fugitive Dust-Construction Calculation Sheet can be found online at: http://www.marama.org/visibility/Calculation_Sheets/

THIS PAGE LEFT INTENTIONALLY BLANK

SECTION 9.0
LIST OF ACRONYMS

9.0 LIST OF PREPARERS

The following people were primarily responsible for preparing this report.

Name	Discipline/Expertise	Experience	Role In Preparing Report
Stephen Oivanki	Geologist Environmental Assessment	20 years of environmental assessment experience	Project manager, SEA preparation
Maria Reid	Forestry and Environmental Studies	5 years NEPA and natural resources studies	Biological Field Survey
Joanna Cezniak	Wildlife/Biology	7 years wildlife-natural studies, 3 years NEPA	Biological Field Survey
Chris Ingram	Biology and Ecology	25 years EA/EIS studies	Field Survey, QA/QC
Seth Rosenberg	Archaeologist	9 years archaeological studies	Cultural Resources Report
Michael Klein	Entomology	12 years experience in QCB field surveys and assessments	QCB surveys
David Alford	GIS/Graphics	4 years GIS analysis	GIS and Graphics
Eric Webb, PhD	Biology and Ecology	15 years NEPA and related studies	QA/QC

THIS PAGE LEFT INTENTIONALLY BLANK

APPENDIX A
Quino checkerspot butterfly survey report

Klein-Edwards Professional Services

June 5, 2007

Mr. Chris Ingram
Gulf South Research Corporation
8081 GSRI Avenue
Baton Rouge, LA 70820

Subject: Results, and Conclusions of Quino Checkerspot Butterfly Survey on the Airport Mesa Site Located in San Diego County, California.

FLITE Tours, Inc, DBA: Klein-Edwards Professional Services (KEPS) was retained by Gulf South Research Corporation to conduct presence/absence surveys for the federally endangered Quino checkerspot butterfly (*Euphydryas editha quino*) at the Airport Mesa site located in the County of San Diego, California. KEPS's surveys were conducted according to the U.S. Fish and Wildlife Service protocols for this species (USFWS 2002). No Quino checkerspot butterflies were detected during the survey times. This report provides the results and conclusions of KEPS's 2007 surveys for the adult Quino checkerspot butterfly.

Site Location and Description

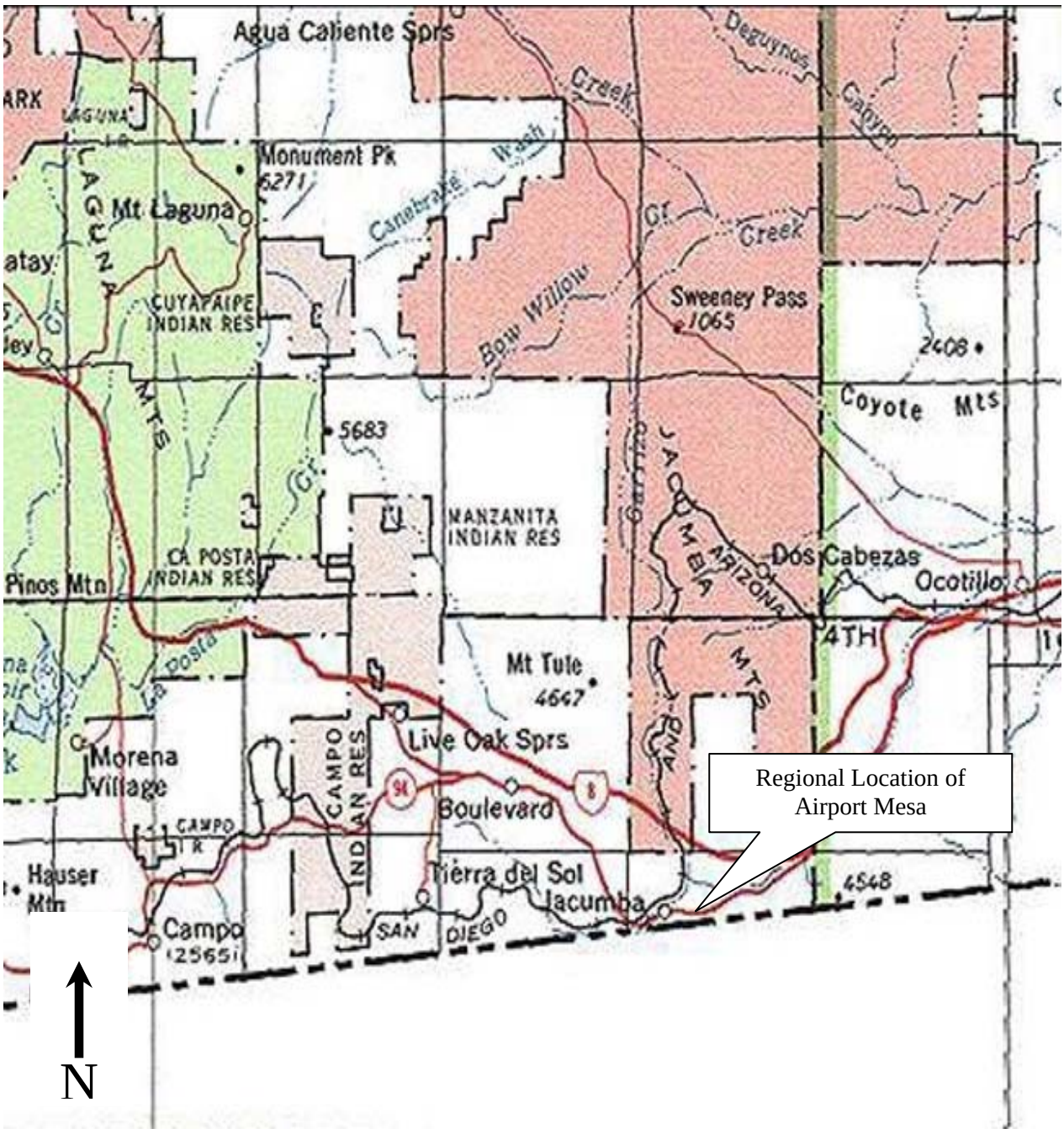
The Airport Mesa site is located along the U.S./Mexican Border. It is located within the Community of Jacumba on a mesa immediately east of the Jacumba airport within the managerial jurisdiction of the Bureau of Land Management (BLM) in San Diego County, California. The site is within Section 10, Township 18 South, Range 8 East of the USGS 7.5' Jacumba Overextended South, CA/BC Quadrangle.

The elevations onsite range from approximately 3,315 feet above meal sea level (MSL) at the south and east beginning point along the Border Patrol access road to approximately 3,527 MSL at the south and western end where the mesa drops down to Monument 232.

The Project is proposing to cut a road from the south and east point along the Border Patrol access road north and upslope to the north-facing slope of the mesa and then turning back south and up the slope to the mesa. From there minimal clearing is proposed from the north mesa edge south to Monument 232. The project survey area consists of the proposed road to be cut and approximately 30-40 feet on either side of where the road is to be cut.

