

(b) (6)

From:

(b) (6)

Sent:

Friday, November 18, 2005 1:31 PM

To:

(b) (6) (b) (7) (C)

Cc:

Subject: TCA PDT 15 November 2005 Draft Meeting Minutes

Attachments: 111505.pdf

Please find attached the 15 November 2005 Tucson Sector PDT meeting minutes. Should you have any questions, comments, or corrections, respond directly back to this e-mail.

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 15 November 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call Number: (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ITEM	ASSIGNED	STATUS	
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	Pending	
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with contract to repackage.		Pending Contracting	
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. Reviewing cost estimates, etc. Need construction support for coming deployments. New RWA's will be folded into contracts		Construction Support Processed, Pending Others	
4. Check to see if funds from the RWA for Ephraim Ridge Reclamation will be need for the lease.		Done	
5. (b)(6)(b)(7)(C) to check on water meter in Naco for November deployment		Done	
6. Check with Brown Wholesale on delivery schedule for Naco Lighting BOM		Done	
Environmental Working Group			
1. Tucson/Yuma PEIS-- (b) (6) has received the CBP Legal comments and will forward them to (b) (6) (b) (6)		Done	
2. Tucson BA, (b) (6) will track the funds and make sure they are provided to AERC		Done, Need Follow-up on RWA Number	
3. San Pedro River LWC (b) (6) wanted to make a site visit to discuss the various designs.		Done	
4. National Guard Annual Submittal needs to be prepared (b) (6) (b) (6) will assist (b) (6) to draft the NGB Environmental Compliance form.	In Process		

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Units from the Wisconsin National Guard plan to deploy 7 January 2006 into Douglas Arizona west of the POE, Unit plans on constructing 1600' of LWCs and placing landing mat fence. 50 soldiers per two week deployment – two deployments scheduled. Remainder of Whitewater Draw approaches to be worked on as well.

Units from the Massachusetts National Guard plan to deploy 25 February 2006 west of the POE, 50 soldiers per two week deployment – two deployments scheduled. Remainder of Whitewater Draw approaches to be worked on as well.

JTF-N

(b) (6)

FY'06 Proposed Deployments

ES 4145-06, Naco, AZ, ½ mile of Lights (west) 15 Nov -15 Dec, deployment underway. Most of BOM on the ground and unit in construction.

ES4591-06, Naco, AZ, 1 mile of light (west) 18 Jan - 18 Feb

ES4150/56/57/58-06, Naco/Douglas, AZ, 2/3 miles of road, 7/8 LWC's and bollard fences in Naco (west) and 6 LWC's in Douglas (east). 1 June - 15 August. 8 weeks with 4 rotations of 50 to 60 personnel into Naco and Douglas east of the POE.

ES4160-06, Naco, AZ, 1 mile of road 3/4 LWC's and bollard fences, Naco (east) 2nd qtr.

ENGINEERING

Baker Eng.

(b) (6)

Please note attached notes from Michael Baker Jr. Engineering

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225) Tucson/Yuma PEIS--GSRC drafted responses to OC comments and forwarded them to CBP HQ and USACE for review. GSRC has requested a meeting with the OC for clarification of the comments, some of which might require another revised draft PEIS. GSRC still needs to get clarification from specific stations regarding the ABCI Phase II information and apprehension data. (b) (6) will coordinate with (b) (6) to obtain clarification of these data.

Tucson BA The (b) (5) for revisions to the Tucson BA is at the AERC. The funds and the ABCI Phase II are still needed for GSRC to continue. GSRC sent maps and station descriptions 2 weeks ago for confirmation or correction of the data. GSRC will coordinate with (b) (6) for receipt of this information. It will also be used to revise the PEIS.

San Pedro River LWC, After a site visit at the San Pedro crossing, the team decided to do nothing to the crossing proper, but to improve the approach roads in an effort to halt erosion. Turnouts will also be provided on the east bank. Consequently, the BA for the San Pedro

**TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR**

aware of the project.	
4. Nogales Schematic Design EA conceptual designs are being revised and will be submitted to the PDT and GSRC by Baker this week (18 November). Field surveys are scheduled for the week of 28 November.	(b) (6)
5. Ephraim Ridge Phase I ESA--GSRC will revise the draft report, based on (b) (6) comments by 18 November (b) (6) will need 3 copies). The EA is expected to be submitted by 23 November.	(b) (6)
6. Whitewater Draw 404 Permit, (b) (6) will contact (b) (6) City of Douglas, to check on their project status	(Baker)
7. International Ditch (Douglas), Baker will provide GSRC with the latest plans, including sedimentation reduction and flow velocity change calculations. (b) (6) will provide name and addresses for adjacent landowners.	(b) (6)

NEXT MEETINGS

13 December 2005 @ 10:00 – Phoenix @ Michael Baker, Jr. Offices

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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NEXT MEETINGS

13 December 2005 @ 10:00 – Phoenix @ Michael Baker, Jr. Offices

DATE & TIME: 15 November 2005 @ 10:00

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK-IN

LOCATION: Tucson Station

OFFICE OF BORDER PATROL
DOUGLAS STATION

(b) (6), (b) (7)(C)

SONOITA STATION
(b) (6), (b) (7)(C)

NACO STATION

(b) (6), (b) (7)(C)

CASA GRANDE STATION

(b)(6)(b)(7)(C)

YUMA SECTOR

(b) (6), (b) (7)(C)

TUCSON SECTOR

(b) (6), (b) (7)(C)

NOGALES STATION

(b) (6), (b) (7)(C)

CONSULTANT TEAM

GSRC

(b) (6)

KLEINFELDER

(b) (6)

BAKER

(b) (6)

CORPS OF ENGINEERS

(b) (6)

JTF-N

(b) (6)

BPSCC

(b) (6)

DHS

(b) (6)

IBWC

(b) (6)

AZ NATIONAL GUARD

(b) (6)

OTHER GOVERNMENT AGENCIES

USFS

(b) (6)

AG&FD

(b) (6)

BLM

(b) (6)

USE&WS

(b)(6)(b)(7)(C)

DOI

(b) (6)

OTHER

NAME: (b) (6) AFFILIATION: (b) (6)
ADDRESS: E-MAIL:
PHONE: (b) (6) FAX:

Baker

CIVIL DEPARTMENT REPORT

To: (b) (6)
Tactical Infrastructure Program Manager
(Tucson Sector)

Date: 11-15-2005

From: (b) (6)

Subject: November 15, 2005 PDT, civil report

ACTION ITEMS

3. Baker has submitted construction support for JTF deployments in November and January along with 4 miles of road design in Sonoita and 2 miles in Nogales. We have not yet submitted the estimate for construction support for the National Guard deployment in January.

ARIZONA ARMY NATIONAL GUARD

1. Baker met on site with (b) (6) and visited the sites in Douglas, WWD, Erosion control, 2 miles extension, Kings Ranch Road, and discussed with (b) (6) options for construction work that the Wisconsin and Massachusetts National Guard Unit might do.

JTF-N

2. ES 4591-06, NACO, AZ JAN 18 TO FEB 18. Baker has submitted the BOM and forwarded information from the supplier that poles and fixtures will need to be ordered by 11/14 for delivery on January 15, 2006.

ENGINEERING

1. Douglas lighting 2.5 miles east.
 - a. In progress to 100% submittal by next PDT-Latest.
2. Douglas lighting 2.5 miles west.
 - a. In progress to 100% submittal by next PDT-Latest, assuming future roadway improvements.
3. Douglas 13-Mile Roadway- 2.5 miles od roadway design.
 - a. Submitted 100% for review, no comments have been received. Baker will proceed to verify that IBWC has no comments, then address internal comments and submit 100 % final.
 - b. Approximate location of Property Lines has been added to the plans and plans submitted to BLM and (b) (6)
4. International Channel.
 - a. Plans have been submitted to the City last month, we were promised by (b) (6) to receive comments by this Friday 11/18.
5. Naco lighting 5 miles.
 - a. Construction in November 05 and January 05 on the west side.
6. Nogales Schematic Design.
 - a. Baker have been adding approximate location of Property Lines provided by (b) (6) and will submit plan sheets by end of this week to (b) (6)

Please call me at (b) (6) if you have any questions, (b) (6)

(b) (6)

From: (b) (6)

Sent: Wednesday, November 16, 2005 10:43 AM

To: (b) (6)

Cc:

Subject: survey work nr border

(b) (6)

As discussed earlier today, you would like for us to coordinate/notify Mexican officials that a survey team will be conducting cultural/biological surveys along the US/MX border, but entirely within the US territory, TON .

Your concern is protecting your survey team. In the past, Mexican patrol in the area have considered the barbed wire fence located 60 ft North of the International Boundary as the border and you would like to avoid any potential problems prior to team deployment. Please provide me with a brief work description, time, and location of surveys to be conducted by your team. In the meantime, I will inquire within the agency on the protocol to handle this situation.

Thanks,

(b) (6)

Meeting Minutes

DRAFT

Project: Tactical Infrastructure Planning & Program Development Meeting
Teleconference

Meeting Date: Thursday, November 10, 2005

Meeting Location: Teleconference

Time: 08:00 a.m. AZ Time

Attachments: See Sign-In Sheet; Risk Inventory & Assessment

DHS/CBP have agreed to use a private contractor for the first 3 miles of Anti-Vehicular Barrier (AVB) on BMGR (cannot do a sole source justification – will take too long to approve). ACE will put together for the rest of TIWAZ PPT review a general work order that will include the following:

- 1- Method and feasibility study
- 2- Performance Specifications
- 3- Statement of work and estimate

Ace Procurement will advertised the AVB project on Fed-Biz-Ops. The plan is to have Steel in the ground late January early February of 2006.

Meeting between (b) (6) was held as planed on 11/8/05. Issue related to having one EIS for the CPNWR and another for BMGR vs. one EIS for both was discussed. Legal opinion is that both approaches can be defended from a legal prospective however going to two separate EISs will minimize delay risks with respect to wilderness issues on CPNWR. Given that schedule risks are hard to define, the decision is made to move forward with one EIS for both projects.

There is a distinction between the El Camino and Growler valley – a different need and different action. Growler valley improvements project will be included in the EIS. The El Camino will be the only project in the EA.

Comments related to the (b) (6) letter was received by (b) (6). (b) (6) will tweak the letter and send out for signature. (b) (6) will send a copy of the signed letter to the TIWAZ PPT team. Letter will be signed by (b) (6) (b) (5)

(b) (5)

(b) (6) to develop a schedule ASAP and have ready for discussion by next meeting. Coordination with (b) (6) will be needed to make the appropriate changes as a result of this conference call.

Baker

Meeting Minutes

TWAZ Teleconference

November 10, 2005

Page 2 of 2

(b) (6) to look at the CBP TI calendar and pick 2 days in December to have our next face to face meeting to discuss the schedule and WBS (by project).

(b) (6) to include Risk Inventory Assessment, template provided by (b) (6)

DRAFT

TIWAZ PPT

RISK INVENTORY AND ASSESSMENT

Date Identified	Area of Risk	Risk Owner	Description	Probability of Occurrence/ Impact	Strategy for Mitigation/Contingency Plan	Current Status
11/10/05	Schedule	CBP	Issue related to having one EIS for the CPNWR and another for BMGR vs. one EIS for both. (b) (5) (b) (5)	Low	None	Given that schedule risks are hard to define, the decision is made to move forward with one EIS for both projects.

DATE: 11/10/05 TIME: 8 am AZ Time

LOCATION: Teleconference

TACTICAL INFRASTRUCTURE OF WESTERN ARIZONA
(TIWAZ) PLANNING & PROGRAMMING DOCUMENT
TUCSON & YUMA SECTORS
BUREAU OF CUSTOMS AND BORDER PROTECTION
MEETING CHECK IN AND SIGN IN

BP

YUMA SECTOR

TUCSON SECTOR

(b) (6)

OBP/IQ

(b) (6)

CONSULTANT TEAM

BAKER

(b) (6)

CB

(b) (6)

GSRC

(b) (6)

CBP

(b) (6)

CORPS OF ENGINEERS

(b) (6)

OTHER

NAME: _____	AFFILIATION: _____
ADDRESS: _____	E-MAIL: _____
_____	PHONE: _____ FAX: _____
_____	CELL PHONE: _____

NAME: _____	AFFILIATION: _____
ADDRESS: _____	E-MAIL: _____
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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 18 October 2005 @ 10:00
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call Number: (b) (7)(E)

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ACTION ITEMS

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2. Follow-up on paving the Nogales 1/2 mile with a private contractor once funding is available. Pending with contract to repackage.	(b) (6)
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. Reviewing cost estimates, etc. Need construction support for coming deployments. New RWA's will be folded into contracts	
4. Check to see if funds from the RWA for Ephraim Ridge Reclamation will be need for the lease.	
Environmental Working Group	
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit	(b) (6)
2. (b) (6) will prepare a project description and funding request to submit to (b) (6) will acquire the necessary funds.	(b) (6) to Check on Funds at AERC
3. (b) (6) submitted the NEPA status matrix. GSRC will revise the matrix to include comments from PDT for the next meeting.	GSRC
4. Tucson/Yuma PEIS--Feency has the CBP Legal comments and will forward them to GSRC	(b) (6)
5. Tucson BA The funds and the ABCI Phase II are still needed for GSRC to continue.	(b) (6) will track the funds to AERC.
6. San Pedro River LWC (b) (6) wanted to make a site visit to discuss the various designs.	(b) (6)
7. Vehicle Barriers - Tohono O'Odham Nation (TON). (b) (6) and (b) (6) will coordinate with the TON to coordinate a site visit next week with the TON, JTF-N, Baker (b) (6) (b) (6) CAG), and GSRC to identify staging areas, bivouac sites, and potential drainage crossings.	
8. Tactical Infrastructure for Western Arizona, CPNWR EA has been put on hold pending direction from CBP/OBP. A separate	

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teleconference was conducted and decisions were made. (b) (6) will forward the minutes from this teleconference.	
9. Ephraim Ridge Phase I GSRC will also prepare a draft project description for Nogales Station and Tucson Sector approval.	(b) (6)
10. Sonoita Border Road EA FONSI has been signed and will be distributed to the public NLT 7 October.	
11. (b) (6) agreed to provide (b) (6) with a list of projects (on-going and proposed) that might/will require Section 7 consultation. Will be formalized in a separate e-mail.	
12. National Guard Annual Submittal needs to be prepared. (b) (6) will assist (b) (6) to draft the NGB Environmental Compliance form.	

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JTF-N

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ES4150/56/57/58-06, Naco/Douglas, AZ, 2/3 miles of road, 7/8 LWC's and bollard fences in Naco (west) and 6 LWC's in Douglas (east). 1 June - 15 August. This will be battalion deployment of about 1000 Marines in 5-6 iterations of 200 personnel every 15-days. The basecamp will be located at the Douglas International Airport.

ES4160-06, Naco, AZ, 1 mile of road 3/4 LWC's and bollard fences, Naco (east) 2nd qtr.

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PEIS Tucson & Yuma (AERC 225)

Tucson BA

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Vehicle Barriers - Tohono O'Odham Nation (TON)
Tactical Infrastructure for Western Arizona
Nogales Schematic Design
Ephraim Ridge Phase I
NEPA Matrix Status

REAL ESTATE
USACE - Sacramento

State land Use Permit in Naco
Nogales Schematic Design

NLC - Laguna Nigel
Ephraim Ridge Report

PROCUREMENT
AERC
Naco West Lighting Deployment

CONSTRUCTION
Kleinfelder
No activity this month.

(b) (6)

Previous deployment updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter **(b) (7)(E)**

-For a Password enter: **(b) (7)(E)**

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

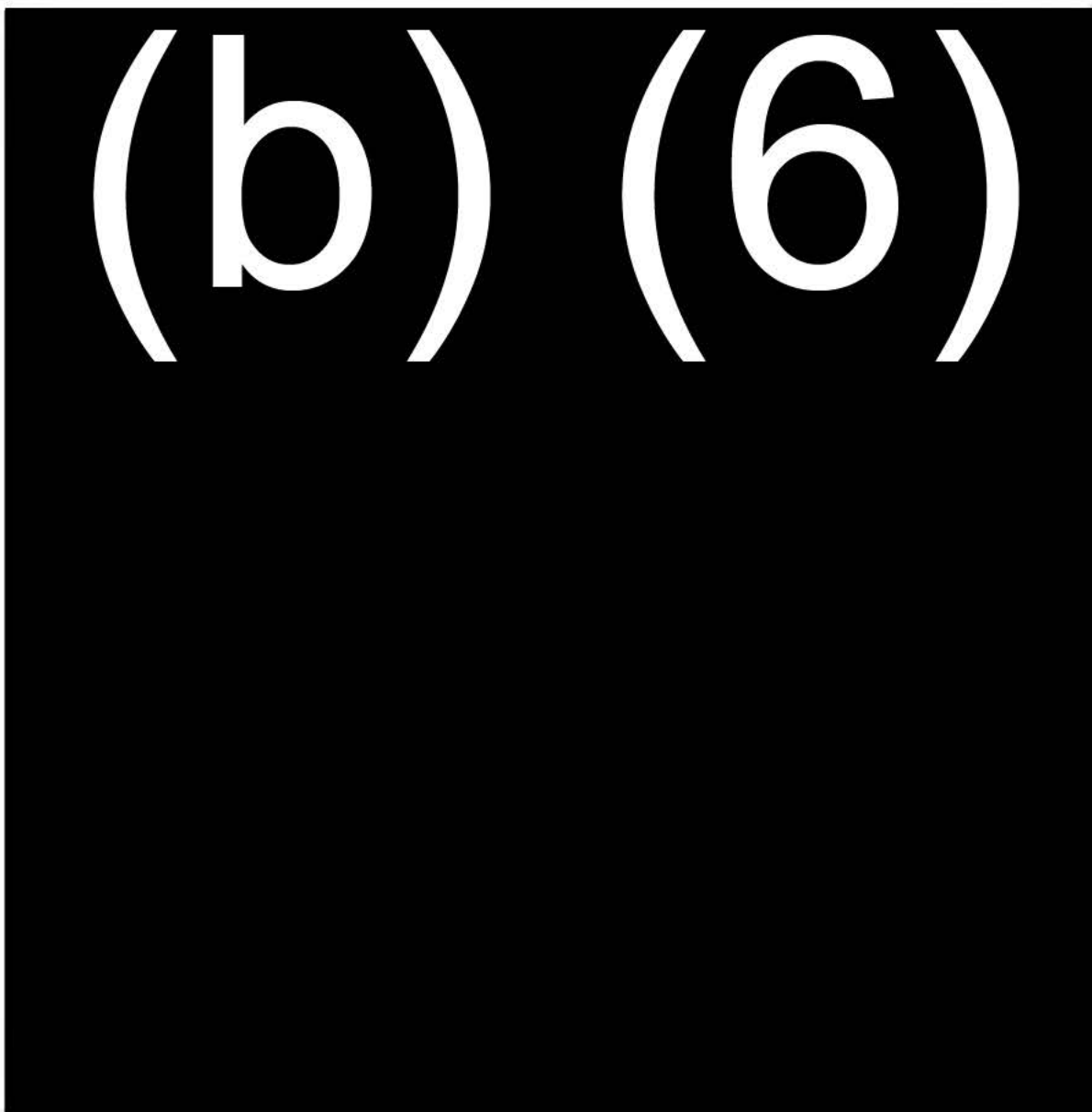
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DISTRIBUTION





①

10/18/05 Tucson POT

EWG

active ITEMS

1) DONE

2) 35K for Tucson BA

5 - FUNDS @ ASRC

- TUCSON SECTOR NEEDS TO RESOLVE CONFLICTS

- CONFLICTS W/AGCI ACTIVITIES

- GSRC FOLLOW UPS

4) - GSRC TO FORWARDED LEGAL COMMENTS ON PERIS

6) ~~TO BE SCHEDULED~~ SCHEDULED FOR SAN PEDRO SITE VISIT @ 9:30 LOCAL

7) TON - CALL (b)(6) ON MOVING FUNDS

- PLANTS NEED TO BE REMOVED OR REPLACED

8) - HQ BOX TO SEND LETTER TO TON ON PROJECT

- MOVING BARRELS

- LAND

60' RR PROPERTY TOWNLAND

- PLANTS

NO BLM JURISDICTION

- FENCES

8) TIWAZ C/PWL INT ON HOLD

- GSRC HAS WRITTEN DRAFT OUT THIS WEEK BY FREIGHT

- PERMITS ON WASHES STILL PENDING

9) Elivan Ridge Phase I EIA - SURVEYS LAST WEEK

- NORTHERN BOUNDARY FIRING RANGE

- FIRING RANGE ON PROPERTY?

- LEAD & BLM IN PROJECT

- Report end of next week

10) SONOTTA ROAD EA FONSI SIGNED

- NOA NEXT WEEK

- ALL WEATHER SURFACE

11) ~~ATTACHED~~ LIST OF PROJECTS NEEDING SECTION 7

12) COMPLIANCE FORM - NO WORK DONE YET

Need assistance with part 1 & sections



10/18/05

(1)

DOT Meeting

Nogales schematic design in progress

Relocation of lights

ROEs for about 6 miles & several families east of POE

Action Items

1) Nogales

2) Nogales - pending DARK CONTRACT

3) SOW BEING PREPARED

CONSTANT LOW SUPPORT

Need SOW TUBES 31 pieces @ 4' LENGTH 36"

4) RWA Check \Rightarrow *

EWG

SEE NOTES

MILITARY

ANG 10/26/05 WISCONSIN LNET COMMING TO SEE WORK.