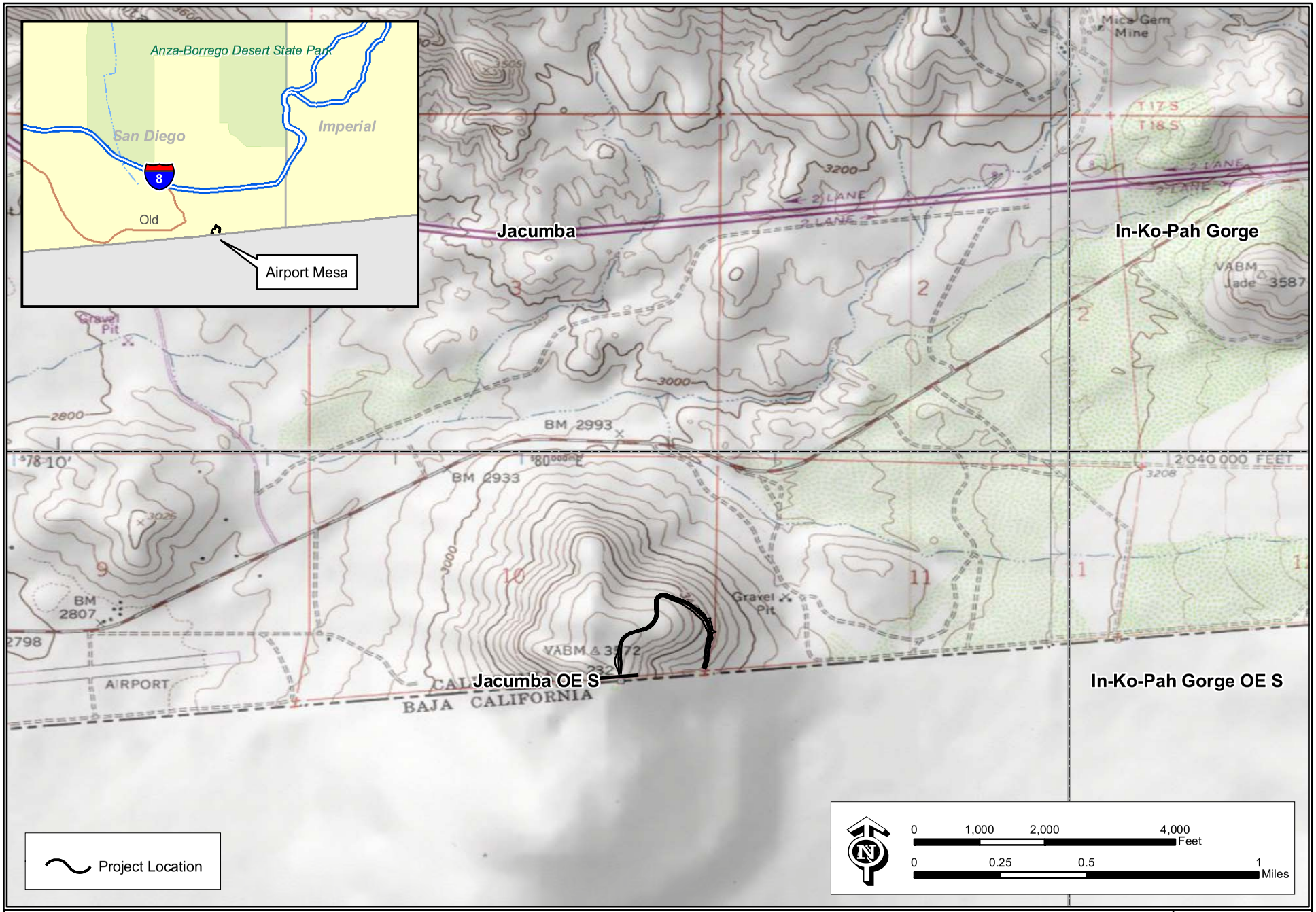
The area consists of a high elevation desert transition zone of most arid vegetation dominated by many species of cacti, creosote bush, jojoba, yucca and agave. There are sections along the proposed road where there is only volcanic rocks present making it difficult to maneuver through. As you make your way towards the north-facing slope it begins to level and the presence of grasses is more dominant.

There is evidence of a brush fire which occurred in the summer of 2005 within the major rocky portion of the northeast portion of the slope. The presence of retardant is still evident and re-growth of the vegetation burned in this area is slow to non-existent.



REGIONAL LOCATION ON USGS 1:24000 SCALE JACUMBA OVEREXTENDED SOUTH QUADRANGLE	FIGURE 1

Klein-Edwards Professional Services PO Box 4326 San Diego, CA 92164-4326



Airport Mesa Project Location

GSRC

January 2007

The winter rains within the Region were below average with downtown San Diego recording approximately 38% of its annual amount. The Jacumba area received even lower amounts recording approximately 30% of its annual amount. This has created an extremely dry condition where annuals did not green up or bloom and the shrubs present onsite bloomed late or for only a limited time compared to what is biologically known about them. The Flora Compendium reflects the low amount of flowering vegetation during the survey time (Appendix 2).

Proximity to Known Quino Checkerspot Butterfly Sightings

There are recent historical records of QCB within the Community of Jacumba along the western edge of town and south of the railroad tracks. This population has been monitored for a number of years. Some years the numbers are very good and other years no adults are observed. This is not unusual for a butterfly which can adjust its adult flight season depending on the winter rains. This population is approximately 4 km west of the proposed project.

Survey Methods

Biologist Michael W. Klein (TE039305-3) conducted a protocol Site Assessment of the Airport Mesa to confirm suitability. In accordance with the 2002 QCB Survey Protocols the location met the requirements for adult presence/absence surveys.

As mentioned above, the proposed project is to cut a road along the east-facing slope of the mesa within BLM lands to the top of the mesa. The Border Patrol would utilize this road to access the mesa and monitor the flow of migrant and drug activity. Also the mesa provides a good vantage to view the Jacumba Valley to the west and O'Neil Valley to the east.

Center line markers were placed along the proposed road cut to assist Mr. Klein is his survey efforts. As mentioned above, Mr. Klein would survey 30-40 feet on either side of the proposed road. His survey method was to survey suitable conditions along the right side of the proposed road to the mesa. Survey the mesa to Monument 232 and return back through the mesa on the opposite side of the proposed road back down the east-facing slope to the beginning point.

TABLE 1:
AIRPORT MESA QUINO CHECKERSPOT BUTTERFLY SURVEY INFORMATION

Date	Survey Hours	Weather Conditions	Purpose of Visit, Biologist(s)
1/03/07	1000-1245	Sunny; SW breeze @ 5-10 mph, 63-70°F.	Site Assessment
3/26/07	0930-1230	Sunny; SW @ 5-7 mph, 66-70°F.	Adult QCB Survey. No adults observed.
4/09/07	1000-1300	Sunny; SW @ 2-6 mph; 64-68°F.	Adult QCB Survey. No adults observed.
4/16/07	0915-0930	Overcast with light drizzle; W @ 4-9 mph, 47°F SURVEY ABORTED	Adult QCB Survey. No adults observed.
4/27/07	1000-1200	Sunny; W-NE @ 10-4 mph, 81-80°F	Adult QCB Survey. No adults observed.
4/30/07	0915-1100	Sunny; no breeze to NE @ 6 mph, 77-84°F.	Adult QCB Survey. No adults observed.