- KING'S KITCHEN

- WWD

One 1/7/06 w/50 persons 2-2 week ROTATIONS

~~FEB & MARCH~~ - MASSACHUSETTS 70-100 ^{SOC PARTS}

- 1 2-week ROTATION

JTF-N

WATER BUFFALO - NEED TO KNOW WHERE TO FIND

(b) (6) COME WITH POLES

SOW TUBES TO BE ORDERED

Pole DELIVERED PENDING - need to SPACE & DELIVER



PDT
②

ARRIVE START WORK
NACO 11/10 11/14 - 16
Leave 11/24 & return 11/28+29/
REDECK 12/20

GET FOUNDATIONS FOR BEFORE THANKSGIVING
THEN INSTALL AFTER THANKSGIVING
1500 MACHINES

ENGINEERING

Douglas LIGHTING DONE EAST BY NEXT PDT
WEST - TRY SAME TIME FRAME

Douglas IBAI - 2 1/2 MILES SUBMITTED WEST END TO NACO
- DOUBLE CHECK
- NEAR 100%

INTERNATIONAL DETAIL - SUBMIT TO CITY TODAY/TOMORROW
- PHASE ONE REPORT

NACO LIGHTING 2 1/2 MILES DONE LAST YEAR
2 1/2 miles pending

Nogales schematic DESIGN - ADD PROP. LINE
- by next PDT

Nogales LIGHTING RELOCATION - SOW pending
- LIGHT LOCATION TO BE PROVIDED
ALONG W/TYPE

ENVIRONMENTAL

PESS T/Y - COMPLETING DATA GAPS > NO MATX

TACSON BA " " "

SAN PEDRO LWC SITE MEETING TOMORROW

TON VB - NATION COORDINATION

Nogales schematic - 6 for 6 miles SUPPORT REQUEST

Nogales schematic - 75% of culverts washed out
- Needs REHABILITATION

Elkhorn Mesa - PESS DONE
- 27% RANGE BEGIN ON SITE
- TRASH ASSESSMENT VEHICLE

MATRX - SENT OUT



3
POT

TIDUAZ - CPUNK

- 1 MILE SECTION -

- CLUSTER OF ARCH SITES

- AVOIDANCE

- PROJECT 4 Glenview Valley

- NO WAY TO MAINTAIN DUST NETS

- MAINTAIN OR RENE ROAD

- 10-15 MILES NEED TO BE

BUILT TO GAIN ACCESS

- (b) (6)

WORKING ON DEVIATIONS

- GSAK WILL FILE FOR GAPS WHEN IDENTIFIED

- PPT meeting in DC on 11/2/05

REAL ESTATE

- STATE LAND USE IN NACO

- BEING PROCESSED

- NOGALES SCHEMATIC DESIGN

- NOTHING NEW

Procurement

- SEND TUBES

- DELIVERY DATES

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 15 November 2005 @ 10:00
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call Number: (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with contract to repackage.	
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. Reviewing cost estimates, etc. Need construction support for coming deployments. New RWA's will be folded into contracts	
4. Check to see if funds from the RWA for Ephraim Ridge Reclamation will be need for the lease.	
5. (b) (6) to check on water meter in Naco for November deployment	
6. Check with Brown Wholesale on delivery schedule for Naco Lighting BOM	
Environmental Working Group	
1. Tucson/Yuma PEIS--Ingram has received the CBP Legal comments and will forward them to (b) (6) (b) (6)	
2. Tucson BA, (b) (6) will track the funds and make sure they are provided to AERC	
3. San Pedro River LWC (b) (6) wanted to make a site visit to discuss the various designs.	
4. National Guard Annual Submittal needs to be prepared. (b) (6) will assist (b) (6) to draft the NGB Environmental Compliance form.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Units from the Wisconsin National Guard plan to deploy 7 January 2006

Units from the Massachusetts National Guard plan to deploy 1 March 2006

JTF-N

(b) (6)

FY'06 Proposed Deployments

ES 4145-06, Naco, AZ, 1/2 mile of Lights (west) 15 Nov -15 Dec

ES4591-06, Naco, AZ, 1 mile of light (west) 18 Jan - 18 Feb

ES4150/56/57/58-06, Naco/Douglas, AZ, 2/3 miles of road, 7/8 LWC's and bollard fences in Naco (west) and 6 LWC's in Douglas (east). 1 June - 15 August. *USACE ROTATIONS 50-60 per rotation*

ES4160-06, Naco, AZ, 1 mile of road 3/4 LWC's and bollard fences, Naco (east) 2nd qtr.

73722 10 FOR PERMANENT DEACTIVATED UNITS

ENGINEERING

*- APPROVAL OF MILITARIZATION OF BORDER
- NOT GOING TO HAPPEN*

Baker Eng.

(b) (6)

Please note attached notes from Michael Baker Jr. Engineering

Douglas, Lighting (5 Miles)

Q A/QC ON GOING

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

San Pedro River LWC,

Vehicle Barriers - Tohono O'Odham Nation (TON)

Tactical Infrastructure for Western Arizona

Nogales Schematic Design

Ephraim Ridge Phase I

REAL ESTATE

USACE - Sacramento

(b) (6)

State land Use Permit in Naco,

Nogales Schematic Design, In process, pending engineering and environmental work

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge Report, Lease under negotiation with NLC-Laguna.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

PROCUREMENT

AERC

Naco West Lighting Deployment

(b) (6)

CONSTRUCTION

Kleinfelder

No activity this month.

(b) (6)

WAITING ON UP COMING WORK

Previous deployment updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

NEXT MEETINGS

13 December 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION

(b) (6)



11/15/05

①

Tucson POT ENVIRONMENTAL

PEES - sent draft responses to (b) (6) on legal comments

- change analysis -
- ~~change draft text~~
- need another public review
- ASCE issues
- REQUESTED MEETING w/ LCOA

Tucson PA - in progress
- find issues - sent to WAC in lat sent/eng out

San Pedro issue resolved - no known crossing
- effort need low water crossing for Section 7
- lights, barriers, etc

NACO - Douglas Supplied EA take looked at by (b) (6)
for consultation Section 7

National Guard submitted
- GRLC to put together
- notice to fee put in Douglas Dispatch paper

Tow Vehicle Permits
- submitted mod cost estimate
- \$50K for permits \$46K for labor
- time from ~~out~~ paid 12/15
- ISCA HAS NO JURISDICTION ON TOW LANE S

TJWAR - working with C PNRK due Friday
- Gravel valley road pulled & sent to E&S

Noxles 11/18 design out
Ephraim Ridge this week Phase 1, GA next week
WhiteWater - keep working w/ city of Douglas
- notification in same water step sheet
- (b) (6) letter to be sent by e-mail by Tom



11/15/05

①

TUCSON POT MEETING

ACTION ITEMS

- 1) GSA COORDINATION - TUNNEL ACCESS DESIGN
 - NO ACTION
 - PENDING
- 2) PAVING NOTICES 1/2 MILE
 - INV CONTRACTING FOR CONTRACTOR
 - PARK TO BE CONTACTED
 - NO US UNITS
- 3) FENCE & SOLS
 - ACCESS WORKWAY
 - LIGHTING PROCESSED - CONTRACTING
- 4) EPITHELIUM RIDGE
 - PUMPS FOR LEASE & US UNITS
 - \$350K ENLWA
- 5) NACO WATER MEETING
 - UNKNOWN STATUS
 - STAFF GETTING HELD
- 6) LIGHTING TO BE CHECKED

ENVIRONMENTAL - SEE NOTES

REAL ESTATE

(b)(6) NO REPORT

A. NAT GUARD

- 1) WESCOTE 7100 AM - 18 FEB 2006 50 soldiers
 - WWD & PENDING 3 MILES
 - EQUIPMENT AT / NEAR OF END OF LEASE
- MASS 22 FEB for 2 weeks 50 soldiers
 - FOLLOW ON WESC. WORK
- BASIC CASUALTIES - SPLIT UNIT BETWEEN TUCSON & YUMA
 - WORK 2 - 9 HOUR SHIFTS



2

JTF-N - NACO LIGHT STARTED TODAY
 - OTHERS ON SCHEDULED AS LISTED ON AGENDA
 EPHEMERAL RIDGE RECLAMATION
 - REMOVE SEDIMENT
 - LOOK AT CONTRACTORS (LEASE)

ENGINEERING

~~DOUGLAS LIGHTING~~ - NACO
 - WATER LINE RELOCATED
 - 13 POLES FOR BOARD

ROCKWAS LIGHTING BEHIND WARD OUT 13 MILES
 DESIGN EAST DONE
 WEST 2 MILES DONE

DOUGLAS 2.5 MILES WEST
 - COMMENTS ON (b)(6) FOR PROPERTY LINES

INTERNATIONAL PLANS TO CITY
 NACO LIGHTS (SMILES) DEBITIZED
 - DESIGN TO GSKC

TON - DESK TOP STUDY TO (b)(6)
 - SIGNS AND FENCING GO INTO US
 - SAYS ENTIRE US
 - NEEDS FIXING

ENVIRONMENTAL

SEE NOTES

INTERNATIONAL DETCH - DESIGN

~~FEAS~~

- SHEET 2008
 - Sediment transport reduction & flow volume/velocity
 - reduced by wall

Procurement

FENCE EXTENSION MATERIAL
 EQUIPMENT

LIGHTING (COPD NOT ~~DOUBLE~~ DOUBLE OR LOWER ITES)
 MATRYS & SONS - UNDER AGREEMENT ALLOTMENT

CIVIL DEPARTMENT REPORT

To: (b) (6)
(Tucson Sector) **Date:** 11-15-2005

From: (b) (6) **Subject:** November 15, 2005 PDT, civil report

ACTION ITEMS

3. Baker has submitted construction support for JTF deployments in November and January along with 4 miles of road design in Sonoita and 2 miles in Nogales. We have not yet submitted the estimate for construction support for the National Guard deployment in January.

ARIZONA ARMY NATIONAL GUARD

1. Baker met on site with (b) (6) and visited the sites in Douglas, WWD, Erosion control, 2 miles extension, Kings Ranch Road, and discussed with (b) (6) options for construction work that the Wisconsin and Massachusetts National Guard Unit might do.

JTF-N

2. ES 4591-06, NACO, AZ JAN 18 TO FEB 18. Baker has submitted the BOM and forwarded information from the supplier that poles and fixtures will need to be ordered by 11/14 for delivery on January 15, 2006.

ENGINEERING

1. Douglas lighting 2.5 miles east.
 - a. In progress to 100% submittal by next PDT-Latest.
2. Douglas lighting 2.5 miles west.
 - a. In progress to 100% submittal by next PDT-Latest, assuming future roadway improvements.
3. Douglas 13-Mile Roadway- 2.5 miles of roadway design.
 - a. Submitted 100% for review, no comments have been received. Baker will proceed to verify that IBWC has no comments, then address internal comments and submit 100 % final.
 - b. Approximate location of Property Lines has been added to the plans and plans submitted to BLM and (b) (6)
4. International Channel.
 - a. Plans have been submitted to the City last month, we were promised by (b) (6) to receive comments by this Friday 11/18.
5. Naco lighting 5 miles.
 - a. Construction in November 05 and January 05 on the west side.
6. Nogales Schematic Design.
 - a. Baker have been adding approximate location of Property Lines provided by (b) (6) and will submit plan sheets by end of this week to (b) (6)

Please call me at (b) (6) if you have any questions, (b) (6)

(b) (6)

From: (b) (6)

Sent: Monday, October 24, 2005 9:18 AM

To: (b) (6)

Cc:

Subject: FW: TCA PDT Meeting Minutes of 18 October 2005

(b) (6) to accommodate the January deployment procurement we will need to move some funds into Naco lighting.... I will probably need to move (b) (5) from Nogales Construction (with associated reduced scope) into Naco Lighting.... I expect the request will follow the same procedure as described for moving money in the TON Vehicle Barrier....

(b) (6)

From: (b) (6)

Sent: Monday, October 24, 2005 8:56 AM

To: (b) (6)

Subject: RE: TCA PDT Meeting Minutes of 18 October 2005

Classification: UNCLASSIFIED

(b) (6)

Please change the deployment timeframe for ES4591-06 from 25 Feb-25Mar to 18 Jan - 18 Feb 06

S/E

(b) (6)

(b) (6)

From: (b) (6)

Sent: Sunday, October 23, 2005 1:17 PM

(b) (6)

10/25/2005

(b) (6)

Subject: TCA PDT Meeting Minutes of 18 October 2005

Please find attached the Draft Tucson Sector PDT Meeting Minutes. Should you have any corrections or comments please respond directly back to this e-mail. Also attached is the environmental matrix (NEPA Status for Tucson and Yuma Sectors as of 17 October) prepared by (b)(6)(b)(7)(C)

We are presently gearing up for a lighting installation deployment into Naco Arizona, west of the Port-of-Entry. This is being arranged through JTF-North scheduled for mid November.

(b) (6)

10/25/2005

BW1 FOIA CBP 007772

(b) (6)

From:

(b) (6)

Sent:

Friday, July 15, 2005 9:28 AM

To:

(b) (6)

Subject: FW: TCA PDT Meeting 19 July 2005

Please note the TCA PDT Environmental Working Group will be meeting at 8:30AM at the Tucson Station...

(b) (6)

From:

(b) (6)

Sent:

Monday, July 11, 2005 12:01 PM

(b) (6)

Subject: TCA PDT Meeting 19 July 2005

TCA PDT:.....

Attached is the agenda for next Tuesday's PDT meeting in Tucson. The meeting will take place at the Tucson Station starting at 10:00AM Arizona Time.

The conference call in number is:
Participant pass code:

(b) (7)(E)

TIWaz:.....

Tactical Infrastructure for Western Arizona (TIWaz) Public Meeting will be held after the PDT at the Tucson Convention Center, from 4 to 8 PM. The Cabeza Prieta material can now be accessed via the link below:

(b) (7)(E)

Let (b) (6) (GSRC) know if you are having trouble accessing the ftp site. His contact information is below, after hours please use the cell number. GSRC Phone (b) (6)
(b) (6)

CONSTRUCTION:.....

In June the National Guard completed another successful deployment into Whitewater Draw (Douglas, Arizona) to put the finishing touches on the approach road to the Box culvert and to construct bollard fence along the border. Active and completed construction projects can be reviewed at the following web page, including project completion reports and photographs of the deployments.

To access a website that has updates, go to:
www.kleinfelder.com

- Click on the **Client Link** link at the left of the page.
- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter: (b) (7)(E)

7/15/2005

-For a Password enter: **(b) (7)(E)**

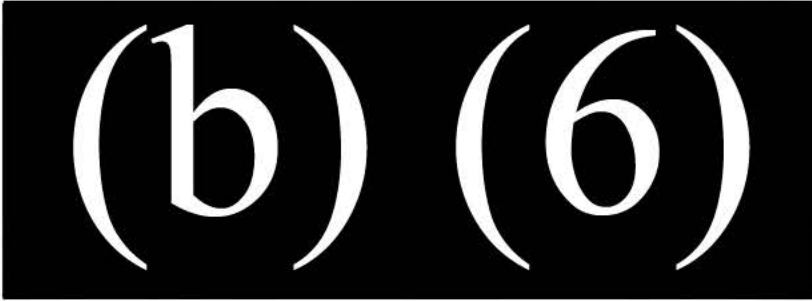
(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TIME ZONES:.....

For conversion of time zones the following web page can be helpful (Arizona, except the Navajo Nation, does not have daylight savings) time)

<http://www.time.gov/index.html>



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7/15/2005

BW1 FOIA CBP 007774

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 19 July 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b) (6) (b) (6) Nogales staff & Baker
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b) (6)	(b) (6)
3.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	
4.	Rental Equipment extended for Naco and Douglas fence crews, pending new vendor.	
5.	Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005. Baker is doing quality review of plan sets	
6.	Douglas, International Ditch drainage report expected 3 June 2005. Submitted to PM (b) (6) for review.	
Environmental Working Group		
1.	Set aside \$35,000 for mitigation on Whitewater Draw 404 permit	
2.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC. GSRC & AERC to re-negotiate fees.	
3.	Tucson BA needs funding for GSRC contract modification and up-dated maps from stations. Maps completed & at GSRC.	
4.	Provide (b) (6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed-back on deployment operation and staging sites.	
5.	Comments needed on PEIS by 15 July	All

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05

101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert. Unit did outstanding job on project.

(b) (6)

JTF-N

No Further Scheduled Deployments FY'05

Report on Potential FY'06 Deployments

(b) (6)

ENGINEERING

Baker Eng.

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed. To be discussed in 29 July meeting in Nogales

(b) (6)

FY'05 Engineering Projects

2 additional miles of roadway in Douglas
relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

(b) (6)

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225

Tucson BA

Whitewater Draw 404 Permit

San Pedro River LWC

Vehicle Barriers - Tohono O'Odham Nation (TON)

Tactical Infrastructure for Western Arizona

Public meetings are scheduled for Tucson, Gila Bend and Yuma from July 19th through July 21st. Tactical Infrastructure for Western Arizona (TIWAz) Public Meeting will be held after the PDT at the Tucson Convention Center, from 4 to 8 PM. The Cabeza Prieta material can now be accessed via the link below:

(b) (7)(E)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

Let (b) (6) (GSRC) know if you are having trouble accessing the ftp site. His contact information is below, after hours please use the cell number. GSRC Phone: (b) (6)
 Fax: (b) (6)

USPP

Nogales Schematic Design –to be discussed on July 29 meeting in Nogales.
Ephraim Ridge Phase I –GSRC submitted estimate for Ephraim Ridge ESA/EA.

REAL ESTATE

USACE - Sacramento
 No Report
NLC - Laguna Nigel
Ephraim Ridge Report
 (document is into CBP legal review)

(b) (6)

PROCUREMENT

AERC
 Discussion of Hertz Rentals in Naco and Douglas

(b) (6)

CONSTRUCTION

Kleinfelder

Updates (see web page below)
 To access a website that has updates, go to:
www.kleinfelder.com
 -Click on the **Client Link** link at the left of the page.
 -Select **Border Patrol Construction Oversight** from the drop-down menu.
 -For a User Name ente (b) (7)(E)
 -For a Password enter: (b) (6)
 (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
 -Select the deployment you wish to view

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b) (6) (b) (6) Nogales staff & Baker
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b) (6)	(b) (6)
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

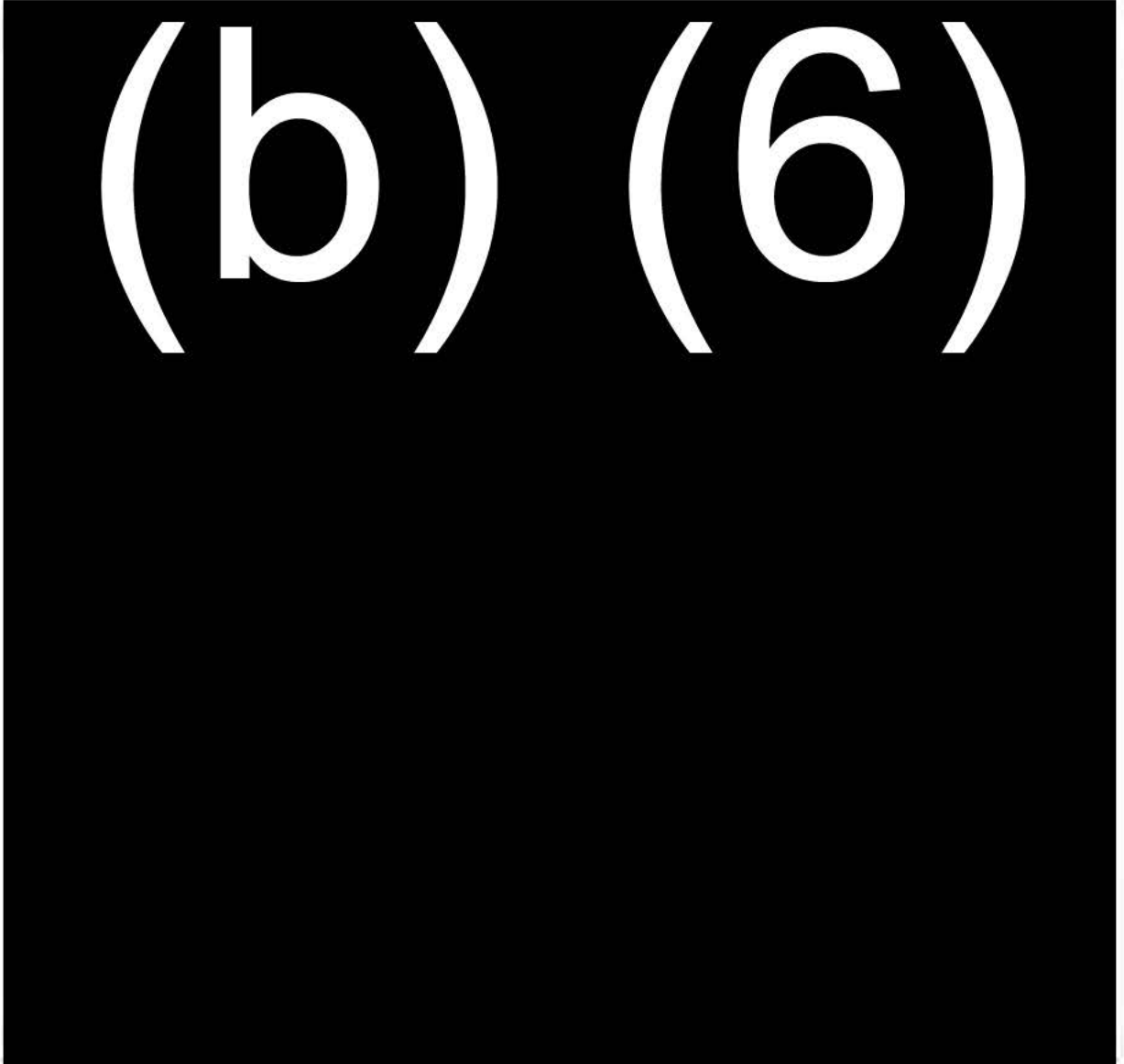
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6.	Douglas, International Ditch drainage report expected 3 June 2005. Submitted to PM (b) (6) for review.		
Environmental Working Group			
1.	Set aside \$35,000 for mitigation on Whitewater Draw 404 permit		
2.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC. GSRC & AERC to re-negotiate fees.		
3.	Tucson BA needs funding for GSRC contract modification and up-dated maps from stations. Maps completed & at GSRC.	(b) (6)	
4.	Provide (b) (6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed-back on deployment operation and staging sites.		
5.	Comments needed on PEIS by 15 July		
			All

NEXT MEETINGS

- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



Date: 11/2/2004 10:55 AM
Sender: (b) (6)
Priority: Normal
Subject: WATI EIS Second Preliminary Planning Meeting

Comments

Author: (b) (6)
Date: 11/2/2004 10:55:00 AM
Priority: Normal

bcc: (b) (6)

To:

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Subject: WATI EIS Second Preliminary Planning Meeting

All,

Attached are the draft meeting minutes from the second preliminary interagency planning meeting held at the Airport Sheraton in Phoenix, AZ on 20 October 2004. Please review the draft minutes and provide any corrections or additions you may have. I request that all comments be returned by close of business 10 November 2004. After all comments are incorporated or resolved I will submit the final meeting minutes.

Thank you for your cooperation and assistance.

(b) (6)
Biologist
Gulf South Research Corporation
phone: (b) (6)
fax:
email:

<<DraftMinutes_Oct20_Agency_PrePlan.doc>>



DRAFTMIN.DOC

**MINUTES
OFFICE OF BORDER PATROL
WESTERN ARIZONA TACTICAL INFRASTRUCTURE PROJECT
SECOND PRELIMINARY PLANNING MEETING**

Place: Phoenix Airport Sheraton
Phoenix, AZ
Date: 20 October 2004
Time: 9:30 AM

Attendees:

(b) (6) USACE
OBP
OBP
CBP
AGFD
CBP
USACE
MCAS-Yuma
USFWS-CPNWR
56 RMO Luke AFB
56 RMO Luke AFB
USFWS-Phoenix
GSRC
GSRC
GSRC
CBP
OBP
Carter/Burgess
56 RMO Luke AFB
56 RMO Luke AFB
AZ-ARNG IRT
AZ-ARNG IRT

(b) (6)

GENERAL

(b)(6) distributed electronic copies of the *Final Supplemental Programmatic Environmental Impact Statement for Proposed JTF-6 Support Services to the Immigration and Naturalization Service (2001)* and the *Revised Draft Programmatic Environmental Impact Statement for Office of Border Patrol Operational Activities within the Tucson and Yuma Sectors in Arizona (October 2004)*.