5/05/07	0915-1045	Sunny; NE @ 9-15 mph, 71-75°F	Adult QCB Survey. No adults observed.

Results

No Quino Checkerspot Butterflies were observed during the Site Assessment or Surveys. Lower than average winter rains in the Region caused a shortened blooming season for many of the annuals including host plants. It also caused a slightly later than normal emergence of adult QCB and shortened their flight season.

Presence and Distribution of Larval Host Plants
No QCB larval host plants were observed during the adult flight season surveys. During the Site Assessment, woolly plantain (*Plantago Patagonia*) from the previous blooming season, i.e. 2006, was observed along the upper 30-foot survey area outside of the proposed road. That Assessment was performed on January 3rd and after noting the presence of the plant, the proposed road was realigned. Since the road was realigned the presence of current season or prior season host plant(s) was no longer an issue.

Diversity and Distribution of Adult Nectar Sources
Lower than average winter rainfall amounts caused many plants to not bloom this season and those that did (Appendix 2) bloomed for only one or at most two weeks. Those plants observed in bloom are not recorded nectar resources for QCB. Also there was only one shrub observed not in flower which would be considered a nectar resource, California buckwheat (*Eriogonum fasiculatum*) and there were only a few of them observed on the east-facing slope of the mesa. Overall the area did not show a diverse flora which would be considered suitable nectar resources for QCB.

Open Soils
Open soils and sparsely vegetated ground occur throughout. Since the dominant vegetative community is desert-type scrub, it is going to be a fairly open habitat with lots of open soil areas. The mesa also is predominantly open with sparsely vegetated jojoba, creosote bush, cacti, yucca and agave.

Availability of Ridgelines and Hilltops
No ridgelines were encountered through the survey route. The mesa is the hilltop and as noted above contains sparse vegetation and mostly open soil. The only place the two species of butterflies were observed was on the mesa.

Dirt Roads
Near the beginning point of the proposed road to the mesa is the presence of two old road cuts which begin at the base of the mesa and go up the slope to about the half-way point. These roads appeared to have historically been used by off road motorized bike activity. These roads appear to not have been used for some time. There was no evidence of recent tire tracks within the roads that bisect the search area.

A total of two butterfly species were detected over the course of the surveys.

Scientific Name	**Common Name**
Erynnis funeralis	funeral duskywing
Megathymus yuccae harbisoni	Harbison's giant skipper

Conclusions

No adult QCB were observed during the Site assessment and the presence/absence surveys. Lower than average winter rains has created a shortened flowering season for many of the plants found within the site. This has also caused a significant decline in insects emerging or not utilizing what limited resources were available.

The lower than average rainfall, limited flowering plants and very dry conditions, made conditions on the site difficult for any fauna present. Also, the habitat from a broad definition of the USFWS Protocols is considered suitable. From a more habitat suitability point, the site would be considered less than minimal as suitable for QCB. It is unclear if even in an average or above average rainfall year if conditions would be suitable for the presence of QCB. It appears that there would be small and patchy host plant locations and a limited amount of suitable nectar resources available for the butterfly. Therefore, it would seen unlikely that immature stages would be present as well as adults with the exception of the hilltop. But since the hilltop is mostly utilized as part of their mating cycle and the limited potential for host plants, the mesa does not provide an environment which would encourage mating. Finally, the potential for limited nectar resources would not provide a suitable corridor for dispersal of the butterfly to more suitable spots in which to reproduce.

If you have any questions or comments regarding this report, please contact me directly at 619.282.8687.

Sincerely,

KLEIN-EDWARDS PROFESSIONAL SERVICES

Michael W. Klein Sr.
Biologist / Principal

References

Abrams, L., and R. S. Ferris. 1960. *Illustrated Flora of the Pacific States, Vol. IV*. Stanford University Press. Stanford, California.

Arnett, R. H. 2000. *American Insects, A Handbook of the Insects of America North of Mexico*. CRC Press. Boca Raton, Louisiana

Beauchamp, R. M. 1986. *A Flora of San Diego County, California*. Sweetwater Press. National City, California.

Barbour, Burk and Pitts. 1987. *Terrestrial Plant Ecology*. The Benjamin/Cummings Publishing Company, Inc. Menlo Park, California.

Brock, J.P. and K. Kaufman 2003. *Butterflies of North America*. Hillstar Editions L.C. Tucson, Arizona.

California Department of Fish and Game. 1996 (Jan). *Endangered and Threatened Animals of California*. State of California Resources Agency. Sacramento, California.

Hickman, J. C. 1993. *The Jepson Manual: Higher Plants of California*. University of California Press. Berkeley, California.

Hogue, C. L. 1993. *Insects of the Los Angeles Basin.* Natural History Museum of Los Angeles County. Los Angels, California.

Munz, P. 1974. *A Flora of Southern California*. University of California Press. Berkeley, California.

Opler, P.A. 1999. *A Field Guide to Western Butterflies*. Houghton Mifflin Company, New York, New York.

Skinner, M. W., and B. M. Pavlik. 2001. *California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California*. California Native Plant Society. Special Publication, No. 1, 6th ed.

U.S. Fish and Wildlife Service. Recovery Plan for the Quino Checkerspot Butterfly (Quino Checkerspot Butterfly (*Euphydryas editha Quino*) Recovery Plan, August 2003).

U.S. Fish and Wildlife Service. Quino Checkerspot Butterfly (*Euphydryas editha Quino*) Survey Protocol Information, February 2002.

Quino Checkerspot Butterfly Surveys

Performed at the Airport Mesa Site

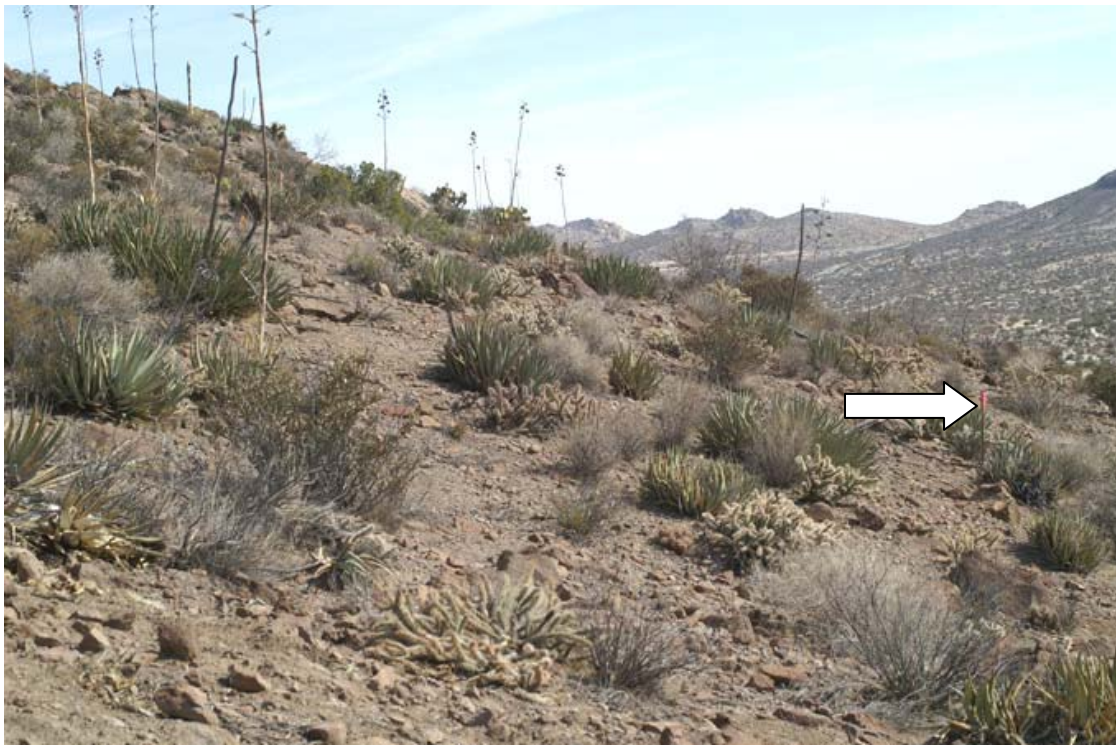
San Diego County – 2007

APPENDIX 1

PHOTO PLATES OF THE TERRAIN,

VEGETATION, AND SURVEY AREAS ONSITE

Airport Mesa 2007 Quino Checkerspot Butterfly Survey Photo Plates



Example of the habitat conditions along the east-facing slope of the site. Open areas with sparse desert component vegetation. Notice the orange colored post near the lower right part of the picture marking the center line of the proposed road.

Along the northeast facing slope showing some of the more dense acacia scrub.

Airport Mesa 2007 Quino Checkerspot Butterfly Survey Photo Plates

The center line of the proposed road along the north-facing part of the mesa. More rock and grasses instead of sparse shrubs.

From the south edge of mesa looking south to Monument 232 which is the International Border.

Airport Mesa 2007 Quino Checkerspot Butterfly Survey Photo Plates

Example of the mesa top looking south and west. Mostly open soil with sparse creosote and jojoba.

The north and east facing portions of the slope looking south. Mostly open soils towards the mesa top with rocks interspersed.

Airport Mesa 2007 Quino Checkerspot Butterfly Survey Photo Plates

Along the slope near to where the proposed road is to bend south. Marked centerline post and below is Old Hwy 80.

Acton's Sunflower. This was the only time it was observed in flower which was on April 30th.

Quino Checkerspot Butterfly Surveys

Performed at the Airport Mesa Site

San Diego County – 2007

APPENDIX 2

FLORAL COMPENDIUM

PLANT SPECIES INDENTIFIED ONSITE

Airport Mesa Flora Compendium

The following compendium only represents those plants which were observed in flower. It does not represent the entire flora observed onsite.

GNETALES

EPHEDRA FAMILY (EPHEDRACEAE)

California Ephedra (*Ephedra californica*)

DICOTS

SUNFLOWER FAMILY (ASTERACEAE)

Acton's Encelia (*Encelia virginensis*)

SPURGE FAMILY (EUPHORBIACEAE)

Sand Mat (*Chamaesyce polycarpa*)

FOUR O CLOCK FAMILY (NYCTAGINACEAE)

Wishbone Plant (*Mirabilis laevis*)

Quino Checkerspot Butterfly Surveys

Performed at the Airport Mesa Site

San Diego County – 2007

APPENDIX 3

FAUNA COMPENDIUM

INDENTIFIED ONSITE

2007 Quino Checkerspot Butterfly Airport Mesa Fauna Compendium

INVERTEBRATES

GRASSHOPPERS, CRICKETS AND KATYDIDS (ORTHOPTERA)

SHORT-HORNED GRASSHOPPER (ACRIDIDAE)

Yellow Pallid Band-Wing (*Lactista gibossus*)
Pallid Band-Wing (*Trimerotropis pallidipennis*)

TRUE BUGS (HEMIPTERA)

SEED BUG (LYGAEIDAE)

Small Milkweed Bug (*Lygaeus kalmii*)

ASSASSIN BUG (REDUVIIDAE)

Bee Assassin Bug (*Apiomerus crassipes*)

BUTTERFLIES, SKIPPERS, MOTHS (LEPIDOPTERA)

RIBBED-COCOON MAKER MOTH (FAMILY BUCCULATRICIDAE)

Ribbed-Cocoon Maker Moth (*Bucculatrix* sp.)

TWIRLER MOTH (FAMILY GELECHIIDAE)

Twirler Moth (*Gelechiidae* Family)

SPREAD-WING SKIPPERS (PYRGINAE SUBFAMILY)

Funereal Duskywing (*Erynnis funeralis*)

GIANT-SKIPPERS (MEGATHYMINAE SUBFAMILY)

Harbison's Giant-Skipper (*Megathymus yuccae harbisoni*)

GNATS, MIDGES AND FLIES (DIPTERA)

HOUSE FLY (MUSCIDAE)

Haematobia Fly (*Haematobia* sp.)
Canyon Fly (*Fannia benjamini*)

FLESH FLY (SARCHOPHAGIDAE)

Flesh Fly (*Sarcophaga* sp.)

BEETLES (COLEOPTERA)

GROUND BEETLES (CARABIDAE)

Common Calosoma (*Calosoma semilaeve*)
Rufous Ground Beetle (*Calathus ruficollis*)

SOFT-WINGED FLOWER BEETLES (MELYRIDAE)

Soft-winged Flower Beetle (*Dasytastes* sp.)

ANTS, WASPS, BEES (HYMENOPTERA)

YELLOW-FACED AND PLASTERER BEE (COLLETIDAE)

Plasterer Bee (*Colletes* sp.)