(b)(6) indicated DHS HQ has confirmed that the CBP and OBP cannot perform actions under another agencies Categorical Exclusion.

(b)(6) added that road maintenance will be a Categorical Exclusion item in the new DHS environmental regulations that are expected to be released after the first of the year.

(b)(6) still questions why CBP and OBP cannot act as his agent for refuge compatible actions. He said the refuge would be operating under the refuge's Categorical Exclusion and the OBP would only be operating as his agent. (b)(6);(b)(7)(C)

(b)(6) indicated funding triggers the need for CBP and OBP to have their own NEPA analysis.

needs ADDITIONAL comment

PROPOSED ACTION

(b) (6) informed the attendees that the proposed action has been revised since the first preliminary planning meeting on 31 August 2004.

The proposed action has been separated into an environmental assessment (EA) and environmental impact statement (EIS) that would be prepared concurrently. (b) (6) indicated that the CBP and OBP have decided to prepare an EA for 56 miles of permanent vehicle barrier along the southern border of the Cabeza Prieta National Wildlife Refuge (CPNWR), improvements to the existing border road for construction purposes and use as a patrol road, improvements to north/south trending access roads between the El Camino del Diablo and existing border road, improvements to the El Camino del Diablo, installation of up to 10 water wells, establishment of staging areas, establishment of bivouac areas, establishment and/or use of borrow sites, and the installation of eight temporary vehicle barriers in mountain passes. The permanent vehicle barrier is not a continuous barrier and road. Currently the border road detours around north-south trending mountains. The proposed permanent vehicle barrier would be constructed up the side slope off these mountains to a point that is impassable then mountains will serve as a barrier. Secondary roads would be needed for construction access. The El Camino del Diablo is one of the roads that would need to be improved for construction access, especially at talc pits. One potential issue with improving the north-south access for barrier construction is designated Wilderness on the CPNWR.

(b)(6) indicated that Wilderness is not an issue for work along the border road on the CPNWR.

(b)(6) asked what types of construction activities would be allowable in designated Wilderness on the CPNWR. (b)(6) indicated the type of activity depends on the minimal tool needed to complete the justified action. (b) (6) said improving detours around mountains could be acceptable if this action is the minimal tool needed to complete action.

The purpose of separating the construction of the permanent vehicle barrier from other actions in the environmental impact statement on the CPNWR is to expedite the establishment of the permanent vehicle barrier so it can be used as a conservation measure for Sonoran pronghorn in the pending Yuma Sector Biological Opinion and future Tucson Sector Biological Opinion for OBP operational activities.

(b) (6) indicated the CPNWR is preparing to install two temporary vehicle barriers on the CPNWR. If these two barriers coincide with those proposed by the OBP, the OBP would drop these barriers from the 8 proposed per (b)(6)

(b) (6) asked if preparing a separate EA was acceptable to the other agencies. If the EA is acceptable, the CBP and OBP plan to have an EA completed in six months.

(b) (6) indicated that construction of the permanent vehicle barrier would not likely begin until FY06 because military units will not deploy until environmental

documentation is complete. (b)(6) feel that installation of the temporary vehicle barriers could begin sooner if resources are available.

(b)(6) questioned if private contractors have been considered as an option to using military units for construction. (b)(6) indicated the cost of private contractors is a major factor for using military units. OBP headquarters would have to prioritize the construction of the permanent vehicle barrier for private contractors to be used in place of military units. (b)(6) indicated that the use of private contractors would be left open as an option to expedite the construction of the permanent vehicle barrier.

(b)(6) indicated that biological and archaeological surveys for the permanent vehicle barrier and border road improvements would occur within a 75-foot corridor north of the border.

(b)(6) (b)(5)
(b)(5) (b)(6)(b)(5)
(b)(5)
(b)(5) (b)(6)

indicated that the FTHL is on the verge of becoming listed as a Federally protected species. The listing of the FTHL depends on the effectiveness of the FTHL Rangewide Management Strategy and FTHL Interagency Coordinating Committee. Approximately 90 percent of the FTHL habitat is in Federal ownership and land managing agencies have been able to control encroachment with the exception of illegal traffic and subsequent OBP enforcement actions. FTHL mitigation moneys from the new commercial port-of-entry and Area Service Highway could be applied towards the permanent vehicle barrier. The flat-tailed horned lizard (FTHL) group is willing to fund \$400,000.00 toward the construction of the vehicle barrier adjacent to the FTHL management area. (b)(6) said the EA is for the entire proposed 110 miles of permanent vehicle barrier from the eastern boundary of the CPNWR west to Avenue C in Yuma, AZ.

Since the construction of the barrier would occur in phases, (b)(6) feels the construction phases can occur at different locations. Areas protecting the Sonoran pronghorn and FTHL are priority for the agencies. (b)(6) indicated that OBP would construct phases of the barrier where OBP intelligence shows a need.

(b)(6) asked if the CBP and OBP have considered using emergency provisions under the Council for Environmental Quality regulations so the project might move forward while the environmental document is being prepared. (b)(6) indicated the president has to declare an emergency in order for the provisions to be used and CBP is not willing to elevate the project to the president.

(b)(6) asked if mitigation for the FTHL would be required for construction of the permanent vehicle barrier. (b)(6) indicated land managing agencies that are a part of the FTHL Interagency Coordinating Committee could assess fees for FTHL mitigation. (b)(6) questioned if the construction of a permanent vehicle barrier could be presented as mitigation? (b)(6) indicated this is a possibility; however, the OBP would have to present the idea to the committee and other agencies. Construction of the permanent vehicle barrier should not impact much FTHL habitat, while reducing potential impacts to the FTHL north of the barrier. Therefore, the construction of the permanent vehicle barrier could be self-mitigating.

ISSUES

Construction staging areas and bivouac areas need to be identified and surveyed for biological and archaeological resources. (b) (6) requested that CPNWR staff members meet with GSRC staff members during the field surveys to identify potential staging and bivouac areas along the border. (b) (6) suggested locating the bivouac areas as close to the border as possible.

Water studies on the CPNWR will need to be conducted to determine potential water well sites and potential impacts. (b) (6) indicated Baker Engineering estimated a water well per 10 miles would be needed during the construction of the permanent vehicle barrier. Previous water studies conducted on the Barry M. Goldwater (BMGR) are located too far north to be valid on the CPNWR. (b) (6) suggested contacting BLM about drilling wells for the project. BLM crews drilled water wells for the BMGR. (b) (6) indicated the BLM has a dry well drilling rig that could reduce potential impacts to the environment compared to traditional drilling equipment. *- B of the*

(b) (6) indicated borrow areas would be identified as part of the proposed permanent vehicle barrier project, if needed. *Bork*

(b) (6) indicated that north-south access roads have to be identified and evaluated by engineers to determine if existing roads are sufficient or if illegal roads need to be considered. (b) (6) explained that administrative trails are technically Wilderness; however, the 1990 Wilderness Act allows law enforcement to use these trails. Improvements to administrative trails would have to be a minimal tool to accomplish project. The 1990 Wilderness Act recognizes law enforcement need to use administrative trails; therefore maintenance would be allowed, if the activity does not change the footprint of the trail. Road improvements would require biological and cultural resources surveys. Illegal roads do not exist under the Wilderness Act. (b) (6) as the administrator of Wilderness does not the authority to create roads in Wilderness. (b) (6) feels spur roads would not be a big issue. He feels the proposed roads and improvements need to be presented to Wilderness non-governmental groups. *302*

(b) (6) feels the three types of roads (i.e., public, administrative trail, and illegal) need to be presented as three separate alternative. ?

A transportation plan is included as part of the draft BMGR EIS for the INRMP. (b)(6) (b) (6) indicated that the recent Biological Opinion for the BMGR called for reducing the number of active roads on the range to reduce potential impacts to the Sonoran pronghorn and FTHL. (b) (6) indicated roads have been identified for closer in the draft BMGR EIS for the INRMP and these roads were originally coordinated with the OBP. However, OBP needs appear to have changed because some roads proposed for use, improvement, and maintenance as part of the OBP's proposed action are roads currently identified for closer in the draft BMGR EIS for the INRMP.

(b) (6) questioned what the OBP's road proposal would do to BMGR's timeframe for producing the final EIS? (b) (6) indicated the core group would have to consider modifying the document, which will lengthen their timeframe for producing the final EIS. (b) (6) indicated the BMGR anticipates releasing the preliminary final EIS in March 2005 and the final EIS around July 2005.

(b) (6) requested that staff members from OBP, BMGR, and CPNWR meet in the field to determine what roads are necessary for OBP operations and which roads can be deleted to fit within the BMGR's transportation plan. (b) (6) wants a working group among agencies to solve road issues.

(b)(6) feels illegal activities and OBP actions need to be monitored and studied because road needs will change following the construction of the proposed permanent vehicle barrier. (b) (6) agreed with (b) (6) and stated that the OBP would need access roads after the completion of the permanent vehicle barrier to track and apprehend illegal foot traffic.

DISCUSSION

(b) (6) requested close cooperation among Federal agencies for this project per the recent GAO document on cooperation between Federal agencies. (b) (6) indicated the OBP has been working on a cooperative agreement with DOI but not with DoD. (b) (6) indicated the purpose of these preliminary planning meetings is to establishment coordination with Federal and state agencies and to establish cooperating agency status for those agencies that are interested.

? DHS / CBP

(b) (6) questioned if (b) (7)(E) (b) (7)(E) (b) (6) explained (b) (7)(E) (b) (7)(E) (b) (7)(E) Agents would likely (b) (7)(E) (b) (6) requested that the WATI environmental impact statement (EIS) address (b) (7)(E) (b) (7)(E) (b) (6) indicated the (b) (7)(E) (b) (7)(E) (b) (7)(E)

?

(b) (6) introduced Gulf South Research Corporation as the US Army Corps of Engineers' contractor responsible for preparing the EA and EIS. GSRC will be contacting agencies in the next week to obtain road info and set meeting times. (b) (6) requested the agencies provide road data in a GIS format. (b) (6) recommended that MCAS Yuma and Luke AFB meet together with GSRC.

(b) (6) indicated the WATI EIS should address actions in Maricopa County because they are not addressed in the PEIS for OBP operational activities.

(b) (6) explained that GSRC would be conducting biological and archaeological field surveys along the CPNWR southern border the week of 1 November 2004. GSRC will collect habitat data for protected species, GPS agave, columnar cacti, and washes. He asked if the group would like any other data collected? No response from the group was received.

(b) (6) asked the group how many scoping meetings should be conducted as part of the EA and EIS process? (b) (6) suggested holding meetings at Phoenix, Tucson, Sells, Yuma, and Ajo. (b) (6) also suggested that a meeting could be held at Gila Bend in place of the meetings at Yuma and Ajo.

(b) (6) feels the EA and EIS can be scoped at the same location and at the same time, but the meetings should be conducted in separate rooms. (b) (6) feels if you hold the

meetings on the same day, the CBP and OBP need to clarify to the public that two separate documents are being scoped and the actions each document addresses.

(b) (6) suggested conducting the scoping meetings at the same location and time of day but on consecutive days.

(b) (6) feels the meeting with non-governmental groups should be separate from the public scoping meetings. (b) (6) indicated that separate scoping meeting couldn't be held for non-governmental groups and the public.

(b) (6) feels scoping meeting needs to be together or not scope the EA. (b) (6) feels a scoping meeting should not be conducted for the EA. The CBP and OBP do not normally hold scoping meetings for EAs. (b) (6) called for a show of hands for not scoping the EA. The group agreed with not scoping the EA and conducting the WATI EIS scoping meetings sometime in January 2005.

(b) (6) cautioned the wording for the two environmental documents needs to be very concise to avoid creating disseat with the public and non-governmental groups.

(b) (6) feels the CBP and OBP needs to make it is clear to the public that the scoping meetings are not for the record. (b) (6) indicated the scoping meetings would be a part of the record. (b) (6) indicated the scoping meetings are a part of the public record and will be recorded.

GSRC will contact agencies regarding points of contact and to obtain existing reports (cultural resources reports).

Additional information is needed for the Organ Pipe Cactus National Monument and Tohono O'odham Nation.

(b) (6) questioned if WATI EIS will address potential relay towers. (b) (6) indicated these types of structures would be addressed in a cumulative manner in the WATI EIS.

(b) (6) suggested providing the agencies with the Western Region Programmatic EA for RVS towers. He further suggested that the agencies provide any additional questions or concerns to GSRC during the upcoming road meetings.

(b) (6) asked if the agencies were willing to be cooperating agencies for the EA and EIS. All agencies are interested in being cooperating agencies.

The next interagency meeting will be held sometime in December.



**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 13 January 2004
 Meeting Location: Tucson HDR's Office, 10:00 am
 5210 E Williams Cir, (b)(7)(E)

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – funding followed up by (b) (6) – access to sites reviewed by (b) (6) and HDR	(b)(6)
2. SWPPP training – need proposed dates and costs for training	(b)(6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	(b)(6)
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	(b)(6)
5. Inspector that will be at 10 Feb 2004 JTF-6 deployment must be at the 19 November meeting with the constructing units commander.	Baker
6. Rent 6” forms for next JTF-6 deployment	(b)(6)
7. SWPPP responsibility for construction and ongoing reporting - conference call 12 December @ 9:00 Central Time / 10:00 Eastern Time	Kleinfelder & Stations
8. Personnel attending the 22 January “Back Brief” in El Paso shall provide (b) (6) personal data by COB 12 December for security clearance.	All
9. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All
10. Douglas 4 miles west of POE submitted as 100% by 13 January	Baker
11. Naco 10 miles submitted as 60% by 13 January	Baker
12. Nogales 1 ½ miles submitted as 100% by 13 January	Baker
13. Follow up on fencing for (b)(6) property in Douglas	(b)(6)
14. Temporary Vehicle Barrier locations for EA development, Various stations	(b)(6)

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

10:45 – 11:15 ENGINEERING

Baker Eng. - updates and discussion
Douglas, 13 Miles of Roadway
Nogales, 1-1/2 Miles Roadway, Final Design pending delivery,
due 13 January
Douglas, Lighting
(5 Miles) Split East and West of the POE, Preliminary and Final Design.
Douglas, Construction Oversight and Staking.
Douglas, International Ditch, Preliminary and Final Design
Naco, Lighting (5 Miles) Split East and West of the POE,
Preliminary and Final Design
Naco, Primary Fencing, Preliminary and Final Design
Naco, Construction Oversight and Staking
Nogales, Construction Oversight and Staking
Nogales, Aerial West of Nogales *started*
Nogales, Schematic Design
Sonoita, Preliminary Design *Feb fill*
Permanent Survey Markers *needed to start*
Temporary Vehicle Barriers *.. ..*
Naco, 10-miles Roadway, Preliminary and Final Design
60% construction plans due 13 January 2004

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
Checkpoints (b) (7)(E) AERC 499
Checkpoint - [REDACTED] (AERC 227)
BA – Operations – Tucson & Yuma (AERC 51)
Nogales Infrastructure EA (AERC #255 & 218 ENV #225)
Douglas Whitewater Draw
Sonoita
Nogales Schematic Design
Temporary Vehicle Barriers (Nogales & Sonoita Stations)
Naco BA
Douglas Dip 5
Strategy Document
RVS EA for Tucson and Ajo Station

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b) (6) [REDACTED]
Douglas Lighting (5 Miles) Split East and West of the POE
Douglas, 13-Miles Roadway West of POE
Douglas, International Ditch
Naco, Lighting (5 Miles) Split East and West of the POE
Nogales, 2-Miles Roadway East of POE
Nogales, Construction & ROW Acquisition (Pending Alignments)
Nogales, Schematic Design
Sonoita, Preliminary Design and Coordination
Permanent Survey Markers



1/13/04 POT meeting - Enviroal Working Group

later to

1) Mitigation Costs => Solutions
Due 10 days 1/27/04

(b)(6);(b)(7)(C)

mercy

06 budget in hand

BA - Tucson / Yuma on (b)(6) desk
on MSACE Callhead Tomorrow
to reinstate consultation

San Pedro twin meeting - SCOR office Santa Vista

WWPRA community to USACE - LA by 1/17

WYNY, USACE
GAV
FC / Yuma

PEIS due out in 2 months to public

2) Action Tucson checkpoint (b)(7)(E) prepared this week

3) USF&WS letter - hold

4) PEIS meeting - 2 weeks

5) Guidelines go out April / May to final

6)

Mon POT

7) (b)(7)(E) checkpoint - finalize it

(b)(7)(E)

problem w/ operational issues to be worked out w/ BCP

F OUSZ to go to HQ soon

NACO (b)(6) A7C @ NACO BPS

Sanpete 10 mile road way wasting on CO2 private land owner

Nezperles schematic design

Temp white houses - waiting on info

Douglas Rip S done

Strategy document - (b)(6)

Temp Check points Tucson, AZ, south may need to be revised
Tou wants permit while can't

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 13 January 2004
 Meeting Location: Tucson HDR's Office, 8:30 am
 5210 E Williams Cir, (b)(7)(E)

MEETING PURPOSE

TCA PDT EWG Meeting

INTRODUCTIONS

ACTION		RESPONSIBLE
Environmental Working Group		
1.	Mitigation costs possible from BA to be provided to (b)(6) (b)(6) - Due 13 January	(b)(6)
2.	Tucson checkpoint (b)(7)(E) - GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated - Due 31 December.	
3.	Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation - Due 31 December	
4.	PEIS Matrix due 12 Dec. followed by 16 December conference call 10:00 Eastern time / 7:00 Pacific	
5.	(b)(6) to e-mail new draft environmental guidelines to key EWG members	
6.	(b) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	
7.	Conference call number for 16 December conference call	

NON-PDT

- a) PEIS Tucson & Yuma (AERC 225)
- b) Checkpoints (b)(7)(E) AERC 499
- c) Checkpoint (b)(6) (AERC 227)
- d) BA - Operations - Tucson & Yuma (AERC 51)
- e) RVS EA for Tucson and Ajo Station

PDT

- a) Douglas Whitewater Draw
- b) Sonoita
- c) Nogales Schematic Design
- d) Temporary Vehicle Barriers (Nogales & Sonoita Stations)
- e) Naco BA
- f) Douglas Dip 5
- g) Strategy Document



①

1/13/04 PDT meet

ACTION ITEMS

- 1) PENDING - some contract still not worked out.
- 2) SWAPP Training - pending
- 3) WWD Foundation change \Rightarrow no construction unit \Rightarrow pending
- 4) ~~NO~~ Nogels tunnels \Rightarrow pending
- 5) chapter done
- 6) Port 6" forms \Rightarrow in building materials to party
- 7) SWAPP responsibility \Rightarrow conference call took place
 - \Rightarrow protocol for monitoring responsibility
 - \Rightarrow communication
 - \Rightarrow Notice of deficit has not been filled
- 8) El Paso back brief \Rightarrow done
@ 10:00 am
- 9) 28492th Ave Border Tower @ 0800 study of survey in Douglas
- 10) 7 miles west of Douglas OE \Rightarrow done
- 11) NACO 60% done
- 12) Nogels 1 1/2 done 100%
- 13) (b) (6) property fencing to prepare SOW for fence \Rightarrow Team Nogels
- 14) Temp vehicle barriers \Rightarrow pending
 - \Rightarrow case ready, Sonata, Ajo, Sierra
- 15) Conference call w/ BCM, BCM/USACE points
 - \Rightarrow no points currently needed for construction of land
- 16) Nogels 1 1/2 mile appraisal
- 17) Proceed w/ light tests in Douglas for BT to decide if design OKAY

EWG skiped

PVS - report north shipment draft plan given to

(b) (6)
(b) (6)

\Rightarrow no comment yet



2

2) Military Reports (b) (6)

Funding in place
Other budget (b) (5)
used

Conference call w/ (b) (6)
4 units idled

Alaska (b) (7)(E) May low water crisis

Oregon June (b) (7)(E) person turned w/o

Illinois July (b) (7)(E) person high water training report (b) (7)(E) person control repair

Vermont
Massachusetts > 0.5 FT possibly all summer

Site surveys on 1/28 & 2/9/03

JTF-G melt
10 Feb deployment good to go
Priority list.

4/11 - 5/31/03
Oregon pipe -> owl not this year

Nogales plan today

* Follow up on NACO FEASIBILITY

3) Engineering - HARRIS

Douglas 1 1/2 miles 100%

Nogales 1 1/2 miles - Excess water cuts & pull slopes gone to 1:1 cut & fill

Nogales 1 1/2 miles

Douglas lightning not worked on

Comments back on 3 projects

Nogales 1.5 1/28

Nogales
NACO 10 miles 3/23

Douglas 4.3 miles 1/28



3)

4) Procurement

no bid quotes in for pipe

(b) (4)

=> Not award anything

=> Review weekend of 9th

=> 6" Formas OCAT

No contractor for silt ponding w/ initial washing

5) Environmental - GSKC

Press need to other agencies & legal CBP

checkpoints (b) (7)(E) - PF network

" " - Foursix supply table

BA Operations Tucson - Transmits by Mark Polo

Nogles elu dev

Nogles VWS USACE can sign off on part w/o rubber plan

Sonster

Nogles > ROEs

Temporary lanes - need location

Naco BA meet w/ FWS - site visit to be done

Stagely needs distribution

AVSEA Tucson / Ajo station FWS - needs ROE's

Calson further roadway in

Ajo 1/22nd garage

Nogles 100%

4.3 miles 23 March

Nogles 3.6 miles 27 April

Contract for Baker agreement

Date: 1/16/2004 9:24 AM

Sender: (b)(6)

Priority: Normal

Subject: TCA PDT Meeting Minutes From 13 January 2004

Author: (b)(6)

Date: 1/16/2004 9:24:00 AM

Priority: Normal

bcc:

To:

To:

To:

To:

HQ-

To:

To:

To:

To:

To:

To:

To:

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(b)(6)

Subject: TCA PDT Meeting Minutes From 13 January 2004

Attached is the meeting minutes from this week's PDT meeting. Should you have any corrections or comments please directly reply to this e-mail.

Also attached is a schedule of planned deployments for FY'04.