AMPHIBIANS AND REPTILES

SQUAMATA - WORM LIZARDS, LIZARDS AND SNAKES

PHRYNOSOMATID LIZARDS (PHRYNOSOMATIDAE)

California Side-Blotched Lizard (*Uta stansburiana elegans*)

BIRDS

NEW WORLD VULTURES (CATHARTIDAE)

Turkey Vulture (*Cathartes aura*)

HAWKS, EAGLES AND KITES (ACCIPITRIDAE)

Red-tailed Hawk (*Buteo jamaicensis*)

DOVES AND PIGEONS (COLUMBIDAE)

Mourning Dove (*Zenaida macroura*)

SWIFTS (APODIDAE)

White-throated Swift (*Aeronautes saxatalis*)

HUMMINGBIRDS (TROCHILIDAE)

Costa's Hummingbird (*Calypte costae*)

TYRANT FLYCATCHERS (TYRANNIDAE)
Ash-throated Flycatcher (*Myiarchus cinerascens*)

SILKY-FLYCATCHERS (PTILOGONATIDAE)
Phainopepla (*Phainopepla nitens*)

WRENS (TROGLODYTIDAE)
Cactus Wren (*Campylorhynchus brunneicapillus*)
Bewick's Wren (*Thryomanes bewickii*)
House Wren (*Troglodytes aedon*)

CROWS AND JAYS (CORVIDAE)
Common Raven (*Corvus corax*)

SISKINS, CROSSBILLS AND ALLIES (FRINGILLIDAE)
House Finch (*Carpodacus mexicanus*)
Lesser Goldfinch (*Carduelis psaltria*)
Lawrence's Goldfinch (*Carduelis lawrencei*)

NEW WORLD WARBLERS (PARULIDAE)
Yellow-rumped Warbler (*Dendroica coronata*)

BUNTINGS AND NEW WORLD SPARROWS (EMBERIZIDAE)
Black-throated Sparrow (*Amphispiza bilineata*)

MAMMALS

RABBITS & HARES (LEPORIDAE)
Black-tailed Jackrabbit (*Lepus californicus*)
Desert Cottontail (*Sylvilagus audubonii*)

SQUIRRELS & MARMOTS (SCURIDAE)
Californian Ground Squirrel (*Spermophilus beecheyi*)
White-tailed Antelope Squirrel (*Ammospermophilus leucurus*)

POCKET GOPHERS (GEOMYIDAE)
Valley Pocket Gopher (*Thomomys bottae*)

Quino Checkerspot Butterfly Surveys

Performed at the Airport Mesa Site

San Diego County – 2007

APPENDIX 4

COPIES OF SURVEY FIELD NOTES

Wednesday, January 3, 2007

Airport Mesa QCB Site/Habitat Assessment

Start: 1000, clear, some breezes from the SW @ 5mph, 63°F
Stop: 1245, clear, SW breeze @5-10mph, 70°F

Performed a QCB Site/Habitat assessment for the Airport Mesa near the Community of Jacumba, San Diego County. This assessment is for a proposed road to be cut into the side of an east-facing slope on a mesa just east of the Jacumba airport within BLM jurisdictional land. The mesa is also just west of what is called O'Neal Valley.

The overall area is a mixture of transitional high elevation desert scrub which contains creosote bush, yucca, agave, brittlebush, jojoba, numerous species of cacti and California juniper. Elevation at the beginning of the proposed road is approximately 3,400 feet and goes north along the east-facing slope of the mesa to a point where it turns north and then back in a southerly direction heading upslope to a mesa top at an elevation of approximately 3,550 feet.

The proposed road is approximately 4 miles southeast from a historical location of QCB and that habitat looks very similar to the area in Jacumba historically occupied by the QCB. It contains low growing herbaceous annuals along with the above mention drought tolerant cacti and other vegetation. There is easy access through the marked road steaks with some granite rocks exposed throughout.

Conditions show the area currently dry but with some evidence of recent rains due to one goldenbush plants showing new buds. There is also clear evidence of the previous year's annual plants such as chia, borages and the sighting of one woolly plantain. The dried plantain was nearly halfway through the east-facing slope and almost at the center point of the proposed road next to some boulders where it appears small amounts of ponding would likely occur.

As the proposed road begins its turn near the north facing slope the habitat becomes much more rocky with very little to no plants. This is for approximately thirty (30) feet. The proposed road then turns south along the north-facing slope and continues upslope to the mesa top. At this point the habitat contains a few less boulders and becomes more grassy consisting mostly of a fescue. The fescue is dense enough that if any potential host plants or nectar resources would be present it would out compete those plants and become less desirable for early stages of QCB.

The mesa top contains very sparse vegetation with mostly bare ground as a few smaller rocks. Vehicular access would be fairly easy due to the nature of how open it is. As you walk the mesa top through the proposed road heading south the vegetation returns to what was observed along the east-facing slope of cacti, agaves and yuccas to the international border and marker, Monument 232. The initial mesa top would be QCB suitable for disbursing butterflies as well as potential hill topping activity. The more vegetative area provides a suitable enclosure for potential QCB to roost at night. There was no evidence of host plants or nectar resources at this time but if winter rains are average then the potential is there for such plants, if present, to sprout.

Overall the proposed road and approximately 30-40 feet on either side of the proposed road contains suitable conditions for performing presence/absence surveys of QCB. It is recommended that this area be surveys for the butterfly.

March 26, 2007

Airport Mesa QCB Survey #1
Start: 0930, sunny, SW @ 5mph, 66°F
Stop: 1230, sunny, SW-W @ 3-7mph, 70°F

Beginning the first of adult QCB surveys at Airport Mesa. I am accompanied by Border Agent Jim McFadden. Winter rains have been very low and overall conditions appear pretty dry. There was a significant thunder storm out here last Thursday so it will be interesting to see how the plants have responded to it. We are starting along the BP road by the east portion to where the proposed road will begin. We will make our way through the proposed road and survey up to 30 feet to the one side all of the way to the Monument. Then we will survey up to 30 feet on the other side of the proposed road from the Monument back to the BP access road.

1130 – Conditions are extremely dry with no annuals or perennials in flower. This has created a condition where insect activity is almost non-existent. If rains scheduled for tomorrow do not bring decent rains I will probably skip a week and do my second visit in 2 weeks. The sighting of 2 giant skippers was encouraging but they were content to perch on the bare ground.

Winds on the mesa top are between 13-15mph with sunny conditions. No quino observed. So we are now heading back down the route surveying on the other side of the proposed road going out 30 feet. I flushed a funereal duskywing from the base of a yucca. This gives an indication of the dry and windy conditions here.

1230 – Completed survey. No quino observed. Conditions are very dry and therefore I am going to skip a week to allow for the rains to hopefully stimulate plant growth and flowering. With only 2 species of butterflies observed it does not appear that it would initially be a good year. My method will then be to continue to survey at a much slower lace with the potential of observing any small butterfly areas and movement.

Plants (only reporting those in flower or with buds):

Birds: BTSP, RTHA, WTSW, YRWA, MODO, COHU

Herps: SBLIZ

Mammas: cottontail, pocket gopher, ground squirrel, antelope squirrel, BTJR

Inverts: flesh fly, muscid fly, M. yuccae (2), E. funeralis (2), canyon fly, calosoma beetle,

April 9, 2007

Airport Mesa QCB Survey #2
Start: 1000, sunny, SW 2 mph, 64°F
Stop: 1300, sunny, SW 5-6 mph, 68°F

Survey #2 at the airport mesa site. On the east side of the slope the conditions are quiet with sunny and non-windy conditions. Once on the mesa things may easily change. I will perform my survey the same way as last time with searching on the upper side of the proposed road to the mesa top and onto the monument and then doing the lower side back to the starting point.