<<011304.pdf>> <<fy04deployments.pdf>>

(b)(6)

Senior Project Manager

(b)(6)

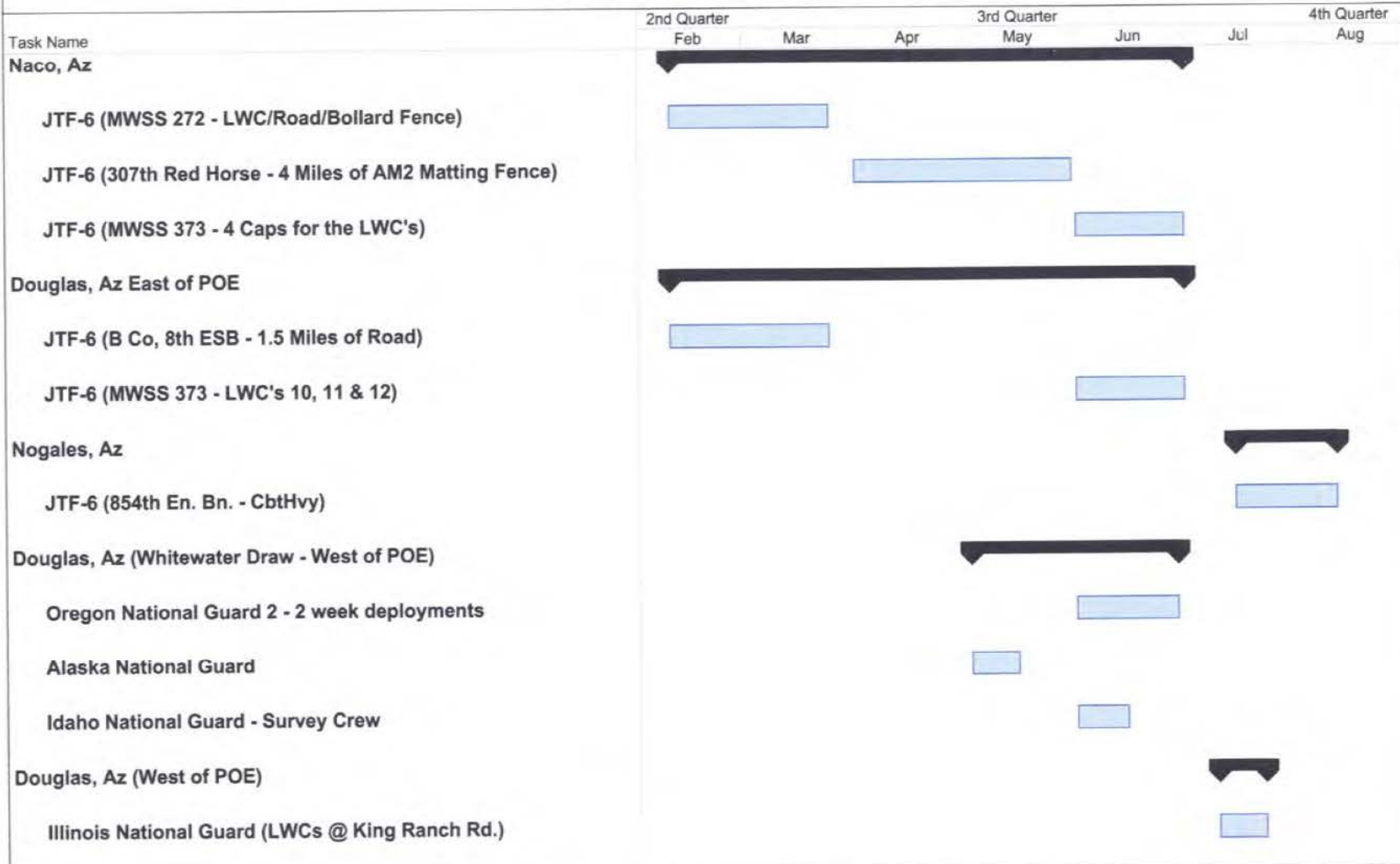


FY04DEPL.PDF



011304.PDF

FY'04 TUCSON SECTOR DEPLOYMENTS



Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

FOR CORRECTIONS PLEASE CONTACT

as of 8 December 2003

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
TUCSON SECTOR, US BORDER PATROL**

MEETING MINUTES

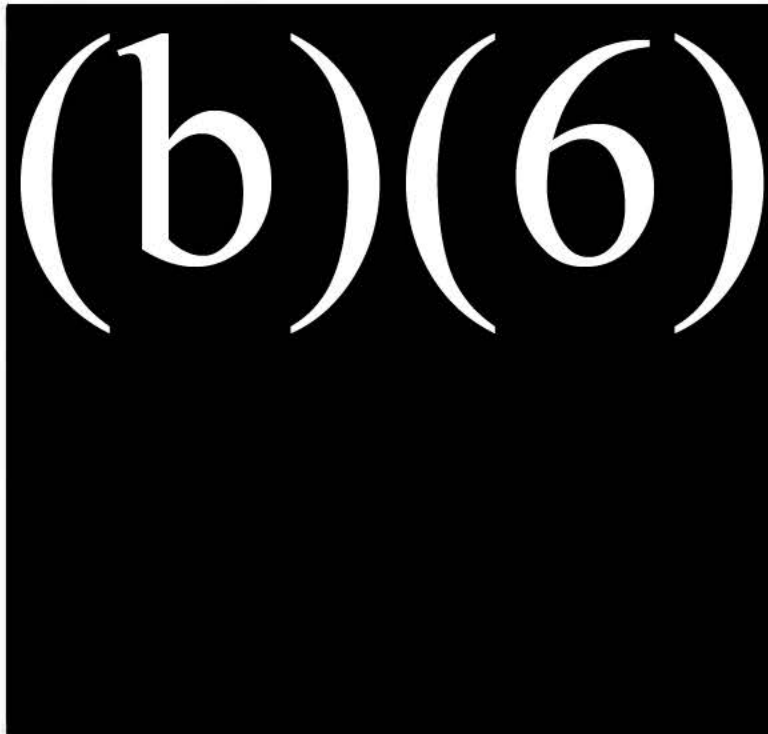
Meeting Date and Time: 13 January 2004 - 10:00 am

Meeting Location: HDR - Tucson

Distribution Date: 15 January 2004

Distributor: (b)(6)

Distribution:



MEETING PURPOSE

PDT Meeting.

ATTENDEES

See Attached.

PREVIOUS ACTION ITEMS STATUS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – funding followed up by (b)(6). (b)(6) – access to sites reviewed by (b)(6) and HDR	(b)(6)	White Paper Reviewed in D.C. / field visit on engineered alignments pending

ACTION	RESPONSIBLE	STATUS
2. SWPPP training – need proposed dates and costs for training	(b)(6)	Pending, (b)(6) to follow-up on USACE Training
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	(b)(6)	Pending Deploying Units Review
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	(b)(6)	Pending Comments From UPRR
5. Inspector that will be at 10 Feb 2004 JTF-6 deployment must be at the 19 November meeting with the constructing units commander.	Baker	Done
6. Rent 6" forms for next JTF-6 deployment	(b)(6)	Pending
7. SWPPP responsibility for construction and ongoing reporting - conference call 12 December @ 9:00 Central Time / 10:00 Eastern Time	Kleinfelder & Stations	Done
8. Personnel attending the 22 January "Back Brief" in El Paso shall provide (b)(6) personal data by COB 12 December for security clearance.	All	Done
9. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All	Pending & Scheduled
10. Douglas 4 miles west of POE submitted as 100% by 13 January	Baker	Done
11. Naco 10 miles submitted as 60% by 13 January	Baker	Done
12. Nogales 1 ½ miles submitted as 100% by 13 January	Baker	Done
13. Follow up on fencing for (b)(6) property in Douglas	(b)(6)	Pending SOW from HDR
14. Temporary Vehicle Barrier locations for EA development, Various stations	(b)(6)	Almost Complete, Pending
15. 7 January meeting in Phoenix with (b)(6) regarding DGL/NGL/NCO ROEs	(b)(6)	Done, Conference Call
16. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	(b)(6)	Pending
ACTION Environmental Working Group	RESPONSIBLE	
1. Mitigation costs possible from BA to be provided to (b)(6) – Due 27 January	(b)(6)	Pending
2. Tucson checkpoint (b)(7)(E) - GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated – Due 31 December.	(b)(6)	Done

ACTION	RESPONSIBLE	STATUS
3. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	(b) (6) & GSRC	Pending / USF&WS is working on the document
4. PEIS Matrix due 12 Dec. followed by 16 December conference call 10:00 Eastern time / 7:00 Pacific	GSRC & All	Done
5. (b) (6) to e-mail new draft environmental guidelines to key EWG members	(b) (6)	Done
6. (b) (6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.		Pending
7. Conference call number for 16 December conference call		Done

RVS

GSRC is awaiting alignments for access for RVS in the Douglas AO. DGL Station has been tasked, along with HDR in developing preliminary access roadway alignments. Field visit scheduled before next PDT meeting. HDR has developed short white paper on purpose and need for engineering and survey support for RVS access.

No monthly report from IMC

MILITARY DEPLOYMENTS

Arizona National Guard

(b) (6) updated the PDT:

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers, 1 to 15 May 2004
- Survey Crew from Idaho N.G. (pending MOU)

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road)
- 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.

(b) (6) is exploring development of a duration staff and in discussion with units from Vermont & Massachusetts for FY'05 deployments.

JTF-6

(b) (6) updated the PDT

Scheduled Deployments FY'04

- Naco, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Douglas, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Naco (Fence & Barriers) 15-Mar to 15-Apr
- Nogales, Az USBP (Patrol Roads) Jul & Aug

ENGINEERING

Baker Eng. - updates and discussion
Douglas, 13 Miles of Roadway
Baker delivered 100% sealed plans for the 1.5 mile scheduled deployment from JTF-6.
Also delivered were 4.3 miles west of the POE as a 100% review set.
Nogales, Tunnels, Preliminary & Final Design
Formal comment matrix pending. Comments from Union Pacific Rail Road are outstanding.
Nogales, 1-1/2 Miles Roadway, sealed drawings delivered
Douglas, Lighting
(5 Miles) Split East and West of the POE, Preliminary and Final Design.
Not started
Douglas, Construction Oversight, and Staking.
Not started
Douglas, International Ditch, Preliminary and Final Design
Not started
Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design
Not started
Naco, Primary Fencing, Preliminary and Final Design
Not started
Naco, Construction Oversight and Staking
Not started
Nogales, Construction Oversight and Staking
Not started
Nogales, Aerial West of Nogales
Not started
Nogales, Schematic Design
Not started
Sonoita, Preliminary Design
Not started
Permanent Survey Markers
Not started
Temporary Vehicle Barriers
Not started
Naco, 10-miles Roadway, Preliminary and Final Design
60% construction plans delivered

ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
The Revised Draft PEIS for the Tucson/Yuma Sector Operations will be sent to CBP Legal Counsel and outside agencies who are members of the southwest strategy task force. These folks will be requested to have their review completed by the end of January. Provided no major comments or issues are identified, GSRC will be asked to proceed with preparation and distribution of the draft PEIS for public review. Minor comments

received during this review will be addressed after completion of the public review period.

BA – Operations – Tucson & Yuma (AERC 51)

The Tucson BA was revised and submitted for release to the USFWS last Friday (9 Jan). (b) (6) instructed (b) (6) to have the USACE forward the BA to the USFWS and re-initiate consultation. The Yuma BO has not been received, but (b) (6) is working on the draft. He expects that it will be completed within the next few weeks.

Whitewater Draw 404 Permit

Application is still in process. (b) (6) will sign the response letter regarding the AGFD comment letter. (b) (6) will revise the letter and send it to (b) (6) by COB. GSRC is conducting a site visit this week to identify potential mitigation sites. AGFD attended the EWG meeting; the USBP response to their letter was discussed.

Checkpoint - (b) (6) (AERC 227)

The Tucson checkpoint (b) (7)(E) EA and FONSI is at HQ for signature. (b) (6) agreed to sign the FONSI today and send it to (b) (6) and GSRC.

Checkpoints (b) (7)(E) (AERC 499)

The Tucson checkpoints (b) (7)(E) preliminary final EA will be sent up for processing next week or earlier if possible.

Naco BA

GSRC has initiated the efforts on the Naco BA. (b) (6) is coordinating a site visit with the USFWS, BLM, and IBWC. AzDGF was invited to participate in the site visit also.

Temporary Vehicle Barriers (Nogales & Sonoita Stations)

GSRC will need to define the project area for the Temporary Vehicle Barriers. (b) (6) will provide, pending project locations from the Stations. (b) (6) stated that TON has requested permanent VB on the Nation rather than TVB. These changes might require a modification and possibly a separate EA for the permanent VB.

Sonoita

GSRC will need to get ROEs before starting surveys. (b) (6) has been tasked with obtaining the ROEs. Surveys cannot be started on the Sonoita or Nogales Stations' road projects until the ROEs are obtained. (b) (6) are working these ROEs. The ROEs for Nogales are also dependent upon the 15% design from Baker.

Nogales Schematic Design

Kleinfelder presented proposed alignments.

Douglas Dip 5

Complete

Strategy Document

Complete, will distribute as draft.

RVS EA for Tucson and Ajo Station

The Ajo and Tucson Station RVS EAs require ROEs in order to initiate the field surveys. (b) (6) has one more ROE to obtain from the City for the Tucson Station.

Nogales Infrastructure EA (AERC #255 & 218 ENV #225).

The Nogales Various (b) (6) (USFS Coronado) and (b) (6) (b) (6) (JTF-6) requested copies of this document from GSRC.

The Cabeza Prieta road report is being revised. The CR report was received last week and will be incorporated. The revised report should be sent out next week.

The ESA for the Ajo garage is expected to be submitted in late January. WRO has agreed to fund the modification for the Ajo Station expansion; the field work for this and the remaining ESAs should be completed within the next month.

REAL ESTATE

USACE - (b) (6)

Douglas Lighting (5 Miles) Split East and West of the POE

No action at this time

Douglas, 13-Miles Roadway West of POE

All ROE's have gone out.

Douglas, International Ditch

No action at this time

Naco, Lighting (5 Miles) Split East and West of the POE

No action at this time

Nogales, 2-Miles Roadway East of POE

Property owners have been identified. Final road location has been determined. Appraisals and negotiations can proceed.

Nogales, Construction & ROW Acquisition (Pending Alignments)

No action at this time

Nogales, Schematic Design

All ROE's have gone out for 10 miles west and 5 miles east of POE

Sonoita, Preliminary Design, and Coordination

Establishing dialog with the Forest Service, ROE for environmental surveys in place

Permanent Survey Markers

No action at this time

Temporary Vehicle Barriers

No action at this time

Western Region - (b) (6)

Ephraim Ridge Reclamation

(b) (6) provided an incomplete report on Ephraim Ridge land acquisition. Report must be resent due to technical errors. Task still pending.

PROCUREMENT

Naco & Douglas February deployment BOMs were discussed. Revised schedules for deployments will be provided to sequence material acquisition.

CONSTRUCTION

Back Brief in El Paso with JTF-6 is planned 22 January. Preconstruction meeting planned with Az ANG at the end of the month for deploying units into Douglas.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b) (6) and HDR	HDR & (b) (6)
2. SWPPP training – need proposed dates and costs for training	(b) (6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
5. Rent 6" forms for next JTF-6 deployment	
6. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All
7. Follow up on fencing for (b)(6) property in Douglas	(b) (6)
8. Temporary Vehicle Barrier locations for EA development, Various stations	
9. (b) (6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	
10. (b)(6) Property fence SOW to (b) (6)	
11. Lighting design test follow up with Castro Electric	
12. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe	
13. Materials in La Tune re-ship to Nogales	
14. ROEs for 10 February deployment copied to (b) (6)	
15. Corrected Ephraim Ridge Report	
16. NGL Schematic Design Alignments to (b) (6)	
17. Blanket ROE to USFS ((b) (6)	Kleinfelder
18. Geotechnical Report on NGL 1 ½ mile to (b) (6)	(b) (6)
19. 60% DGL 3.6 miles due 27 April 2004	
20. 100% sealed DGL 4.3 miles due 23 March 2004	
21. 100% Naco 10 mile 23 March 2004	
22. 100% remainder of 5 miles East of POE 27 April 2004	
ACTION	RESPONSIBLE
Environmental Working Group	
1. Mitigation costs possible from BA to be provided to (b)(6) (b) (6) – Due 27 January	(b) (6)
2. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	
3. (b) (6) to e-mail those items he needs GSRC and HDR to prepare for development of miigation costs.	

NEXT MEETINGS

- 17 February 2004 – HDR Phoenix, 10:00 am
- 23 March 2004 – Tucson Station, 10:00 am
- 27 April 2004 – HDR Phoenix, 10:00 am

25 May 2004 – Tucson Station, 10:00 am
22 June 2004 – HDR Phoenix, 10:00 am
27 July 2004 – Tucson Station, 10:00 am
24 August 2004 – HDR Phoenix, 10:00 am
14 September 2004 – Tucson Station, 10:00 am

These minutes reflect the understanding of HDR Engineering, Inc. If revisions or additions are needed, contact (b)(6)

DATE: 13 January 2004 TIME: 10:00

**US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN**

LOCATION: HDR – Tucson Office

TUCSON SECTOR

(b) (6)

NOGALES STATION

(b) (6)

DOUGLAS STATION

(b) (6)

SONOITA STATION

(b) (6)

NACO STATION

(b) (6)

CASA GRANDE STATION

(b) (6)

YUMA SECTOR

(b) (6)

CONSULTANT TEAM

HDR

(b) (6)

IMC

(b) (6)

BAKER

(b) (6)

GSRC

(b) (6)

Kleinfelder

(b) (6)

BPSCC

(b) (6)

DHS

(b) (6)

CORPS OF ENGINEERS

(b) (6)

IBWC

(b) (6)

JTF-6

(b) (6)

AZ NATIONAL GUARD

(b) (6)

OTHER GOVERNMENT AGENCIES

USFS

(b) (6)

AG&FD

(b) (6)

USF&WS

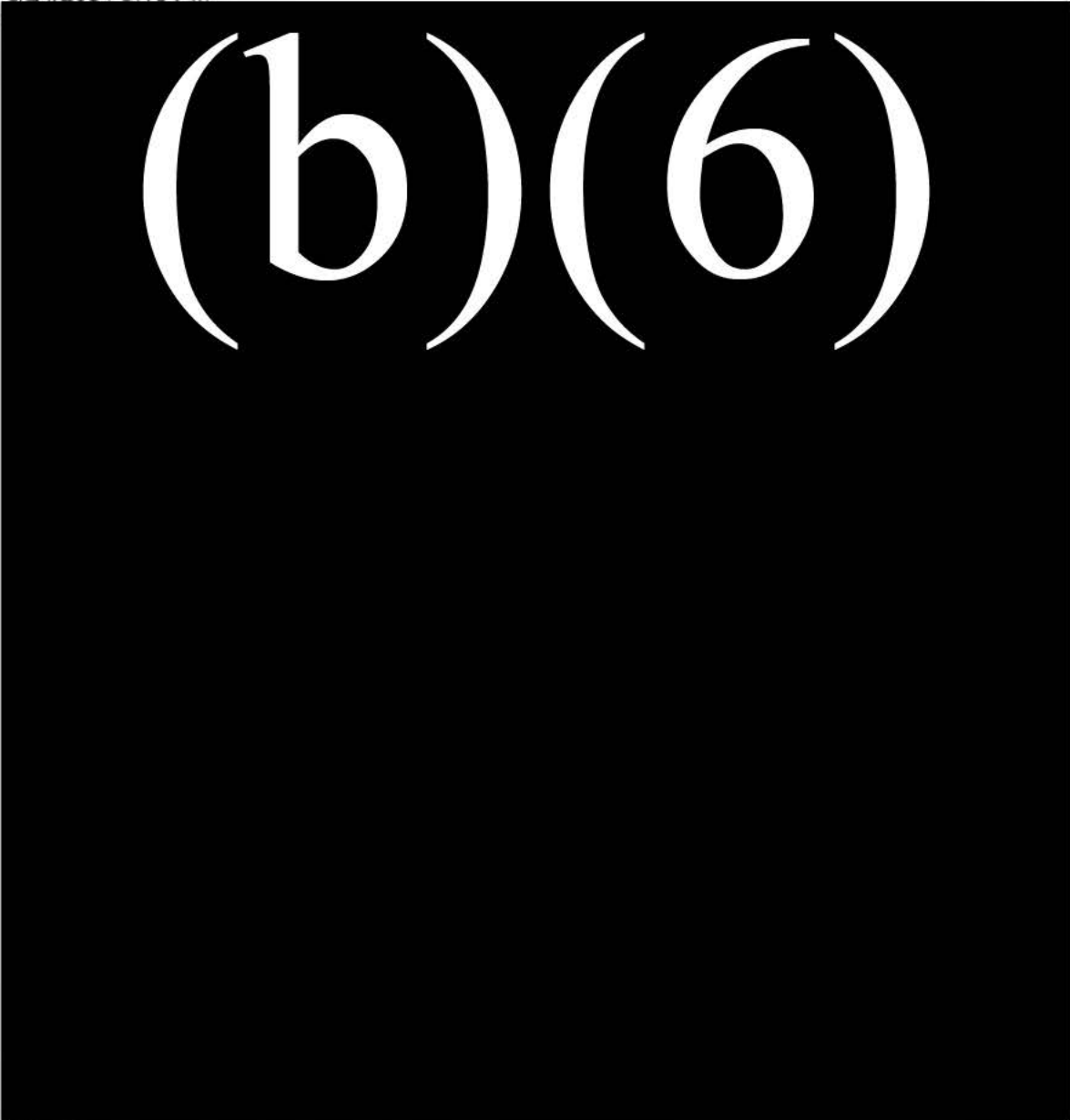
(b) (6)

OTHER

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

(b) (6)

Date: 6/24/2004 5:13 PM
Sender:
To:



bcc:
Priority: Normal
Subject: TCA PDT 22 June 2004 Draft Meeting Minutes

Author: (b)(6)

Date: 6/24/2004 5:13:00 PM

Priority: Normal

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Subject: TCA PDT 22 June 2004 Draft Meeting Minutes

Please find attached the draft meeting minutes from Tuesday's Tucson Sector PDT.

Accomplishments this month are:

- 1) The placement of Whitewater draw Box culvert foundation by the Alaska National Guard, and the Superstructure and approaches by the Oregon National Guard. Special thanks goes to (b)(6) (Az Army National Guard) for his hard work, and dedication. He stayed at the site working day and night (shifts worked 24/7 to dewater the site).
- 2) construction of 1/4 mile of landing mat fence in Douglas by USBP forces. The picture attached is of this work.... Note presently no pedestrian barrier between the United States and Mexico, this situation is being corrected...
- 3) completion of another successful mission into Naco to build fence. This was through JTF-6 who arranged deployment of the 917th "Prime Beef" (USAF).
- 4) completion of another successful mission into Douglas to build low water crossings. This was through JTF-6 who arranged deployment of the MWSS 373 (USMC).

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(b)(6)

Senior Project Manager



FENCE.PDF

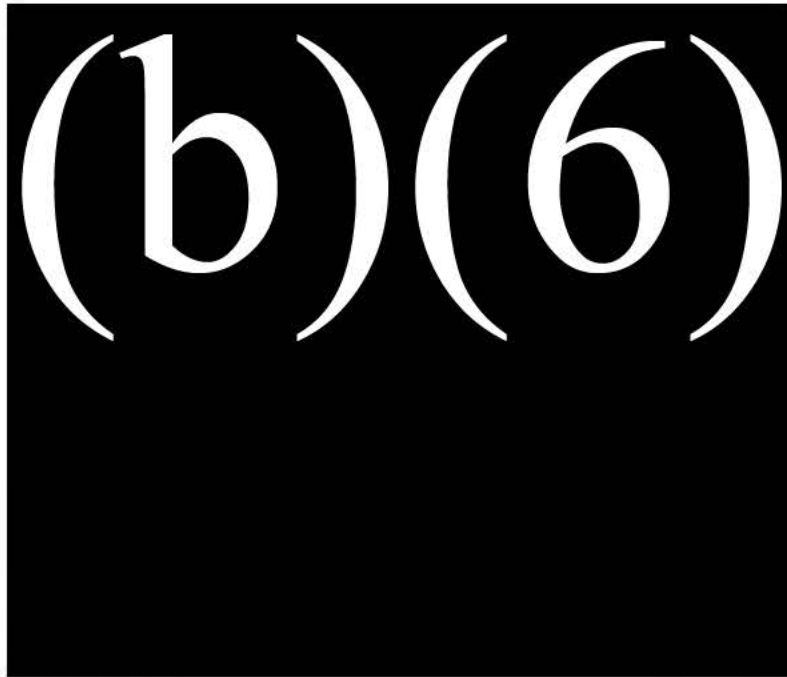


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**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING MINUTES

Meeting Date and Time: 22 June 2004 – 10:00 am
Meeting Location: HDR Phoenix
Distribution Date: 25 June 2004
Distributor: (b) (6)
Distribution:



MEETING PURPOSE

TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Wilcox RVS project. (b) (6) will follow up with HQ BOR to determine status. (b) (6)	(b)(6)	Pending, Reassigned to (b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	Pending Baker Response	Pending Redesign from Baker/ Note Air Force Units May Want to Install in FY'05
3. Ephraim Ridge Report	(b)(6)	Pending Appraisal forwarded to (b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	STATUS
4. Move the 1" HDPEP waterline in Naco	(b)(6)	Pending Baker Design
5. 100% Naco 10 mile 22 June 2004	(b)(6)	Done, Pending Those Areas East of POE
6. 100% remainder of 5 miles DGL East of POE comments due 11 June	All	Done
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)	Small Quantity Ordered / Pending Larger Authorization
8. 15% Nogales Design comments due 22 June	All	Done
9. (b)(6) need to know if ROW for Nogales 1.5 mile will include area between roadway and border	(b)(6)	Done, Will Acquire Only What is Required for the Roadway
10. Project Maps – existing & in design to (b)(6) due 4 June	GSRC & Baker	Done
ACTION Environmental Working Group	RESPONSIBLE	
1. Cabeza Prieta EA SOW status – needs follow up w/ (b)(6)	(b)(6)	Pending 13 July Conference Call
2. Temp. Vehicle Barrier EA comments due by 15 June	All	Done
3. Contract for GSRC (404 permitting issues)	(b)(6)	Pending, in Contracting
4. San Pedro Crossing Report revised based on (b)(6), (b)(6), comments, due 4 June	(b)(6)	Done
5. Information on the number of agents at Naco for (b)(6)	(b)(6)	Done
6. UAVs Environmental Clearance information for (b)(6)	(b)(6)	Moot Point Per (b)(6) (b)(6)

RVS

The following message was received from (b)(6) prior to the PDT Meeting:

Kick-off Meetings for RVS Technical Directives are being established in Tucson Sector by the HQBOR Project Management Office (PMO). The need for RVS specific monthly PDT-type meetings involving all RVS team members is being discussed and will probably begin soon. The meetings will be chaired by as well as the agenda and resulting action items coordinated by the HQBOR-PMO. RVS coordination with the Border Barrier PDT is not being discontinued – however our current focus is on establishing a forum where support of RVS is its primary objective. At the present time L-3/GSI will attend the RVS Meetings in lieu of the PDT Meetings.

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
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MILITARY DEPLOYMENTS

Arizona National Guard

(b) (6)

WWD – West of DGL POE

- Successful mission by the Alaska National Guard in placing WWD foundation during May. Photos and reports of construction can be found at the Kleinfelder Webpage (SEE CONSTRUCTION FOR LINK)
- Successful mission by the Oregon National Guard in placing WWD approaches and superstructure. Roadway Open to USBP traffic with last course of fill placed temporary basis. The deployment stayed an extra week, sometimes working 24/7 with rotating shifts to complete the mission.

Douglas Roadway West of POE

- Illinois National Guard 10 July 2004 (70 troops to perform: 3 LWCs on Kings Ranch Road; 1000' of bollard and landing mat fence - possible backup on WWD)
- Arizona National Guard paving WWD 6 August
- Tentative May 2005 deployment from the Colorado National Guard

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 15 June
- Douglas (LWCs 11, 12, & 13 and Bollard Fence) MWSS 373 1-30 June. (b) (6) to arrange survey support prior to unit's arrival.
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Nogales 0.5 Mile Roadway just east of Deconcini POE) 10 Jul - 23 Aug

Scheduled Deployments FY'05

- Possible 1 Oct. to 20 Nov. deployment into Naco and Douglas for roadway, fence, and electrical construction. Could be as large as 300 soldiers.

ENGINEERING

Baker Eng. - (b)(6) delivered the following products at the PDT meeting:

100% Plans Douglas 6 Miles west of Naco POE

Discussions centered on the Naco roadway design, especially east of the POE. Baker presented a GIS overview and detail of the design, including land ownership. This facilitated answers to questions on constructability and real estate issues.

- Douglas, Lighting, NTP issued, design need by September for October deployment by JTF-6
- Douglas, Construction Oversight, and Staking. (see project completion reports and pending deployments)
- Douglas, International Ditch, Preliminary Design to begin
- Naco, 10-miles Roadway, note deliverables above
- Naco, Lighting (5 Miles) Split East and West of the POE, NTP issued
- Naco, Construction Oversight and Staking (see project completion reports and pending deployments)
- Sonoita, Preliminary Design (see Sonoita Station US/Mexico Corridor Report from last months minutes)

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

- Nogales, 1-1/2 Miles Roadway (design complete, Real Estate underway, some construction scheduled for July 2004 by JTF-6)
- Nogales, Construction Oversight and Staking (pending deployment)
- Nogales, Aerial West of Nogales (done)
- Nogales, Schematic Design (complete, comments from PDT received), (b)(6) had concerns regarding 1 to 1 slopes in the fill areas and erosion potential.
- Permanent Survey Markers, being placed with deployments
- Temporary Vehicle Barriers (SON, NGL, TUC Stations). note EA development below

ENVIRONMENTAL

- (b)(6) USACE and (b)(6) GSRC updated the PDT
- PEIS Tucson & Yuma (AERC 225), GSRC has received information from the Tucson Sector concerning the ABC Plan and is currently trying to obtain information from CBP regarding Customs operations along the Arizona Border. GSRC anticipates submitting a predraft PEIS 16 July 2004 pending receipt of Customs information.
- BA – Operations – Tucson & Yuma (AERC 51), The Tucson BA is on hold awaiting receipt of 2004 Cactus Ferruginous Pygmy-owl survey data from Arizona Ecological Services. GSRC anticipates submitting a predraft of the BA for internal review around 30 July 2004 pending receipt of survey data. (b)(6) will provide (b)(6) with personnel numbers for the Naco Station so (b)(6) can coordinate with the Upper San Pedro group concerning water conservation measures. Railroad rail will be used for the temporary vehicle barriers for the Tucson, Nogales, and Sonoita stations. (b)(6) (b)(6) wants to research the possibility of using the vehicle barriers as mitigation for the Tucson BA. (b)(6) will contact USFWS to discuss this possibility.
- Whitewater Draw 404 Permit, Whitewater Draw Mitigation Plan was submitted to (b)(6) on 18 June 2004. Contract modification for this project should be received by GSRC this week.
- Cabeza Prieta Road Report, The initial Cabeza Prieta Road Report has been finalized.
- Cabeza Prieta Vehicle Barrier (**New Item**), Fort Worth USACE is developing a SOW for the Cabeza Prieta road EA. There are still questions on what items should be included in the SOW to avoid segmentation issues. (b)(6) will check with (b)(6) (b)(6) (PAIC Ajo) to determine what admin. Roads and illegal trails the Ajo station has identified for maintenance. (b)(6) indicated preparation of the EA needs to begin ASAP because need to start vehicle barriers on Cabeza Prieta ASAP. (b)(6) will set up a conference call for 13 July 2004 to discuss and develop a SOW. Any EA involving a project on the Cabeza will have to include all actions currently proposed in that area. For instance the recent request for road maintenance, camp sites and in a cumulative manner, the off-road access. The need to include all "foreseeable" actions in the EA was discussed. Also discussed was funding since camp sites and road maintenance do not fall under the Border Barriers umbrella. The actions include Tucson and Yuma sectors. With respect to foreseeable actions, (b)(6) recommend that Ajo and Wellton stations identify all actions that may be proposed in the next 3-5yrs especially additional camps sites. The farther into the future the less detail is needed.
- Ephraim Ridge Reclamation, The SOW of work for Ephraim Ridge Phase 1 has been submitted to contracting office at Fort Worth USACE. Anticipate delivery order being delivered to GSRC the week of June 28.

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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TUCSON SECTOR - U.S. BORDER PATROL**

- Check Point (b) (7)(E) New Item), Funding has not been received by AERC for the (b) (7)(E) and GSRC has not been scoped to conduct the work at this time.
- Douglas/Wilcox RVS project, AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status.
- Nogales Schematic Design, GSRC has reviewed the Nogales 10-mile road ROW 15% designs and believes the bio/CR survey corridor should be 50 feet beyond the cut/fill areas in locations where the footprint is expanded and 100 feet either side of the road footprint where widening or cut/fill is minimal. (b)(6) questioned the need for a 100-foot survey corridor where widening or cut/fill is minimal. (b)(6) will check with (b)(6) concerning the 100 foot survey corridor. (b)(6) will review the equipment needed and the required turning radius of the equipment. (b)(6) will send e-mail to EWG concerning his conversation with (b)(6)
- Temporary Vehicle Barriers, The Temporary Vehicle Barriers preliminary draft EA was sent out. The deadline for comments was 15 June. The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) has been forwarded to the Fort Worth USACE for staffing. The Notice to Proceed for the permanent vehicle barrier EA on the TON should be submitted to GSRC the week of June 28, 2004.
- Sonoita Roadway, GSRC field biologist will revisit some sites along the Sonoita road project on 24 June 2004. The AZ State Museum will remove the remains at the cremation site and contact the tribes known to occur in the area. The remains will be stored at the museum until they are claimed by a tribe.
- The Ajo and Tucson Station RVS EAs, the Ajo Station RVS EA is still on hold pending information regarding the access road and power ROWs, as well as any alternate locations. The kick-off meeting for the Tucson RVS EA is scheduled for 23 June 2004.
- Naco BA, San Pedro River low water crossing will be a concrete low water crossing located along the border. This is based on a report from HDR and the desire of the Naco Station.

REAL ESTATE

USACE – Sacramento USACE (Conference Call)

- Douglas Lighting (5 Miles) Split East and West of the POE, pending NTP
- Douglas, 13-Miles Roadway West of POE, ROEs coordination with BLM continues. Deployments have ROEs in place for FY'04
- Douglas, International Ditch, pending NTP
- Naco, Lighting (5 Miles) Split East and West of the POE, pending NTP
- Nogales, 2-Miles Roadway East of POE. (b)(6) beginning acquisition process. ROE in place to begin construction on the first 0.25 miles from the west on the 1 ½ mile project. The first 0.5 miles is within the 60' and ROEs have been obtained from adjacent property owners.
- Nogales, Schematic Design, USFS ROEs in place, private property pending
- Sonoita, Preliminary Design, and Coordination, USFS in place, continuing ROE issues on private property
- Permanent Survey Markers, pending NTP
- Temporary Vehicle Barriers, Pending NTP

(b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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TUCSON SECTOR - U.S. BORDER PATROL**

- Ephraim Ridge Reclamation, Final report pending, (b)(6) assigned development of an appraisal for the entire property.

PROCUREMENT

(b)(6) reported no significant issues at this time and procurement was no track for the deployments into Naco and Nogales by JTF-6 and Douglas by the National Guard. The National Guard deployment will require procurement of steel for Bollard fence near WWD.

CONSTRUCTION

Kleinfelder inspectors have prepared daily field reports for WWD deployment (National Guard) for superstructure placement and for Douglas LWC deployments (JTF-6). Kleinfelder has a web site where reports and photographs can be viewed.

To access the site go to:

(b)(6)

- Click on the **Client Link** link at the left of the page.
- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter: (b) (7)(E)
- For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

OTHER ITEMS

The USBP TCA is constructing landing mat fence in DGL with its own forces. Procurement continues and this project has constructed 1/4 mile of fence so far with an 8 person crew.

Next years engineering contracts, as presented in the previously approved spending plan, will be 2 additional miles of roadway in Douglas, 10 additional miles of roadway in Naco, relocation of lights in Nogales, 2 additional miles of roadway in Nogales, and 5 miles in Sonoita. Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit. Environmental clearances and 404 permitting may be required for these as well.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	
3. Ephraim Ridge Report (pending appraisal)	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	
4. Move the 1" HDPEP waterline in Naco	(b)(6)	
5. Asphaltic Concrete arranged for August National Guard deployment		
6. Need pictures and limits of project for "project description" forwarded to HDR		
7. Support Request for large contingent of soldiers into TCA, including Cabeza Preita		
8. Comments due 27 July 2004 on Naco Roadway – 6 Miles west on the Naco 10 Mile Roadway Project		
9. Discussion should be started with Ephraim Ridge property owner regarding the appraisal.		
ACTION Environmental Working Group		RESPONSIBLE
1. Cabeza Prieta EA SOW 13 July Conference Call – include coordination with Yuma Sector / SOW / funding issues		(b)(6)
2. Contract for GSRC (404 permitting issues)		

NEXT MEETINGS

- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

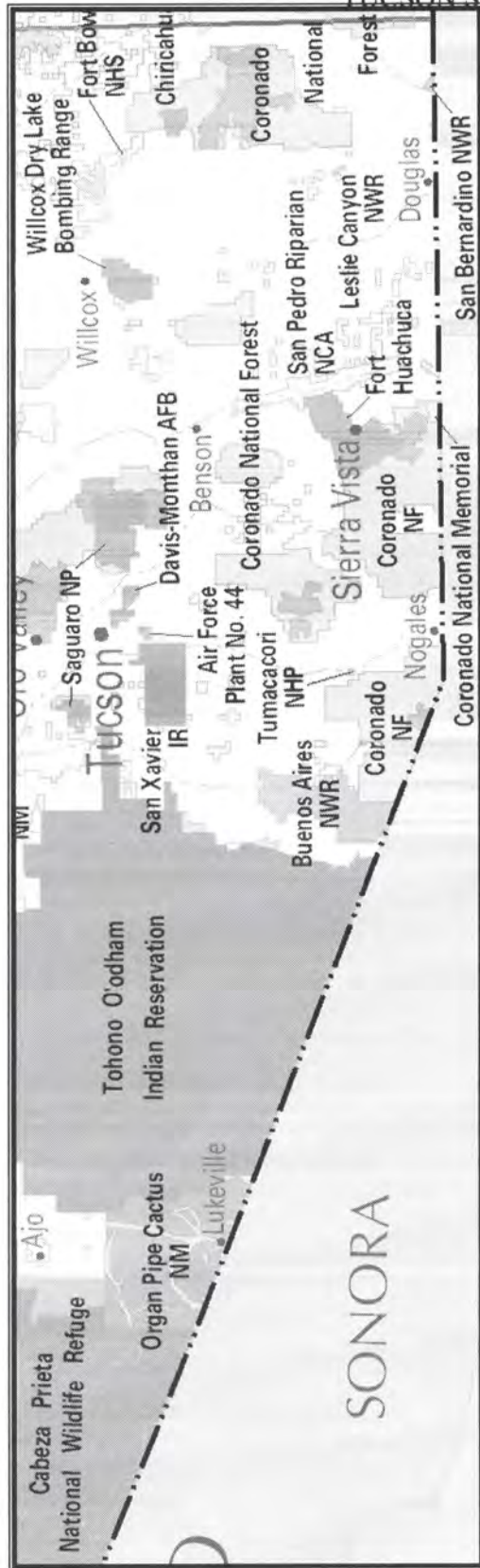
**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**



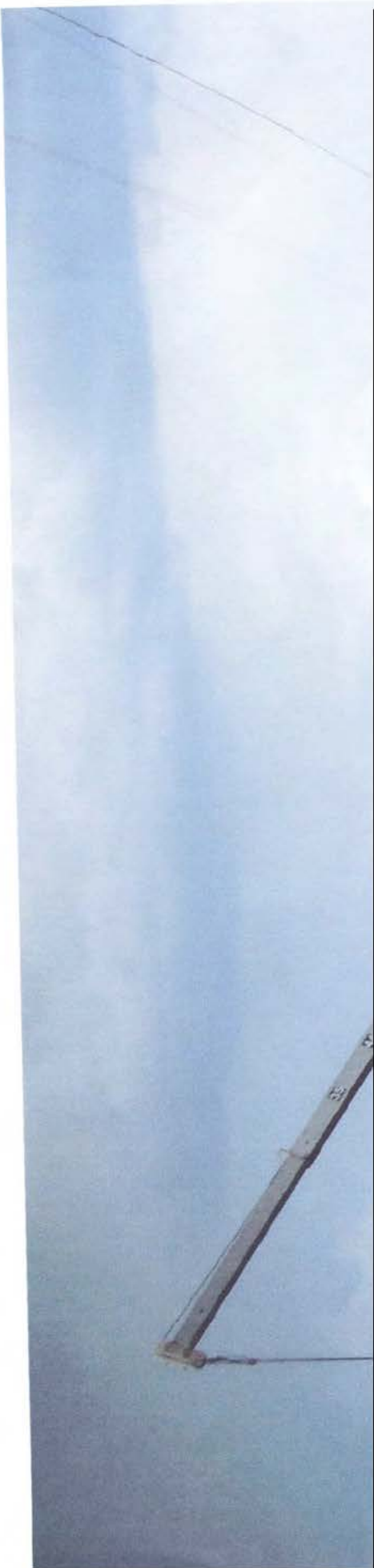
**Whitewater Draw in Douglas Arizona Placement of the Precast Box Culvert by the National Guard
Prior to Roadway Embankment Being Placed**

FY04 TUCSON SECTOR DEPLOYMENTS								
Task Name	Start	2nd Quarter			3rd Quarter		4th Quarter	
		Feb	Mar	Apr	May	Jun	Jul	Aug
Naco, Az								
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0	Tue 2/10/04	█						
JTF-6 (917th Prime Beef - 2 Miles Primary Fence) JT-399E	Mon 5/3/04				█	█		
JTF-6 (MWSS 371 - 4 Caps for the LWC's) JT-4070-04	Tue 7/6/04						█	
Douglas, Az East of POE								
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04	Tue 2/10/04	█						
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04	Wed 5/2/04					█		
Nogales, Az								
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04	Mon 7/12/04						█	█
Douglas, Az (Whitewater Draw - West of POE)								
Oregon National Guard - 30 Soldiers	Sat 5/5/04					█		
Alaska National Guard	Mon 5/3/04				█			
Arizona National Guard - Paving WWD (Tentative)	Fri 8/6/04							█
Douglas, Az (West of POE)								
Illinois National Guard (LWCs @ King Ranch Rd.)	Sat 7/10/04						█	

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL



(b) (7)(E)



DATE: TIME: 22 June 2004 10:00am

US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN

LOCATION: HDR - Phoenix

TUCSON SECTOR

(b) (6)
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NOGALES STATION

(b) (6)
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DOUGLAS STATION

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SONOITA STATION

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NACO STATION

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CASA GRANDE STATION

(b) (6)

YUMA SECTOR

(b) (6)

CONSULTANT TEAM

HDR

(b) (6)
 (b) (6)
 (b) (6)

IMC

(b) (6)

BAKER

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GSRC

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Kleinfelder

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IBWC

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JTF-6

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AZ NATIONAL GUARD

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OTHER GOVERNMENT AGENCIES

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AG&FD

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USE&WS

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BLM

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OTHER

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

(b) (6)

Date: 6/14/2004 5:38 PM
Sender:
To:

(b)(6)

bcc:
Priority: Normal
Subject: TCA PDT Meeting Agenda for 22 June

Author: (b)(6)
Date: 6/14/2004 5:38:00 PM
Priority: Normal

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Subject: TCA PDT Meeting Agenda for 22 June

Please find attached the meeting agenda for the 22 June meeting in Phoenix. There are currently 3 deployments underway for the Border Barrier Infrastructure in the Tucson Sector. The progress can be reviewed at the following link:

To access the site go to:

(b)(7)(E)

- Click on the Client Link link at the left of the page.
- Select Border Patrol Construction Oversight from the drop-down menu.
- For a User Name enter:(b)(7)(E)
- For a Password enter:
(The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

Those not able to attend the meeting can conference call in at

(b)(7)(E)

An environmental working group meeting will take place at 8:30 am Phoenix time and an engineering working group after the regular meeting at approximately 2:00 pm.....

<<062204AD.pdf>>

(b)(6)

Senior Project Manager

HDR ONE COMPANY | Many Solutions

(b)(6)



062204AD.PDF

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 22 June 2004, 10:00 am
Meeting Location: HDR - Phoenix

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	Pending Baker Response
3. Ephraim Ridge Report	(b)(6)
4. Move the 1" HDPEP waterline in Naco	(b)(6)
5. 100% Naco 10 mile 22 June 2004	(b)(6)
6. 100% remainder of 5 miles DGL East of POE comments due 11 June	(b)(6)
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)
8. 15% Nogales Design comments due 22 June	(b)(6)
9. (b)(6) need to know if ROW for Nogales 1.5 mile will include area between roadway and border	(b)(6)
10. Project Maps – existing & in design to (b)(6) (b)(6) due 4 June	GSRC & Baker
ACTION	RESPONSIBLE
Environmental Working Group	RESPONSIBLE
1. Cabeza Prieta EA SOW status – needs follow up w/ (b)(6) (b)(6)	(b)(6)
2. Temp. Vehicle Barrier EA comments due by 15 June	(b)(6)
3. Contract for GSRC (404 permitting issues)	(b)(6)
4. San Pedro Crossing Report revised based on (b)(6) comments, due 4 June	(b)(6)
5. Information on the number of agents at Naco for (b)(6)	(b)(6)
6. UAVs Environmental Clearance information for (b)(6)	(b)(6)

10:15 – 10:20 RVS (information only)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

10:20 – 10:45 MILITARY DEPLOYMENTS

Arizona National Guard (note schedule at the end of this agenda)

(b)(6)

WWD – West of DGL POE

- Oregon National Guard – June 2004 (underway – note picture below)
- Alaska National Guard - May 2004 (Completed)

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)



(b) (7)(E)



JTF-6 (note schedule at the end of this agenda)

(b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 18 Jun (Underway)
- Douglas (Low-water crossings and Bollard Fence) MWSS 373 1-30 Jun (Underway)
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug
- Nogales (Patrol Roads) 10 Jul - 23 Aug

10:45 – 11:15 ENGINEERING

Baker Eng. - (note maps at the end of this agenda)

Douglas, 13 Miles of Roadway

Douglas, Lighting

Douglas, Construction Oversight, and Staking.