1115 - I have completed the one side of the proposed road. No quino observed. I did find some wishbone plant coming up but not yet in flower. This was the only greenery found. The only insects seen are a few territorial flesh flies. No butterflies or skippers observed yet.

The mesa has winds again today but they are currently blowing at 10-12 mph. Temp is still 64F but I am in 100% sunny conditions. I believe the primary reason for not seeing more insect activity is due to the very dry conditions. I have my first skipper hilltopping which is a funereal duskywing.

1245 - I have completed the opposite side of the proposed back to the starting point. No quino observed. I did have a few more duskywings fly past me heading upslope on the east-facing side of the mesa. I had a pine bush with buds on it. So hopefully it will be in flower soon and allow for more insect activity. Outside the wishbone plant no annuals, including grasses are green.

Inverts: flesh fly, E. funeralis (4),

Birds: HOFI, TUVU, BEWR, BTSP, LEGO, LAGO, CAWR, WTSW, COHU, CORA,

Herps: SBLIZ

Mammals: Audubon's cottontail, BTJR, ground squirrel

Plants (flowering only): wishbone plant, pine bush

April 16, 2007

Airport Mesa QCB Survey #3
Start: 0915, overcast, W 4-8mph, 47°F
Stop: 0930, overcast with drizzle, W 9mph, 47°F

0915 - Overcast, windy cold day. There is even drizzle currently. I took the Interstate 8 out and from Buckman Springs east conditions got worse and cooler. Clouds are covering almost the entire County. It does not appear from what I drove through that it is going to clear up anytime soon. I am therefore Aborting today's survey.

Inverts:

Birds:

Herps:

Mammals:

Plants (flowering only):

April 27, 2007

Airport Mesa QCB Survey #3
Start: 1000, sunny, W 8-10mph, 81°F
Stop: 1200, sunny, NE 4-6 mph, 80°F

Getting survey #3 done today. Very good conditions with warm sunny weather. The winds may be the only potential problem. I will try to get through this quickly but thoroughly. I am going to survey within 30' of center road on the lower portion all the way to the mesa. From there I will meander around the mesa to Monument 232. I will the survey the mesa through suitable habitat and then follow the center markers all of the way back to the beginning point searching up to 30' on the upper side of the road. This will provide a comprehensive search method for detecting insect activity.

1100 – I have completed my first leg to the Monument and will begin making my way back down the slope to the starting point. No quino observed. The only insects were a couple of assassin bug, band-wing grasshopper and one flesh fly. Conditions have improved since my previous visit but only slightly. The recent cool temps are rains have caused many of the cactus to grow new fresh needles. The wishbone plant and mormon tea are still green. The jojoba also appears to have greened up a bit. I did find some flowering sand mat at the mesa edge along the northern portion. There were approx 10plants in flower but not insects were observed nectaring.

Winds are gusty on the mesa and coming from the NE. Steady at 10-14 mph with gusts to 25 mph. Sometimes the winds drop to 5-6 mph.

1145 – I have completed the survey. No quino observed. The east-facing slope has only jojoba, golden bush and some wishbone plant that is green. There are no grasses greened up and nothing in flower. The mesa is the more active are where there is some more vegetation and cover. No leps observed today.

Inverts: assassin bug, band-wing grasshopper, flesh fly, muscid fly, carabid beetle, yellow band-wing grasshopper

Birds: HOFI, WTSW, PHAI, TUVU, CORA, BTSP, MODO, CAWR

Herps: SBLIZ

Mammals: gopher

Plants (flowering only): sand mat

April 30, 2007

Airport Mesa QCB Survey #4
Start: 0915, sunny, no breeze, 77°F
Stop: 1100, sunny, NE 4-6 mph, 84°F

Performing visit #4 at Airport Mesa today. Warm dry conditions with currently no breeze will make for optimal insect conditions. Many are active around me even before I begin my survey.

1000 – I am at the Monument and no quino were observed. No butterflies were observed either. I found 2 flowering inland sunflower plants. Insect activity was present with megachilids, bee flies, leaf beetles and milkweed bugs. This is expected since this is the only thing in flower other than a few of the sand mat plants observed last week. All I observed there were the small red-black leaf beetles. There is a gentle north breeze here on the mesa blowing between 3-4 mph.

1045 – I have completed the survey. Since the only things in flower are a few sand mat plants and sunflower, the insect activity is at a premium. Even predatory insects are down. No quino or any butterflies observed.

Inverts: flesh, fly, muscid fly, leaf beetle, milkweed bug, bee fly, band-wing grasshopper, assassin bug, leaf-cutter bee, microlep

Birds: HOFI, ASFL, CAWR, CORA

Herps: SBLIZ

Mammals: BTJR, antelope squirrel

Plants (flowering only): sunflower

May 7, 2007

Airport Mesa QCB Survey #5
Start: 0915, sunny, NE 9-12 mph w/ gusts over 13 mph, 71°F
Stop: 1045, sunny, NE 10-15 mph, 75°F

Performing visit #5 at Airport Mesa today. Windy conditions may hinder insect activity on the mesa itself but they are currently still within protocols. Temps are fine. Since the area has had so little rain this year and there does not appear to be any reports of quino being observed out this way, I will not continue my surveys after today.

1000 – As expected the winds on the mesa are strong. At the Monument they are 17-19 mph with gusts to 21 mph. Further north on the mesa they are 12-14 mph with gusts to 17 mph. On the east and northeast slope getting to the mesa the winds are 12-14 mph. This coupled with dry conditions are not allowing insects to be flying. Anything that I may encounter would be flushed off the ground or I would see them on the ground. So far no insects have been observed.

1030 – I have completed the survey route. No quino observed. It was not until I got around the slope to a less windy side that I got any insects. I had one assassin bug and two flesh flies. The Aster I had last visit in flower is now finished flowering. The high winds have blown the flower parts all apart. So there was no insect activity around it. On the mesa I had a couple of sand mat plants in flower but I did not observe any insects visiting them. Probably more due to the high winds on the mesa.