Douglas, International Ditch, Preliminary and Final Design

Naco, Lighting (5 Miles) Split East and West of the POE,

Naco, Primary Fencing, Preliminary and Final Design

Naco, Construction Oversight and Staking

Naco, 10-miles Roadway, Preliminary and Final Design

Nogales, 1-1/2 Miles Roadway

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Nogales, Construction Oversight and Staking
Nogales, Aerial West of Nogales
Nogales, Schematic Design
Sonoita, Preliminary Design (map not shown)
Permanent Survey Markers (all stations)
Temporary Vehicle Barriers (all stations)

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
BA – Operations – Tucson & Yuma (AERC 51)
Whitewater Draw 404 Permit
Checkpoint - (b)(7)(E) (AERC 227)
Checkpoints (b)(7)(E) AERC 499)
Naco BA
Temporary Vehicle Barriers (AJO, TUC, CAG, NGL, & SON Stations)
Nogales Schematic Design
Cabeza Prieta Road Report
Ephraim Ridge
Sonoita Roadway

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b)(6)
Douglas Lighting (5 Miles) Split East and West of the POE
Douglas, 13-Miles Roadway West of POE
Douglas, International Ditch
Naco, Lighting (5 Miles) Split East and West of the POE
Nogales, 2-Miles Roadway East of POE
Nogales, Construction & ROW Acquisition
Nogales, Schematic Design
Sonoita, Preliminary Design, and Coordination
Permanent Survey Markers
Temporary Vehicle Barriers
(b)(6)
Ephraim Ridge Reclamation

1:30 – 1:45 PROCUREMENT

Whitewater Draw (National Guard)
Naco & Douglas deployments (JTF-6)
Nogales deployment (JTF-6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

1:45 – 2:00 CONSTRUCTION

Follow-up on Whitewater Draw, Naco, and Douglas deployments by Kleinfelder

To access the site go to:

(b) (7)(E)

- Click on the **Client Link** link at the left of the page.
- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter (b) (7)(E)
- For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

OTHER ITEMS

NEXT MEETINGS

27 July 2004 – Tucson Station, 10:00 am
24 August 2004 – HDR Phoenix, 10:00 am
14 September 2004 – Tucson Station, 10:00 am

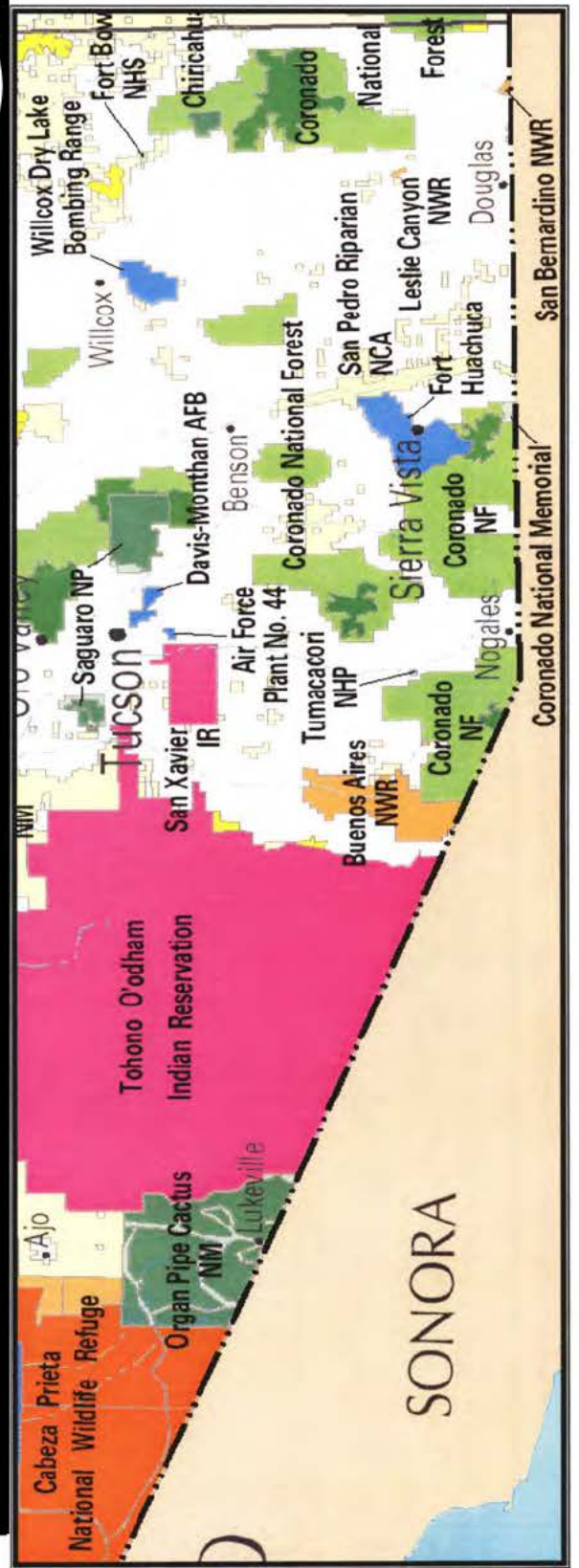
**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

		FY 04 TUCSON SECTOR DEPLOYMENTS								
Task Name	Start	2nd Quarter			3rd Quarter			4th Quarter		
		Feb	Mar	Apr	May	Jun	Jul	Aug		
Naco, Az										
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0	Tue 2/10/04	[Bar]								
JTF-6 (917th Prime Beef - 2 Miles Primary Fence) JT-3996	Mon 5/3/04				[Bar]					
JTF-6 (MWSS 371 - 4 Caps for the LWC's) JT-4070-04	Tue 7/6/04							[Bar]		
Douglas, Az East of POE										
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04	Tue 2/10/04	[Bar]								
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04	Wed 6/2/04					[Bar]				
Nogales, Az										
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04	Mon 7/12/04							[Bar]		
Douglas, Az (Whitewater Draw - West of POE)										
Oregon National Guard - 30 Soldiers	Sat 6/5/04					[Bar]				
Alaska National Guard	Mon 5/3/04				[Bar]					
Arizona National Guard - Paving WWD (Tentative)	Fri 8/5/04								[Bar]	
Douglas, Az (West of POE)										
Illinois National Guard (LWCs @ King Ranch Rd.)	Sat 7/10/04							[Bar]		

(b) (7) (E)

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

(b) (7)(E)



Date: 8/19/2004 5:52 PM

Sender: [Redacted] (b)(6)

Priority: Normal

Subject: AUGUST 04 PDT MINUTES - REVIEW AND COMMENT

Author: [Redacted] (b)(6)

Date: 8/19/2004 5:52:00 PM

Priority: Normal

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Subject: AUGUST 04 PDT MINUTES - REVIEW AND COMMENT

Attendees please review and comment on the attached draft minutes. I will post the minutes with the changes that I receive at close of business on August 26th.

Regards [Redacted] (b)(6)
Program Manager for

[Redacted] (b)(6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not

August 2004 Meeting Minutes
Border Barrier System Program Management
Department of Homeland Security
Bureau of Customs and Border Protection
Yuma Sector – U.S. Border Patrol

MEETING MINUTES:

Meeting Date and Time:
Meeting Location:
Distribution Date:
Distributor:

August 12, 2004 – 7:00AM
Yuma Sector HQS, Yuma AZ
August 19, 2004

(b)(6)

Participants:

(b)(6)

Distribution:

(b)(6)

MEETING PURPOSE: Yuma Sector PDT Meeting

(b) (7)(E)

ACTION ITEMS:

TOPIC	ACTION	RESPONSIBLE	STATUS
1. OA1-Engineering Task Order	The task order for phase 1-3 lighting was submitted and will be discussed off-line	(b)(6)	Open - Task order to be re-priced and resubmitted to AERC
2. OA2-Clarification of DHS funding regulations	(b)(6) said the funding system had changed and that she would continue to brief the PDT as to the changes	(b)(6)	Open
3. OA3-GSA border barrier responsibility at Ave. E POE	(b)(6) attendance was delayed. See (14) below.	(b)(6)	
4. OA4-Draft EA/EA	(b)(6) said the draft EA was delivered for review and comment on 7/30/04. (b)(6) said he expected to make required revisions and get the EA out on 8/16 or 8/17 for 30 day public review.	(b)(6)	Open - Subject to delivery of EA for public comment on 8/16 or 8/17/04
5. OA5-Yuma/Tucson Sector Coordination	(b)(6) emphasized importance of coordination with Tucson Sector on vehicle barrier projects in the Cabeza Prieta/Organ Pipe Nat. Monument areas and related environmental action, which would take 12 months to complete. (b)(6) will schedule a meeting with stakeholders – BLM, BOR, USFW, Air Force, Marine Corps, AZFG and the Tohono-O'otham, et al.	(b)(6)	Open - Subject to completion of environ. documentation for Cabeza Prieta region
6. OA6-Wellton Station 5 Year Plan	(b)(6) said Wellton Station is scheduled for a (b)(7)(E) person station next year and that Blythe and Yuma will follow.	(b)(6)	July 19, 2004
7. OA7-Vehicle barriers at Davidson Canyon and C.P.	Briefed in (5) above. This OA item will be combined in the future with item (5).	(b)(6)	Closed
8. OA8-Revision of the Yuma/Tucson Sector(s) MOU	(b)(6) will follow-up status for the September 04 meeting.	(b)(6)	Open
9. OA9-Lizard Fence Maintenance	(b)(6) said BLM preferred vehicle barriers and that GYPA is hanging lizard fence and would be responsible for maintenance.	(b)(6)	Closed
10. Records distribution list	(b)(6) indicated many parties on distribution have never participated	(b)(6)	Closed – review completed on 8/19/04

	and ask (b)(6) to review the distribution to include the working group		
11. Environ. and Cultural Update	(b)(6) discussed coordination efforts with Tucson Sector and (b)(6) and concern over losses. (b)(6) said the draft PEIS will address vehicle barriers in a cumulative effect and PEIS will be issued mid-September 04.	(b)(6)(b)(7)(C)	Open – Subject to delivery of draft PEIS in mid-September 04
12. Real Estate Update	(b)(6) reiterated meetings with BLM, BOR, City of San Luis, and State of AZ indicating that the parties wanted to review the EA.		Open – Pending reviews by BLM, BOR, City of San Luis, and State of AZ
13. Status of Eng. Task Order	Resolve under OA1 above.		Closed
14. Avenue E POE Border Extensions	(b)(6) introduce (b)(6) to the Yuma PDT Working Group and asked (b)(6) to explain to (b)(6) the issues regarding the new commercial Port of Entry (POE) scheduled to open east of the city of San Luis, Arizona, in the later part of 2007. (b)(6) explained that the new port will be located approximately six miles east of the current port, and brings with it the new Area Service Highway (ASH). This is a four-lane highway that crosses the border at Avenue E. (b)(6) then pointed out that the ASH will parallel the (b) (7)(E) further pointed out that it will take (b) (7)(E) (b) (7)(E) (b) (7)(E) (which is less than a (b) (7)(E) border) to the new ASH cross country directly to (b) (7)(E) (b)(6) then stated that the problem (b) (5), (b) (7)(E)		Open – (b)(6)(b)(7)(C) to email “footprint to (b)(6)(b)(7)(C) and GSA contact information to (b)(6)(b)(7)(C)

(b) (5), (b) (7)(E)

(b) (5), (b) (7)(E) (b)(6)

(b) (5), (b) (7)(E)

(b) (5), (b) (7)(E) (b)(6) pointed
(b)(5) (b)(7)(E)

(b)(6) made a special point that the
(b)(5) (b)(7)(E)

(b)(6) asked (b)(6) to give

(b) (7)(E)

specifics about the requirements with the POE and its design. (b)(6)
(b)(6);(b)(7)(C)

happen. (b)(6) stated that the design-build was scheduled to be completed in 2007, but that the design had not yet started. He further stated that now was the time that we all needed to get together to ensure that all of the requirements could be heard and coordinated.

(b)(6) then suggested that members of the port team be invited to join the Yuma PDT Working Group. (b)(6) was directed to get with (b)(6) to get the names and e-mails for those personnel.

(b)(6) suggested that a meeting was in order and he would pursue setting one up.

(b)(6) further stated the need for coordination between planned GSA POE projects, border barrier projects, Department of Transportation and others.

(b)(6) generally discussed the site

(b) (7)(E)

	<p>size (20 acres) and timeline constraints of the new Avenue E POE, which he said would be a (b) (4) (b) (4) design-build project delivered in 2007. (b)(6) indicated he would email a "footprint" of this POE to (b)(6)</p> <p>(b)(6) asked if GSA had coordinated with BLM regarding Friendship Park. (b)(6) was not aware of coordination and said (b)(6) (GSA) would be the point of contact.</p>		
15. New DHS Funding	<p>(b)(6) said there was "new discretionary money" available for lighting projects but that it would have to be made available before October 1, 2004. (b)(6) did not say how much money was available. (b)(6) asked for spending plans to include these funds.</p>	<p>(b)(6)</p>	<p>Open – (b)(6) to clarify for AERC and Yuma Sector monies available</p>
16. Increased Activity Report	<p>(b)(6) said there had been a 60% increase in traffic with 300-450 arrests per day and the most people lost (8 persons) since the major loss during 2003.</p>		<p>Open – (b)(6) to continue to brief this item</p>
17 IRT Program	<p>(b)(6) introduced 1ST SGT (b)(6) as the IRT Leader for the Yuma Sector. (b)(6) said the Commanding General ARNG approved the Yuma IRT Program and that he had requested an out of cycle budget and was optimistic as to this budget request being funded in 2005. It was indicated that there needed to be a coordination effort between the Title 10 and Title 32 units as well as the CAARNG and that this would be done through JTF6.</p>		<p>Open – (b)(6) to coordinate as necessary regarding Title 10/32 units with (b)(6)</p>
18. Spending Plans	<p>(b)(6) discussed production of spending plan. (b)(6) said he need the Sector to group "phases" as project, based upon operational requirements and that he needed to know how much money was</p>		<p>Open – (b)(6) to execute plan on or before 9/15/04</p> <p>(b)(6) to provide project information on 8/27/04</p>

(b) (7)(E)

	planned to be available, including the new money discussed by (b)(6). (b)(6) said he would get the project groups to (b)(6) on 8/27/04. (b)(6) said C&B would complete the Plan by 9/15/04, subject to receipt of project and funding information.		(b)(6) to provide funding information by 8/27/04
17. End of Meeting	The meeting ended.	(b)(6)	Closed –minutes distributed for review and comment on 8/19/04.

(b) (6)

From:

(b)(6)

Sent: Friday, August 19, 2005 11:49 AM

To:

Cc:

(b)(6)

Subject: FW: TCA PDT Meeting 23 August 2005

Reminder on next Tuesday's PDT in Tucson... I have also attached links that contain maps of the current projects in the Tucson Sector....

From Baker Engineering (special thanks to (b)(6)(b)(7)(C) for getting this put together):

- This is a large file – some corrections to the Station AOs will be made, but the projects are depicted –

(b) (7)(E)

From GSRC:

(b) (7)(E)

(b)(6)

From: (b)(6)

Sent: Monday, August 15, 2005 7:43 AM

(b) (6)

Subject: TCA PDT Meeting 23 August 2005

ATTACHED AGENDAS AND FILES:

Attached is the agenda for next weeks PDT Meeting in Tucson. The meeting will be held at the Tucson Station, with an Environmental Working Group at 08:30 Arizona Time (08:30 pacific.... 10:30 Central.... 11:30 Eastern). The regularly scheduled PDT meeting will begin at 10:00 Arizona Time.

I have also attached for your information: 1) a file I received from (b)(6)(b)(7)(C) on the 27 July meeting in El Paso - "28JulyFtBliss Minutes.PDF" and 2) July update on environmental documents from (b)(6)(b)(7)(C) with GSRC - "NEPA-Status July 2005.PDF".

UPLOADED DOCUMENTS:

8/19/2005

Uploaded documents this month include the current Workplan:

(b) (7)(E)

CONSTRUCTION:

Active and completed construction projects can be reviewed at the following web page, including project completion reports and photographs of the deployments.

To access a website that has updates, go to:

(b)(6)

- Click on the **Client Link** link at the left of the page.
 - Select **Border Patrol Construction Oversight** from the drop-down menu.
 - For a User Name enter: (b) (7)(E)
 - For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

TIME ZONES:

For conversion of time zones the following web page can be helpful (Arizona, except the Navajo Nation, does not have daylight savings) time)

<http://www.time.gov/index.html>

(b)(6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secured or error-free as information could be intercepted, corrupted, lost, destroyed, received late or incomplete, or could contain viruses. The sender therefore does not accept liability for any error or omission in the contents of this message, which arises as a result of e-mail transmission. If verification is required, please request a hard-copy version from the sender.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 23 August 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call Number: (b) (7)(E) participants pass code is (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

INTRODUCTIONS

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b)(6)
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b)(6)	
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	
4. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005. Baker is doing quality review of plan sets	
5. Meeting in Nogales 29 July to go over Nogales Stations projects	
Environmental Working Group	
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit	(b)(6)
2. (b)(6) will prepare a project description and funding request to submit to (b)(6) will acquire the necessary funds.	
3. GSRC will submit the preliminary final EIS for the Tucson/Yuma Daily Operations by 22 July. Deadline for internal comments of 12 August.	
4. San Pedro River crossing, additional concepts at both locations prior to the site visit. Coordinate with all parties to establish a meeting date and time.	
5. (b)(6) submitted the update of the NEPA status matrix for internal review and comments. The deadline for additional comments is 27 July. Ingram will revise and submit the matrix to (b)(6) for final distribution by 1 August.	
	All

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05

101st Engineer Company from Massachusetts completed a successful deployment into Whitewater Draw. National Guard currently has small deployment of 4 to 6 soldiers into Douglas west for monsoon repair, roadway and drainage construction. Sourcing of FY'06 units underway by Col. Cobb.

(b)(6)

JTF-N

No Further Scheduled Deployments FY'05

Report on Potential FY'06 Deployments. One deployment anticipated for 1st quarter, may have as many as 8 missions in FY'06.

(b)(6)

ENGINEERING

Baker Eng.

An update of the status for each project in TCA will be attached to the meeting minutes.

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch drainage reviewed and comments returned to Baker

Naco, Lighting (5 Miles)

Nogales, Schematic Design meeting in Nogales to determine progression of the project and what should be done about objections from land owners regarding patrol roads being extended into "paper" subdivision areas. Consensus of the meeting and concurrence of the Station was to expedite the project, complete those portions of the study that can be accessed. This is needed to complete the EA, and begin roadway design and lighting relocation design.

(b)(6)

FY'05 Engineering Projects

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

(b)(6)

ENVIRONMENTAL

GSRC

PEIS Tucson & Yuma

Tucson BA

Whitewater Draw 404 Permit

San Pedro River LWC

Sonoita Border Road EA

Vehicle Barriers - Tohono O'Odham Nation (TON)

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design see comments under engineering

(b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Ephraim Ridge Phase I

REAL ESTATE

USACE - Sacramento

(b)(6)

**NLC - Laguna Nigel
Ephraim Ridge Report**

CBP legal review completed, pending release.

**PROCUREMENT
AERC**

(b)(6)

**CONSTRUCTION
Kleinfelder**

Updates (see web page below)

To access a website that has updates, go to:

(b)(6)

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

NEXT MEETING

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION

(b) (6)



MEETING MINUTES

RE: Joint Planning Session
Review of the Department of Defense's Request for Assistance Operation
Alliance/Special Coordination Center

DATE: Thursday July 28, 2005

LOCATION: Fort Bliss, El Paso, Texas

ATTENDEES:

(b)(6)

(b)(6) led the meeting. The purpose of the meeting was to explore or validate a request for assistance from the Department of Defense to deploy construction units for the Tactical Infrastructure of Western Arizona (TIWAZ). Several open discussions were held. The following key items were addressed.

1. The Department of Defense must realize a threat for them to take action. Therefore any request to the DoD for assistance should include a threat assessment. An extended time commitment of deployments will probably diminish the seriousness of a threat.
2. Acquiring essential training for combat deployments is believed to be a key factor in the request for DoD assistance.
3. If the DoD were to supply deployment personnel would the engineering design, material procurement, funding, survey, environmental, and real estate efforts be able to keep up with the increased deployment? Each project must be evaluated individually.
4. It was noted that generally 40 men in 30 days can build a 1 mile road with a final chip seal wearing surface. One mile of barrier may be built by 15 men in one month, generally. Deployments are severely hampered by environmental concerns that are not encountered in combat deployments.
5. Construction would generally be facilitated if it would progress from the west to the east because materials and equipment would come from the Yuma area. However, eastern deployments may be facilitated by the use of the Camino del Diablo and via Lukeville.
6. The construction of major box culverts and small bridges are a concern. How would large pre-cast concrete sections be shipped across a road that could not bear the load? The need for cranes to construct the structure would also hinder the deployment. The answers lie in sound engineering.

7. The individual projects themselves were reviewed to see if DoD deployments would facilitate construct the projects within the respective fiscal year. After much discussion, including the length of deployments and the difficulty of terrain encountered, it was decided that (b)(6) would gather additional input before tailoring and detailing the request for assistance from the DoD. (b)(6) will contact those present for their input to enhance his request. There will probably be another meeting held to review his enhanced request. No date was set.
8. It was noted that the Yuma PDT is the venue for TIWAZ.

(b)(6)

**Tucson Sector Environmental Project Status Matrix
(as of 31 July 2005)**

Project Name	Project Description	Status	Issues (Affected Agency)
1. Supplemental EA for Infrastructure Along the Naco-Douglas Corridor	Project includes primary fencing along the entire Douglas AO border, secondary fencing in Douglas and Naco POE areas, vehicle barriers or fences along Naco western AO, lighting, and road improvements for Naco and Douglas	Final EA released to the public in November 2003. Construction has begun on some items around Douglas and Naco POEs.	1. A portion of the project transects the San Pedro National Riparian Conservation Area, which contains some of the critical habitat and is sensitive wildlife area (BLM). A BA is being prepared to address these issues (USFWS/BLM).
2. Tucson/Yuma Programmatic EIS	Programmatic evaluation of daily operations for both sectors--includes air reconnaissance, SAR, checkpoints, dragging, patrols (particularly off-road)	Preliminary Final EIS will be sent week of 18 July for internal review.	1. Still some confusion regarding whether infrastructure is included or not. 2. Lot of misperception that BP will go cross country over wilderness areas with no regard for the environment.
3. Tucson Sector BA	Addresses daily operations of USBP within Tucson Sector	Revised Final BA expected by the middle of August--need to include data from Full Court Press	
4. Yuma Sector BA	Addresses daily operations of USBP Tucson Sector	Received draft BO--need commitments from BP that they will implement the conservation measures	1. Need comments from CBP HQ 2. Sonoran pronghorn on brink of extirpation 3. Jaguar critical habitat still being pushed
5. Three checkpoint locations on (b) (7) (b) (7)(E)	Construct and operate 3 temporary checkpoints along state and Federal highways within (b) (7)(E)	Final EA completed November 2003.	

Project Name	Project Description	Status	Issues (Affected Agency)
6. Nogales Various Infrastructure EA	Project includes 2 miles of major roadway improvements on east side of POE, primary fencing on east side to parallel new road, installation of 15 RVS sites and continuation of current use of 69 portable light generators	Final EA completed in October 2003.	
7. USBP Nogales Station EA and EBS	Acquisition of 30-acre site for permanent USBP station	Final EA completed in November 2003.	
9. Rescue Beacons EA (Tohono Nation)	Installation and operation of 10 rescue beacons on Tohono O'odham Nation	Preliminary draft completed; Tohono council has objected to the beacons so draft has not been released as yet	1. Tohono believe beacons will be used as staging area for smugglers; issue needs to be discussed in front of Council
10. 27-mile Road Improvements EA, Sonoita Station	Project expanded to include 43 miles of road improvements. Mostly road grading with some widening, straightening, and repair/installation of drainage structures.	Draft EA out for public comment. Comment period closes 20 July.	No significant issues yet, but most of the work is on National Forest
11. 10-miles Road Construction, Nogales Station	5 miles of major road construction and improvements on either side of Nogales POE	Need project description and footprint.	No issues yet
12. Installation of Temporary Vehicle Barriers, Tucson Sector	Installation of temporary vehicles at high traffic areas anywhere within the Tucson Sector—no ground disturbance	EA completed in December 2004	No issues—TVBs being installed at various locations
13. Cabeza Prieta NWR Road Improvements and Permanent Vehicle Barriers EA	38-45 miles of PVBs along the border with improvements to the border road; minor deviations out side of Roosevelt Reservation	Public meetings week of 18 July. Pre-draft scheduled to be submitted in October 2005	1. Will affect wilderness areas—need to address use of minimal tools to affect these lands 2. Will affect SOPH, but PVBs are also considered a mitigation measures
14. BMGR E Road Improvements and Permanent Vehicle Barriers EA	36 miles of PVBs and patrol and drag roads within the Roosevelt Reservation	Final EA should be released week of 18 July	1. Concerns that illegal traffic will shift to CPNWR
15. West Arizona Tactical Infrastructure EIS	Approximately 400 miles of road improvements and construction on CPNWR, BMGR, and OPCNM	Surveys will be initiated this fall; preliminary draft to follow in the spring 2006	1. Wilderness areas 2. Effects to SOPH

Project Name	Project Description	Status	Issues (Affected Agency)
16. West Arizona Tactical Infrastructure Section 7 Consultation.	Separate or individual consultations regarding Projects 13, 14, and 15.	Expected to be initiated in fall of 2005.	Pronghorn, flat-tailed horned lizard, cactus ferruginous pygmy-owl. Vehicle barriers are considered mitigation measure for the first two species.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 23 August 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call Number: (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

INTRODUCTIONS

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b) (6) staff & Baker
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b) (6)	(b) (6)
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	(b) (6)
4. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005. Baker is doing quality review of plan sets	(b) (6)
5. Meeting in Nogales 29 July to go over (b) (7)(E) Stations projects	(b) (6)
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4. San Pedro River crossing, additional concepts at both locations prior to the site visit. Coordinate with all parties to establish a meeting date and time.	(b) (6)
5. (b) (6) submitted the update of the NEPA status matrix for internal review and comments. The deadline for additional comments is 27 July. (b) (6) will revise and submit the matrix to (b) (6) for final distribution by 1 August.	All

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
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MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

101st Engineer Company from Massachusetts completed a successful deployment into Whitewater Draw. National Guard currently has small deployment of 4 to 6 soldiers into Douglas west for monsoon repair, roadway and drainage construction. Sourcing of FY'06 units underway by (b) (6)

JTF-N

(b) (6)

No Further Scheduled Deployments FY'05

Report on Potential FY'06 Deployments. One deployment anticipated for 1st quarter, may have as many as 8 missions in FY'06.

ENGINEERING

(b) (6)

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FY'05 Engineering Projects

(b) (6)

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

ENVIRONMENTAL

(b) (6)

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PEIS Tucson & Yuma

Tucson BA

Whitewater Draw 404 Permit

San Pedro River LWC

Sonoita Border Road EA

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Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design see comments under engineering

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Ephraim Ridge Phase I

REAL ESTATE

USACE - Sacramento

(b) (6)

**NLC - Laguna Nigel
Ephraim Ridge Report**

CBP legal review completed, pending release.

**PROCUREMENT
AERC**

(b) (6)

**CONSTRUCTION
Kleinfelder**

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NEXT MEETING

13 September 2005 @ 10:00 – Tucson Station



3/23/05 Tucson PDT

Environmental Working Group

- 1) WSR MITIGATION WWD 404 PERMIT
 - NOT DONE YET
 - WAITING ON FUND

~~3) [REDACTED] [REDACTED] [REDACTED]~~

~~2) [REDACTED] [REDACTED] [REDACTED]~~

- 2) (b) (6) / GSA PEIS
 - DEADLINE EXTENDED TO PARTIAL LEGAL OPINIONS
 - SUBMITTED FOR INTERNAL REVIEW
 - FUNDS NOT ADDRESSED TO (b) (6) - end of week

- 4) SAN PEDRO CROSSING
 - REVISED DESIGN
 - MEETING DATE PENDING

- 5) Updated MATRIX
 - DONE

TUCSON BA FUNDING PENDING → (b) (6)

Environmental

SONORA BORDER ROAD

- PER FEAS LAST WEEK - COMMENTS 9/19/05
- COMMENTS FOR SDX LINE ALIGNMENT

TON VB - AWAITING FUNDING

TIWAZ - BMR FEAS LAST WEEKS

- CPMR SCOPING 11/01
- EA IN PROGRESS

- GRANTING VALLEY / CAZON SOW IN PROGRESS

USPP - SIERRA USPP WATERBODIES

Negales Schematic Design -

- ROE PROBLEMS
- CONCEPT STAY IN COMPLIANCE w/ 06/02/04/05/06/07/08/09/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100

Ephraim Ridge - GSA under contract

- Coordinating Real Estate
- Follow up w/ (b) (6)

(b) (6)



8/23/05 Tucson @DT
Meetas

Action Items

- 1) GSA COORDINATION - NO STATUS
- 2) PAVING IN NOGALLES - Pending EIR CONTRACTING
- 3) FENCE LINE SOWS - (b)(6) GOT SECURE TO (b)(6)
- SONOITA EA pending
- 4) Douglas 13 miles
- PERMITS 100% expected 28 June 2005
- NOW DONE NEXT WEEK 9/2/05
- 5) Nogales meeting July 29
- STAT w/ ORIGINAL ALIGNMENT
- CONSENTS OF EA TO END OF LOR

No A2 NG STATUS

ENVIRONMENTAL

DOUGLAS LIGHTING

EAST SIDE 90% NULD OPT 2 1/2 miles
WEST 2 1/2 miles on hold

- DETACHES ON BOTH SIDES
- NULDS - OUTSIDE 60' ROOSELT
- ^{NOT} NOT WIDE ENOUGH FOR LIGHTS
- SHOW LIGHTS OUTSIDE OF EASEMENT



MILITARY OFF-N

- EAST NACO LIGHTS - CONSTRUCTED
 - 2 1/2 miles on WEST SIDE
 - - completed
 - Can do 1 ADDITIONAL MILES
 - Procurement proceeding
 - Nov Deployment
- CASES
- LARGE ^{Deployment} 1 June - 15 August 2006
 - 1000 - 1500 USMC BROKEN INTO every 15-20 DAYS
 - 2 to 3 miles ROAD & LWC NACO
 - LWC Douglas
- NACO EAST 3-4 LWC 2nd/3rd quarter 2006
- No SAs FOR SONOITA

LABORATORY CONT.

(b) (6)

From:

(b) (6)

Sent:

Friday, August 26, 2005 8:29 AM

To:

(b) (6)

Cc:

Subject: TCA PDT Draft Meeting Minutes from 23 August 2005

MEETING MINUTES:

Attached are the draft meeting minutes from Tuesdays PDT meeting in Tucson. The next PDT meeting will be held on 27 September 2005 at the Tucson Station.

UPLOADED DOCUMENTS:

Uploaded documents this month include:

Revised San Pedro site plan:

(b) (7)(E)

current Workplan:

(b) (7)(E)

LINKS:

This link was provided to us by (b) (6) Special Assistant for International Programs USDI, Bureau of Land Management Federal Building, (b) (7)(E)

(b) (7)(E)

cell,

(b) (7)(E)

"Ecological Considerations for Border Security Operations,"

(b) (7)(E)

(b) (6)

8/26/2005

BW1 FOIA CBP 007851

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 23 August 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call Number: (b) (7)(E) participants pass code is (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

INTRODUCTIONS

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b) (6) staff & Baker	No Report From Nogales Station
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with (b)(6)	(b) (6)	Pending
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	(b) (6)	Partially Completed, Adding Deployment Support
4. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans. Baker is doing quality review of plan sets, delay due to gas line easement issues. Due 13 September.	(b) (6)	Pending
5. Meeting in Nogales 29 July to go over Nogales Stations projects	(b) (6)	Done
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)	Pending
2. (b) (6) will prepare a project description and funding request to submit to (b) (6) will acquire the necessary funds.	(b) (6)	Pending
3. GSRC will submit the preliminary final EIS for the Tucson/Yuma Daily Operations by 22 July. Deadline for internal comments of 12 August.	(b) (6)	Pending, Deadline Extended Due to Legal Review
4. San Pedro River crossing, additional concepts at both locations prior to the site visit. Coordinate with all parties to establish a meeting date and time.	(b) (6)	Revised Site Plan Prepared, Field Trip Pending

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
5. (b) (6) submitted the update of the NEPA status matrix for internal review and comments. The deadline for additional comments is 27 July. (b) (6) will revise and submit the matrix to (b) (6) for final distribution by 1 August.	All	Done

MILITARY DEPLOYMENTS

Arizona Army National Guard

No report, (b) (6) is out of town in meetings to source of FY'06 units

JTF-N

No Further Scheduled Deployments FY'05

FY'06 Proposed Deployments

ES 4145-06, Naco, AZ, 1/2 mile of Lights (west) 15 Nov -15 Dec

ES4155-06, Naco, AZ, 1 mile of light (possibly west) 25 Feb - 25 Mar

ES4150/56/57/58-06, Naco/Douglas, AZ, 2/3 miles of road, 7/8 LWC's and bollard fences in Naco (west) and 6 LWC's in Douglas (east). 1 June - 15 August. This will be battalion deployment of about 1000 Marines in 5-6 iterations of 200 personnel every 15-days. The basecamp will be located at the Douglas International Airport.

ES4160-06, Naco, AZ, 1 mile of road 3/4 LWC's and bollard fences, Naco (east) 2nd qtr.

Additional deployments may be sourced, JTF-N is awaiting information from the Army units.

ENGINEERING

Baker Eng.

Douglas, Lighting (5 Miles) 2.5 miles on the east side of the POE is at 90% design. 2.5 miles on the west side of the POE were on hold pending real estate issues. It was decided at the PDT to move ahead with final design using the Roosevelt Reservation and seek re-design of the border roadway section that exceeds the 60' reservation.

Douglas, 13-Mile Roadway The last reach of design is nearing completion. 2.5 miles on the west into the Naco AO. Baker is doing quality review of plan sets, delay due to gas line easement issues. Due 13 September.

Douglas, International Ditch drainage reviewed and comments returned to Baker.

Naco, Lighting (5 Miles) 2.0 miles on the east side of POE completed and constructed. 0.5 miles on east side of the POE will be constructed in November. 2.5 miles of design on the west side of the POE completed

Nogales, Schematic Design meeting in Nogales to determine progression of the project and what should be done about objections from land owners regarding patrol roads being extended into "paper" subdivision areas. Consensus of the meeting and concurrence of the Station was to

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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expedite the project, complete those portions of the study that can be accessed. This is needed to complete the EA, and begin roadway design and lighting relocation design.

FY'05 Engineering Projects

(b) (6)

- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma GSRC submitted the preliminary final PEIS on 22 July 2005. Comments were due by 12 August 2005; however, this has been extended at the request of CBP legal. A new due date has not been established at this time.

Tucson BA No status on (b) (6) funding request to (b) (6) action pending

Whitewater Draw 404 Permit mitigation pending funding that is in the system, should be available within a month.

San Pedro River LWC revised site plan issued, pending site visit if required. Naco Station approved the site plan with a request for slope stabilization where the patrol road nears the San Pedro River.

Sonoita Border Road EA Pending issue of the final based on any comments on the pre-final that came out this month. Pre-final EA submitted on 18 August 2005 and internal comments are due by 9 September 2005.

Vehicle Barriers - Tohono O'Odham Nation (TON) pending funding

Tactical Infrastructure for Western Arizona (TIWAZ) no report, see Other Items below.

USPP The mechanism for funding a project for water mitigation (for San Pedro Watershed impacts by the Border Patrol) was discussed. This may not be a viable vehicle due to procurement constraints. Will need to do a scope and competitively bid mitigation. (b) (6) stressed mitigation needs to be in Sierra Vista watershed. Do not have ROEs for some parcels within the project corridor at this time.

Nogales Schematic Design See comments under engineering. It has been decided to complete engineering and environmental documents to comply with original scope. The construction planning and environmental documentation will be completed for those areas with ROEs. The current project will terminate at lands where ROEs have not been granted to the OBP.

Ephraim Ridge Phase I GSRC has been scoped to do this project; however, coordination with real estate and OBP needs to be completed. (b) (6) was negotiating ROEs with landowners last week. Nass will follow up with (b) (6) to determine status

Other Items

(b) (6) has submitted the updated NEPA status matrix for the Tucson Sector. (b) (6) will revise the matrix to include Yuma PDT and TIWAZ PDT projects to make a comprehensive Arizona project list.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

REAL ESTATE

USACE - Sacramento

(b) (6)

Nogales Schematic Design (b) (6) will provide those ROE's he has received to GSRC to begin cultural and biological surveys.

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge Report

CBP legal review completed, pending release. Also note ROE's under Environmental above.

PROCUREMENT

AERC

(b) (6)

(b) (6) is preparing a shop drawing for procurement of rebar cages for lighting pole foundations.

After meeting comments from (b) (6) per e-mail:

BOM for Naco Lights (east – see JTF-N deployments) is ready to advertise.

CONSTRUCTION

Kleinfelder

(b) (6)

Discussion of providing support for upcoming deployments. Schedule was noted and SOW are being developed by Baker & (b) (6)

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OTHER ITEMS

Meeting location for next PDT was discussed. We may have to use the muster room again or possibly use another facility.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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 CUSTOMS AND BORDER PROTECTION
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ACTION ITEMS

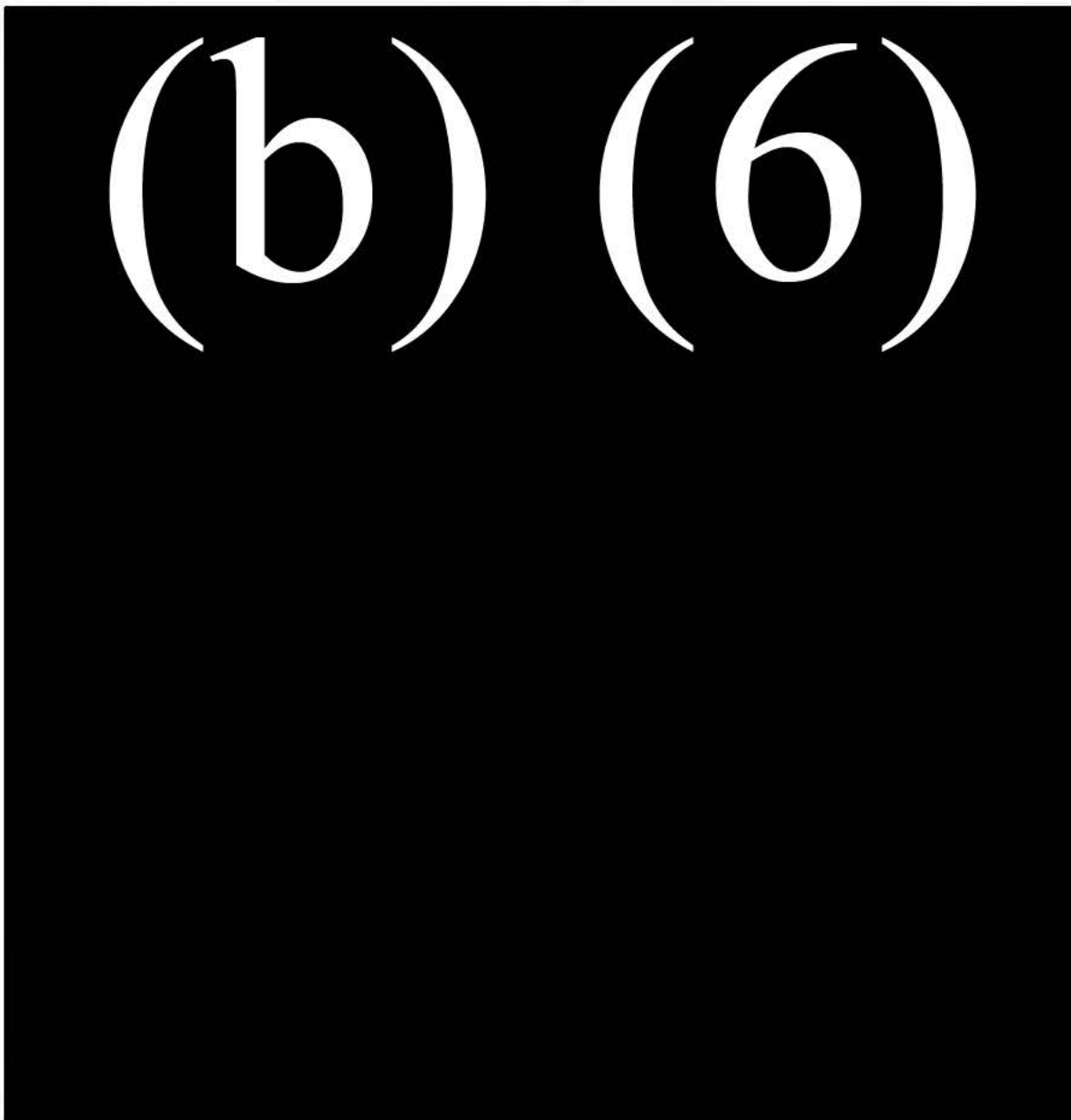
1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b) (6) staff & Baker
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b) (6)	(b) (6)
3.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. Reviewing cost estimates, etc. Need construction support for coming deployments ASAP	(b) (6)
4.	Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 13 September.	
5.	(b) (6) will provide those ROE's he has received to GSRC to begin cultural and biological surveys on the Nogales Schematic Design.	
6.	(b) (6) is preparing a shop drawing for procurement of rebar cages for lighting pole foundations. Due 26 August 2005	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2.	(b) (6) will prepare a project description and funding request to submit to (b) (6) will acquire the necessary funds.	
3.	(b) (6) submitted the NEPA status matrix. GSRC will revise the matrix to include TIWaz	GSRC

NEXT MEETING

27 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



DATE & TIME: 23 August 2005 @ 10:00

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK-IN

LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)

NOGALES STATION

(b)(6)

DOUGLAS STATION

(b)(6)

SONOITA STATION

(b)(6)

NACO STATION

(b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

BAKER

(b)(6)

GSRC

(b)(6)

KLEINFELDER

(b)(6)

BPSCC

(b)(6)

CORPS OF ENGINEERS

(b)(6)

JTF- N

(b)(6)

DHS

(b)(6)

IBWC

(b)(6)

AZ NATIONAL GUARD

(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

BLM

(b)(6)

OTHER

NAME: **(b)(6)**

AFFILIATION: **(b)(6)**

ADDRESS: _____

E-MAIL: _____
PHONE: **(b)(6)**

FAX: _____

NAME: _____

AFFILIATION: _____

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 24 May 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS	
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2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available			
3. Follow-up on Asphalt and stormwater issues		Tabled Until FY'06 Deployments	
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3. Need funding for TON Vehicle Barrier. (b)(6) (b) (6) suggested using existing RWA because the vehicle barrier will be in Casa Grande Station AO.		Tabled Pending FY'05 Funding	
4. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		Pending	
5. Tucson BA needs funding for GSRC contract modification.		(b) (6) (b) (6) to Brief on Issue	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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Arizona Army National Guard

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert.

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The Texas USAR unit will not be deploying to Arizona this year. This was to be a deployment into Douglas, west of Whitewater Draw for patrol road and barrier construction.

JTF-N

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relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

(b) (6)

ENVIRONMENTAL

GSRC

PEIS Tucson & Yuma (AERC 225)

The responses to public comments on the Revised Draft PEIS were sent out for review. The PDT is scheduled to provide comments on these responses by 1 June. GSRC will provide a preliminary final EIS by 15 July.

Tucson BA

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

GSRC is proceeding with the preparation of the revised Tucson BA, based on additional ABCI II data provided by (b) (6) will coordinate with (b) (6) regarding additional funds to incorporate the data. GSRC needs to get a definitive decision regarding the methods to be used to assess the water mitigation (e.g., agents only versus agents and their dependents, use OSI quantifications versus FH quantifications, etc.). (b) (6) has requested opinion for OC.

Whitewater Draw 404 Permit

Phelps Dodge is still reviewing the WWD MOA. GSRC contacted (b) (6) to determine which approach he would prefer/recommend (i.e., mitigation vs. in lieu compensation) but no response has been received to date.

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No report this month on efforts to coordinate with the "Upper San Pedro Partnership" regarding water issues

Nogales Schematic Design

The Nogales 10-mile road project is on-hold. Might be rolled into another project

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(b)(6) will begin negotiations with GSRC for contract for Ephraim Ridge ESA and EA. The project area will be 80 acres.

REAL ESTATE

USACE - Sacramento

(b) (6)

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NLC - Laguna Nigel

(b) (6)

Ephraim Ridge Report

(document is into CBP legal review)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

PROCUREMENT

AERC

(b) (6)
June National Guard Deployments were discussed. (b) (6) will revise the BOM to correctly reference the geofabric needed for the deployment.

(b) (6) requested that rental equipment utilized for pedestrian fence and vehicle barrier construction be rented for another 90 days. (b) (6) will process if possible.