Inverts: assassin bug, flesh fly

Birds: HOFI, TUVU, CORA, PHAI

Herps: SBLIZ

Mammals: BTJR, pocket gopher

Plants (flowering only):

APPENDIX B
Air Quality Calculations

CALCULATION SHEET-COMBUSTABLE EMISSIONS

Assumptions for Cumbustable Emissions					
Type of Construction Equipment	Num. of Units	HP Rated	Hrs/day	Days/yr	Total hp-hrs
Water Truck	1	300	10	60	180000
Diesel Road Compactors	0	100	10	60	0
Diesel Dump Truck	0	300	10	60	0
Diesel Excavator	1	300	10	60	180000
Diesel Trenchers	0	175	10	60	0
Diesel Bore/Drill Rigs	0	300	10	60	0
Diesel Cement & Mortar Mixers	2	300	10	60	360000
Diesel Cranes	1	175	10	60	105000
Diesel Graders	1	300	10	60	180000
Diesel Tractors/Loaders/Backhoes	1	100	10	60	60000
Diesel Bull Dozers	1	300	10	60	180000
Diesel Front End Loaders	0	300	10	60	0
Diesel Fork Lifts	0	100	10	60	0
Diesel Generator Set	0	40	10	60	0

Emission Factors							
Type of Construction Equipment	VOC g/hp-hr	CO g/hp-hr	NOx g/hp-hr	PM-10 g/hp-hr	PM-2.5 g/hp-hr	SO2 g/hp-hr	CO2 g/hp-hr
Water Truck	0.440	2.070	5.490	0.410	0.400	0.740	536.000
Diesel Road Compactors	0.370	1.480	4.900	0.340	0.330	0.740	536.200
Diesel Dump Truck	0.440	2.070	5.490	0.410	0.400	0.740	536.000
Diesel Excavator	0.340	1.300	4.600	0.320	0.310	0.740	536.300
Diesel Trenchers	0.510	2.440	5.810	0.460	0.440	0.740	535.800
Diesel Bore/Drill Rigs	0.600	2.290	7.150	0.500	0.490	0.730	529.700
Diesel Cement & Mortar Mixers	0.610	2.320	7.280	0.480	0.470	0.730	529.700
Diesel Cranes	0.440	1.300	5.720	0.340	0.330	0.730	530.200
Diesel Graders	0.350	1.360	4.730	0.330	0.320	0.740	536.300
Diesel Tractors/Loaders/Backhoes	1.850	8.210	7.220	1.370	1.330	0.950	691.100
Diesel Bull Dozers	0.360	1.380	4.760	0.330	0.320	0.740	536.300
Diesel Front End Loaders	0.380	1.550	5.000	0.350	0.340	0.740	536.200
Diesel Fork Lifts	1.980	7.760	8.560	1.390	1.350	0.950	690.800
Diesel Generator Set	1.210	3.760	5.970	0.730	0.710	0.810	587.300

CALCULATION SHEET-COMBUSTABLE EMISSIONS

Emission factors (EF) were generated from the NONROAD2005 model for the 2006 calendar year. The VOC EFs includes exhaust and evaporative emissions. The VOC evaporative components included in the NONROAD2005 model are diurnal, hotsoak, running loss, tank permeation, hose permeation, displacement, and spillage. The construction equipment age distribution in the NONROAD2005 model is based on the population in U.S. for the 2006 calendar year.

Emission Calculations							
Type of Construction Equipment	VOC tons/yr	CO tons/yr	NOx tons/yr	PM-10 tons/yr	PM-2.5 tons/yr	SO2 tons/yr	CO2 tons/yr
Water Truck	0.087	0.411	1.089	0.081	0.079	0.147	106.321
Diesel Road Paver	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Dump Truck	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Excavator	0.067	0.258	0.912	0.063	0.061	0.147	106.380
Diesel Trenchers	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Bore/Drill Rigs	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Cement & Mortar Mixers	0.242	0.920	2.888	0.190	0.186	0.290	210.143
Diesel Cranes	0.051	0.150	0.662	0.039	0.038	0.084	61.349
Diesel Graders	0.069	0.270	0.938	0.065	0.063	0.147	106.380
Diesel Tractors/Loaders/Backhoes	0.122	0.543	0.477	0.091	0.088	0.063	45.696
Diesel Bull Dozers	0.071	0.274	0.944	0.065	0.063	0.147	106.380
Diesel Front End Loaders	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Aerial Lifts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Diesel Generator Set	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Emissions	**0.711**	**2.826**	**7.911**	**0.596**	**0.580**	**1.024**	**742.650**

Conversion factors	
Grams to tons	1.102E-06

CALCULATION SHEET-SUMMARY OF EMISSIONS

Proposed Action Construction Emissions for Criteria Pollutants (tons per year)						
Emission source	VOC	CO	NOx	PM-10	PM-2.5	SO_2
Combustable Emissions	0.71	2.83	7.91	0.60	0.58	1.02
Construction Site-fugitive PM-10	NA	NA	NA	5.30	1.06	NA
Construction Workers Commuter & Trucking	0.12	1.15	0.23	0.00	0.00	NA
Total emissions	0.84	3.98	8.14	5.90	1.65	1.02
De minimis threshold	100.00	100.00	100.00	NA	NA	100.00

CALCULATION SHEET-TRANSPORTATION COMBUSTABLE EMISSIONS

Personal Vehicle Commuting to Construction Sight-Passenger and Light Duty Trucks									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	Passenger Cars g/mile	Pick-up Trucks, SUVs g/mile	Mile/day	Day/yr	Number of cars	Number of trucks	Total Emisssions Cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	1.36	1.61	60	60	10	10	0.05	0.06	0.12
CO	12.4	15.7	60	60	10	10	0.49	0.62	1.11
NOx	0.95	1.22	60	60	10	10	0.04	0.05	0.09
PM-10	0.0052	0.0065	60	60	10	10	0.00	0.00	0.00
PM 2.5	0.0049	0.006	60	60	10	10	0.00	0.00	0.00
							-		

Heavy Duty Trucks Delivery Trucks to Construction Sight									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	10,000-19,500 lb Delivery Truck	33,000-60,000 lb semi trailer rig	Mile/day	Day/yr	Number of trucks	Number of trucks	Total Emisssions Cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	0.29	0.55	60	60	2	2	0.00	0.00	0.01
CO	1.32	3.21	60	60	2	2	0.01	0.03	0.04
NOx	4.97	12.6	60	60	2	2	0.04	0.10	0.14
PM-10	0.12	0.33	60	60	2	2	0.00	0.00	0.00
PM 2.5	0.13	0.36	60	60	2	2	0.00	0.00	0.00

OBP Commute to New Site									
	Emission Factors		Assumptions				Results by Pollutant		
Pollutants	Passenger Cars g/mile	Pick-up Trucks, SUVs g/mile	Mile/day	Day/yr	Number of cars	Number of trucks	Total Emisssions Cars tns/yr	Total Emissions Trucks tns/yr	Total tns/yr
VOCs	1.36	1.61	60	4	0	0	-	0.00	-
CO	12.4	15.7	60	4	0	0	-	0.00	-
NOx	0.95	1.22	60	4	0	0	-	0.00	-
PM-10	0.0052	0.0065	60	4	0	0	-	0.00	-
PM 2.5	0.0049	0.006	60	4	0	0	-	0.00	-

POV Source: USEPA 2005 Emission Facts: Average annual emissions and fuel consumption for gasoline-fueled passenger cars and light trucks. EPA 420-F-05-022 August 2005. Emission rates were generated using MOBILE.6 highway vehicle emission factor model.
Fleet Charactorization: 20 POVs commuting to work were 50% are pick up trucks and 50% passenger cars

CALCULATION SHEET-TRANSPORTATION COMBUSTABLE EMISSIONS

Conversion factor:	gms to tons
	0.000001102

CALCULATION SHEET-FUGITIVE DUST

Fugitive Dust Emissions at New Construction Site.					
Construction Site	**Emission Factor tons/acre/month (1)**	**Total Area-Construction Site**	**Months/yr**	**Total PM-10 Emissions tns/yr**	**Total PM-2.5 (2)**
	0.11	4.02	12	5.30	1.06

1. Mid-Atlantic Regional Air Management Association (MARAMA). Fugitive Dust-Construction Calculation Sheet can be found online at: http://www.marama.org/visibility/Calculation_Sheets/. MRI= Midwest Research Institute, Inventory of Agricultural Tiling, Unpaved Roads, Airstrips and construction Sites., prepared for the U.S. EPA, PB 238-929, Contract 68-02-1437 (November 1977)

2. 20% of the total PM-10 emissions are PM-2.5 (EPA 2006).

Coastruction Site Area	**Demension (ft)**			
Proposed Prioject	**Length**	**Width**	**Units**	**Total Acres**
New Road Construction	3484.8	50	1	4.00
Night vision scope pads	20	20	2	0.02
Total				**4.02**

Conversion Factors	**Miles to feet**	**Acres to sq ft**	**Sq ft to acres**	**Sq ft in 0.5 acres**
	5280	0.000022957	43560	21780

Length of new road (miles) 0.66

APPENDIX C
Public Involvement and Agency Coordination Correspondence

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

REPLY TO
ATTENTION OF

April 10, 2007

Planning, Environmental and Regulatory Division

SUBJECT: Proposed Supplemental Environmental Assessment for Construction of an Access Road and Scope Pads on Airport Mesa, San Diego County, California

California Department of Fish and Game
South Coast Region
ATTN: Larry Eng, Regional Manager
4949 Viewridge Avenue
San Diego, CA 92123

Dear Mr. Eng:

On behalf of the U.S. Customs and Border Protection (CBP) and the Department of Homeland Security, the U.S. Army Corps of Engineers (USACE) intends to prepare a Supplemental Environmental Assessment (SEA) for construction of an access road along the eastern slope of Airport Mesa, east of Jacumba, San Diego County, California. The SEA will analyze the potential for significant impacts of the proposed access road, including the placement of two scope pads on top of the mesa. The SEA will address a new location for the road that was previously scheduled for construction on the western slope of Airport Mesa, and was addressed in a SEA and FONSI completed in 2003. The new location is necessary due to the inability to secure private property access rights for the western slope location. Military units (Joint Task Force – North or California Army National Guard units) or private contractors would perform the construction.

Enclosed is a map showing the location of the project area for the SEA. We are currently in the process of gathering the most current information available regarding Federally and state listed species potentially occurring within this area. The USACE respectfully requests that your agency provide input regarding protected species, designated critical habitat, descriptions of the sensitive resources (*e.g.,* rare or unique plant communities, threatened and endangered and candidate species), and unique or environmentally sensitive areas that you believe may be affected by the proposed OBP activities. We are aware of the Quino checkerspot butterfly habitat in the area, and we are conducting surveys for this species.

We intend to provide your agency with a copy of the Draft EA once completed. Please let us know if additional copies are needed.

Your prompt attention to this request would be greatly appreciated. If you have any questions, please call Mr. Glen Bixler at (817) 886-1713.

Sincerely,

Wayne A. Lea

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

Enclosure

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

REPLY TO
ATTENTION OF:

April 10, 2007

Planning, Environmental and Regulatory Division

SUBJECT: Proposed Supplemental Environmental Assessment for Construction of an Access Road and Scope Pads on Airport Mesa, San Diego County, California

U.S. Fish and Wildlife Service
Carlsbad Ecological Services Field Office
ATTN: Field Supervisor
6010 Hidden Valley Road
Carlsbad, CA 92011

Dear Sir/Madam:

On behalf of the U.S. Customs and Border Protection (CBP) and the Department of Homeland Security, the U.S. Army Corps of Engineers (USACE) intends to prepare a Supplemental Environmental Assessment (SEA) for construction of an access road along the eastern slope of Airport Mesa, east of Jacumba, San Diego County, California. The SEA will analyze the potential for significant impacts of the proposed access road, including the placement of two scope pads on top of the mesa. The SEA will address a new location for the road that was previously scheduled for construction on the western slope of Airport Mesa, and was addressed in a SEA and FONSI completed in 2003. The new location is necessary due to the inability to secure private property access rights for the western slope location. Military units (Joint Task Force – North or California Army National Guard units) or private contractors would perform the construction.

Enclosed is a map showing the location of the project area for the SEA. We are currently in the process of gathering the most current information available regarding Federally and state listed species potentially occurring within this area. The USACE respectfully requests that your agency provide input regarding protected species, designated critical habitat, descriptions of the sensitive resources (*e.g.*, rare or unique plant communities, threatened and endangered and candidate species), and unique or environmentally sensitive areas that you believe may be affected by the proposed OBP activities. We are aware of the Quino checkerspot butterfly habitat in the area, and we are conducting surveys for this species.

We intend to provide your agency with a copy of the Draft EA once completed. Please let us know if additional copies are needed.

Your prompt attention to this request would be greatly appreciated. If you have any questions, please call Mr. Glen Bixler at (817) 886-1713.

Sincerely,

Wayne A. Lea

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

Enclosure

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

REPLY TO
ATTENTION OF:

April 10, 2007

Planning, Environmental and Regulatory Division

SUBJECT: Proposed Supplemental Environmental Assessment for Construction of an Access Road and Scope Pads on Airport Mesa, San Diego County, California (EA# CA670-2005-57)

Bureau of Land Management
El Centro Field Office
Attn: Linda Self
1661 S. 4th Street
El Centro, CA 92243

Dear Ms. Self:

On behalf of the U.S. Customs and Border Protection (CBP) and the Department of Homeland Security, the U.S. Army Corps of Engineers (USACE) intends to prepare a Supplemental Environmental Assessment (SEA) for construction of an access road along the eastern slope of Airport Mesa, east of Jacumba, San Diego County, California on BLM land. The SEA will analyze the potential for significant impacts of the proposed access road, including the placement of two scope pads on top of the mesa. The SEA will address a new location for the road that was previously scheduled for construction on the western slope of Airport Mesa, and was addressed in a SEA and FONSI completed in 2003. The new location is necessary due to the inability to secure private property access rights for the western slope location. Military units (Joint Task Force – North or California Army National Guard units) or private contractors would perform the construction.

Enclosed is a map showing the location of the project area for the SEA. The USACE and CBP appreciate the support and coordination provided by your agency for this project in the past, and we request that you forward any concerns or information that may be applicable to the current location.

We intend to provide your agency with a copy of the Draft EA once completed. Please let us know if additional copies are needed.

Your prompt attention to this request would be greatly appreciated. If you have any questions, please call Mr. Glen Bixler at (817) 886-1713.

Sincerely,

Wayne A. Fickel

William Fickel, Jr.
Planning, Environmental and
Regulatory Division

Enclosure