CONSTRUCTION

Kleinfelder

(b) (6)
(b) (6) reported on the two deployments that just completed their work in Naco Arizona. Project completion reports can be found at the web page listed below and will be posted on the AERC web page by (b) (6)

Updates (see web page below)

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www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b) (7)(E)

-For a Password enter: (b) (7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)		
4. Rental Equipment extended for Naco and Douglas fence crews		
5. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005		
6. Douglas, International Ditch drainage report expected 3 June 2005.		
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		
2. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		
3. Tucson BA needs funding for GSRC contract modification.		

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

4. Provide (b) (6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed back on deployment operation and staging sites.	(b) (6)
5. Comments needed on PEIS by 15 July	All

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b) (6)

(b) (6)

AERC NO	PROJECT NAME
(b) (7)(E)	Ajo EA for 10 RVS
(b) (7)(E)	Douglas Acquire F&WS Property
(b) (7)(E)	Douglas Complete White Water Draw
(b) (7)(E)	Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
(b) (7)(E)	Douglas 10' CMP, Erosion Control/Monsoon Repair
(b) (7)(E)	Naco Roadways East & West of the POE
(b) (7)(E)	Nogales Construct 1.5 Miles of Roadway
(b) (7)(E)	Ajo, Tuc, Cag Temporary Vehicle Barriers
(b) (7)(E)	Nogales Ephriam Ridge Reclamation
(b) (7)(E)	Nogales 2 Additional Roadway Miles
(b) (7)(E)	Nogales Relocate Lighting Between POEs
(b) (7)(E)	Nogales Tunnels
(b) (7)(E)	Sonoita 5 Miles of Roadway Design
(b) (7)(E)	Tucson PDT Coordination
(b) (7)(E)	Naco Temporary Vehicle Barrier
(b) (7)(E)	Papago Farms
(b) (7)(E)	Tactical Infrastructure Western Arizona (TIWAZ)

NEXT MEETINGS

28 June 2005 @ 10:00 – Tucson Station

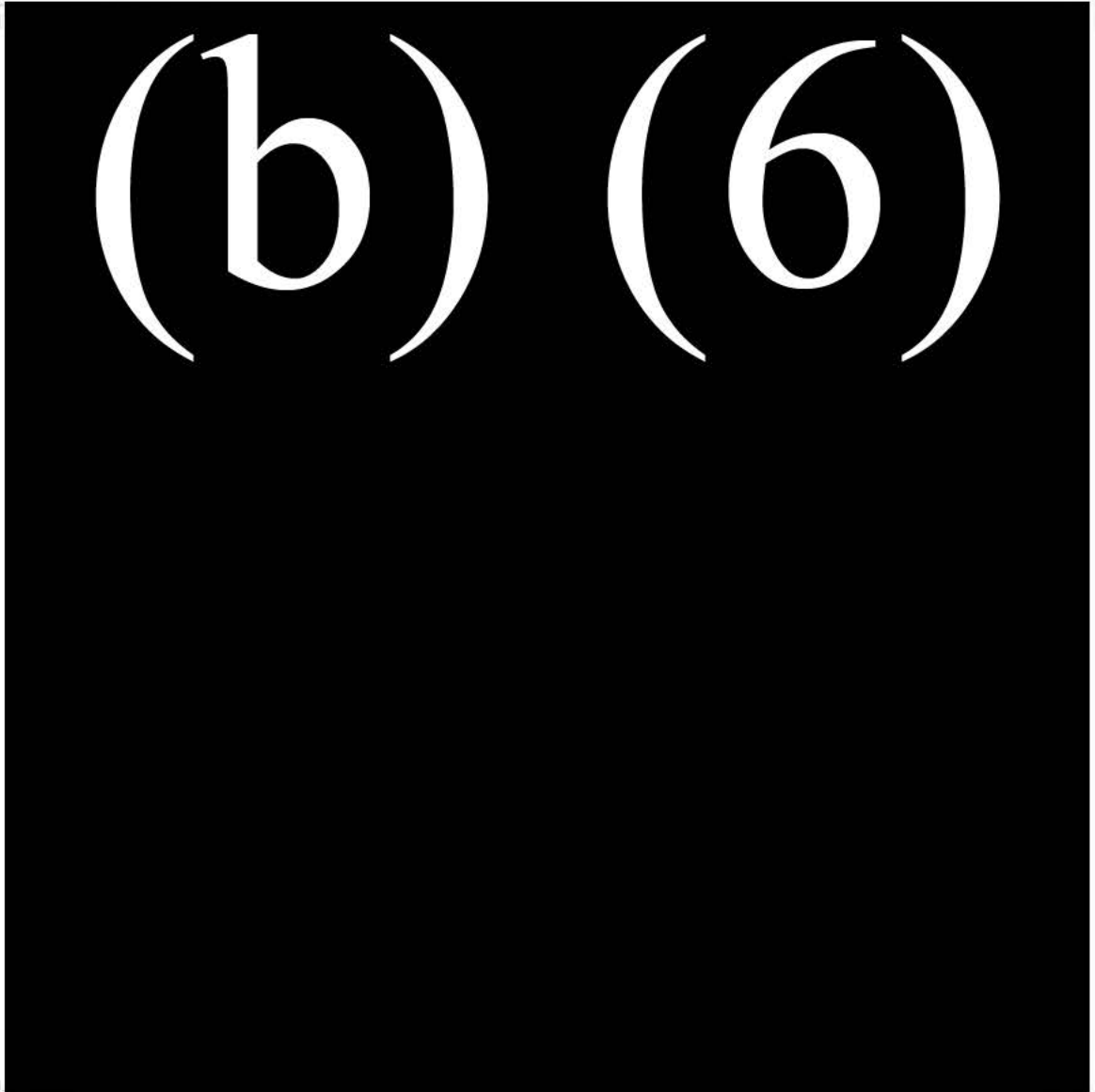
26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



DATE & TIME: 24 May 2005 @ 10:00

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK-IN

LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)

DOUGLAS STATION

(b)(6)

NACO STATION

(b)(6)

NOGALES STATION

(b)(6)

SONOITA STATION

(b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

BAKER

(b) (6)

GSRC

(b) (6)

KLEINFELDER

(b) (6)

BPSCC

(b) (6)

CORPS OF ENGINEERS

(b) (6)

JTF-N

(b) (6)

DHS

(b) (6)

IBWC

(b) (6)

AZ NATIONAL GUARD

(b) (6)

OTHER GOVERNMENT AGENCIES

USFS

(b) (6); (b) (7)(C)

AG&FD

(b) (6)

USF&WS

(b) (6)

BLM

(b) (6)

OTHER

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

(b) (6)

From: (b) (6)

Sent: Monday, May 30, 2005 6:55 PM

To: (b) (6)

Cc:

Subject: TCA PDT Draft Meeting Minutes of 24 May 2005

Please find attached the Tucson Sector Project Delivery Team Draft Meeting Minutes from 24 May. Should you have any corrections or comments, please respond directly back to this e-mail.

A deployment arranged by JTF-North to Naco (east of the Port-of-Entry) just complete it's mission 10 May (JT4159-05) to construct patrol roads, low water crossings, and barriers. The activity of these units can be reviewed at the following web page:

To access a website that has updates, go to:

www.kleinfelder.com

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-Select **Border Patrol Construction Oversight** from the drop-down menu.

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-For a Password enter: (b) (7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

Next month the Massachusetts National Guard will deploy 70 personnel into Whitewater Draw (Douglas, Arizona) to complete components of the Whitewater Draw Patrol Road and construct barriers.

(b) (6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secured or error-free as information could be intercepted, corrupted, lost,

5/31/2005

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5/31/2005

BW1 FOIA CBP 007867

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 24 May 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
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2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
3. Follow-up on Asphalt and stormwater issues		Tabled Until FY'06 Deployments
4. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)		Pending
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)	Processing, into AERC
2. SOW and fee proposal for TON permanent vehicle barriers		Tabled Pending FY'05 Funding
3. Need funding for TON Vehicle Barrier. (b) (6) (b) (6) suggested using existing RWA because the vehicle barrier will be in Casa Grande Station AO.		Tabled Pending FY'05 Funding
4. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		Pending
5. Tucson BA needs funding for GSRC contract modification.		(b) (6) (b) (6) to Brief on Issue

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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5. Comments needed on PEIS by 15 July	All

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b) (6)

(b) (6)

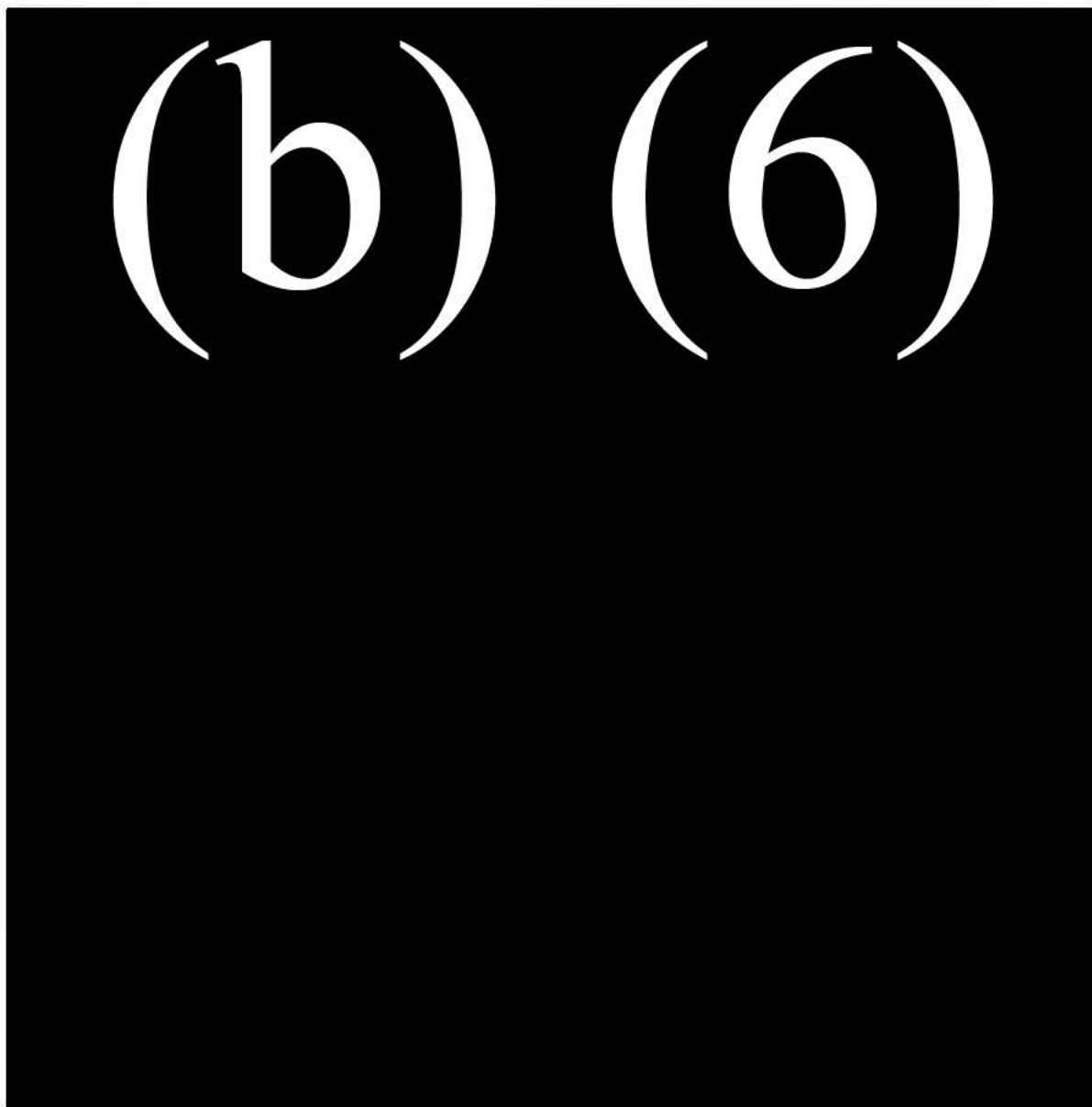
AERC NO	PROJECT NAME
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	Douglas 10' CMP, Erosion Control/Monsoon Repair
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	Nogales Relocate Lighting Between POEs
	Nogales Tunnels
	Sonoita 5 Miles of Roadway Design
	Tucson PDT Coordination
	Naco Temporary Vehicle Barrier
	Papago Farms
	Tactical Infrastructure Western Arizona (TIWAZ)

NEXT MEETINGS

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- 26 July 2005 @ 10:00 – Tucson Station
- 23 August 2005 @ 10:00 – Tucson Station
- 13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



DATE & TIME: 24 May 2005 @ 10:00

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK-IN

LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)
 (b)(6)
 (b)(6)

DOUGLAS STATION

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

NACO STATION

(b)(6)
 (b)(6)
 (b)(6)

NOGALES STATION

(b)(6)
 (b)(6)
 (b)(6)

SONOITA STATION

(b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

BAKER

(b)(6)
 (b)(6)
 (b)(6)

GSRC

(b)(6)
 (b)(6)

KLEINFELDER

(b)(6)
 (b)(6)
 (b)(6)

BPSCC

(b)(6)
 (b)(6)
 (b)(6)

CORPS OF ENGINEERS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

JTF-N

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

DHS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

IBWC

(b)(6)
 (b)(6)

AZ NATIONAL GUARD

(b)(6)
 (b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

AG&FD

(b)(6)
 (b)(6)

USF&WS

(b)(6)
 (b)(6)

BLM

(b)(6)
 (b)(6)

OTHER

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

Engineer Missions

1st Quarter

- **ES4202** Road Laredo TX **CBP Laredo**
- **ES4201** Fence Laredo TX **CBP Laredo**
- **ES4156** Road Naco AZ (west) **CBP Tucson**
- **ES4155** Lights Naco AZ (east) **CBP Tucson**
- **TDXXXX** Tunnel SWB **USBP/ICE/FBI**

Engineer Missions 2nd Quarter

• TDXXXX	Tunnel	SWB	USBP/ICE/FBI
• ES4204	Lights	San Diego CA	CBP San Diego
• ES4209	Culverts	San Diego CA	CBP San Diego
• ES4150	Road	Douglas AZ (east)	CBP Tucson
• ES4160	Road	Naco AZ (east)	CBP Tucson
• ES4158	Road	Naco AZ (west)	CBP Tucson

Engineer Missions 3rd Quarter

- **ES4157** **Road** **Naco AZ (west)** **CBP Tucson**
- **ES4153** **Road** **Nogales (east)** **CBP Tucson**
- **ES4334** **Road** **Eagle Pass TX** **CBP Del Rio**
- **TDXXXX** **Tunnel** **SWB/Blaine (?)** **USBP/ICE/FBI**
- **ES4145** **Road** **Douglas AZ (east)** **CBP Tucson**

Engineer Missions 4th Quarter

- **ES4149** **Barrier Fence** **Tucson** **CBP Tucson**
- **ES4146** **Barrier Fence** **Tucson** **CBP Tucson**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
- **TDXXXX** **Tunnel** **SWB** **USBP/ICE/FBI**

Date: 2/18/2005 11:17 AM
Sender:
To:

(b) (6)

(b) (6)

bcc:

Priority: Normal

Subject: Reminder: TCA PDT Meeting Agenda for next Tuesday 22 Februa

(b) (6)

Subject: Reminder: TCA PDT Meeting Agenda for next Tuesday 22 Februa

Reminder that the TCA PDT is next Tuesday..... We will be having an Environmental Working Group starting at 8:30 Mountain Time. The agenda for the EWG will follow the regular PDT meeting environmental component agenda with the addition of a discussion on facilitating a request by AZ Fish and Game to become more formally involved in the planning process, possibly as a cooperating agency?...

The conference call in number is:

(b)(6)

Attached is the Tucson Sector (TCA) Project Delivery Team (PDT) Meeting Agenda for next Tuesday (22 February 2005). This month the Alaska Army National Guard began a deployment into Douglas at Whitewater Draw to complete the final roadway wearing surface and drainage features. By all accounts, the deployment is going well as is reflected in the meeting agenda where I have included an update from

(b) (6)

(b) (6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secured or error-free as information could be intercepted, corrupted, lost, destroyed, received late or incomplete, or could contain viruses. The sender therefore does not accept liability for any error or omission in the contents of this message, which arises as a result of e-mail transmission. If verification is required, please request a hard-copy version from the sender.



022205AG.PDF

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 February 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

(b) (7)(E)

INTRODUCTIONS

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)	
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.		
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
4. Follow-up on Asphalt and stormwater issues		
5. Sonoita border road PDEA internal comment deadline has been extended until 18 February.		
6. SOW and contract in place for construction admin. support beginning with deployment into Whitewater Draw 12 February.		
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		
2. SOW and fee proposal for TON permanent vehicle barriers		

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw (update attached)

Douglas 11 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel.

JTF-N

(b) (6)

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Naco (only) 10 April to 20 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW.

Naco, 10-Mile Roadway

FY'05 Engineering Projects

(b) (6)

2 additional miles of roadway in Douglas
relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

Whitewater Draw 404 Permit

San Pedro River LWC BA

Vehicle Barriers - Tohono O'Odham Nation (TON)

Temporary Vehicle Barriers, complete

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge, Pursuing a lease for entire property (update attached)

PROCUREMENT

AERC

(b) (6)

Needs BOM for Deployment into Naco 1 April (inventory and contract capacity may be enough for this deployment, needs verification)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

CONSTRUCTION

Kleinfelder

(b)(6)

Update on construction at WWD in Douglas

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

NEXT MEETINGS

22 March 2005 @ 10:00 – Tucson Station

26 April 2005 @ 10:00 – Tucson Station

24 May 2005 @ 10:00 – Tucson Station

28 June 2005 @ 10:00 – Tucson Station

26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Douglas - Whitewater Draw: Deployment of the Alaska Army National Guard

From: [REDACTED] (b) (6)

Sent: Monday, February 14, 2005 12:55 PM

[REDACTED] (b) (6)

Subject: AK ARNG Update As Of 02-14-05

Greetings attached you will find the operations order that I gave to the AK ARNG yesterday morning. The meat of the order is the "Mission" statement. It essentially tells the AK ARNG to finish the road 1,000 lf west of Whitewater and to grade the road out two miles west of Whitewater Draw. I told them that any deviation to this plan would have to be approved by me.

This morning we met and we were discussing the plans for the road. Due to extensive erosion on the south side of the road, I have ordered the Ak ARNG to construct a wing wall that ties in to the head wall of the first culvert. This idea was previously discussed with [REDACTED] (b) (6) of Baker Engineers. The wing ball will be approximately 10 feet in length 6 feet high and has a 19 inch base. The work effort for the crew is 30 hours and about 10 CY of cement. At this point the IRT will absorb the costs for the forming materials. We will order the cement from Maddox and Sons.

At this time AK has started the grading of the two miles of road.

Overall I am optimistic that the AK ARNG will perform in an admirable manner and they will accomplish their mission. Of course any and all of you are welcome any time on sight.

[REDACTED] (b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Nogales: Ephraim Ridge Real Estate (lines removed not pertinent to Ephraim Ridge)

-----Original Message-----

From: (b) (6)
Sent: Friday, February 11, 2005 9:11 AM

To: (b) (6)

Cc:
Subject: Re:Ephraim Ridge
Importance: High

Hello (b) (6) Hope everything is well....

.....
Absolutely would afford all of you any assistance as well as coordinating
The lease for the entire property.

On this note let me provide you with an update as I think we maybe
Duplicating efforts already. We already sent the recommendation to counsel in
Indianapolis for the lease of the entire property, so we are well on our way. The adverse action that we have is that
the Land lord is looking compensation for previous years of use of his property for which we have already come to
an informal agreement but nothing can be done until we receive the go ahead from counsel. We had proposed a 5
year firm with a 5 year option for the property. I will keep you all informed to this effect. (FYI. The lease has to be
handled out of this office)

As to point 2; It would be more effective to achieve these task with a
Single point of contact and there really is no problem with the RVS as we have boiler plate leases that we have used
in the past. this task is much easier.

The overall intent is to make a single action lease that would afford us the
ability to perform all infrastructure required in support of DHS/CBP in the
area. Once we receive the go ahead from counsel things should move alot quicker than they have in the past.

Please feel free to call me if you have any further questions.

Thanks,

(b) (6)

Reply Separator

Subject: Ephraim Ridge

(b) (6)

Date: 1/30/2005 2:54 PM

(b) (6) Can you provide us some assistance on Ephraim Ridge regarding two
Important issues....

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

- 1) Your relationship with the property owner has been very beneficial in the past, and the fact that the property has other CBP facilities on it... can you assist by contacting the property owner about a lease for the entire property?
- 2) Can you manage the lease along with your other project on the site? You need a lease for (RVS site) with assistance/resources from the PDT?

Your assistance and guidance in this real estate matter would be very helpful.

(b) (6)

Forward Header

Subject: Tucson environmental minutes--February 2005
Author: (b) (6)
Date: 2/25/05 8:39 AM

All--The following are notes from the Tucson PDT meeting on 2/25/05. Please review and correct any error or omissions.

1. The public comment-response matrix for the Revised Draft PEIS Tucson/Yuma Sectors will be submitted for internal review on 4/1/05. The responses, and approach for proposed revisions, are approved, and the Final PEIS can be initiated.
2. The Tucson EA will be delayed until 25 March due to issues of lack of ABCI enforcement data, per the Section 7 emergency consultation and GSRC will have an off-line discussion with USFWS regarding how the data. (b) (6) suggested that we will at least have to prepare qualitative data (e.g., off-road occurred occasionally in X areas, frequent etc.). The BA will also need to identify potential conservation schedule for implementation of conservation measures, and expected yield from the conservation measures for the groundwater issues agreed to use the Fort Huachuca mitigation numbers, instead of those of OSI, for the BA. (b) (6) stated that the BA would have to address the associated with the PEA and UVA; Ingram replied that OSI would provide that information, instead of GSRC generating it.
3. Ephraim Ridge ESA is still pending; the lease for the entire be required due to economic remnant issues-- (b) (6) will check with about this issue. The EWG discussed the possibility of supplementing Various Infrastructure EA to include lease of this land, relocate permanent lights, and improving existing roads. No definitive decision.
4. The WWD MOA is still under review and consideration by the Douglas and USACE Los Angeles District. (b) (6) has not received the RWA as (b) (6) reported that (b) (6) has verbally agreed to deed the site of Douglas, but the agreement will not be finalized until 60-90 days. (b) (6) reminded the group that the temporary impact areas will need to be and that once all construction within the WUS is complete, we will notify the USACE Los Angeles District.
5. The current plans for the TIWAZ is to conduct 2 separate EA: BMGR vehicle barriers and one for the CPNWR vehicle barriers (1

From: (b) (6)
To: (b) (6)
Date: 2/21/2005 4:20:39 PM
Subject: International Ditch

(b) (6)

Here is a quick PDF of some typical x-sections we checked. I did a basic manning's n calc on all of them and all were plenty sufficient to carry the design 100-year flow of approximately 600 cfs. This basically shows that their proposed section can be scaled down. Unless they are set on the size for security reasons a smaller section will work.

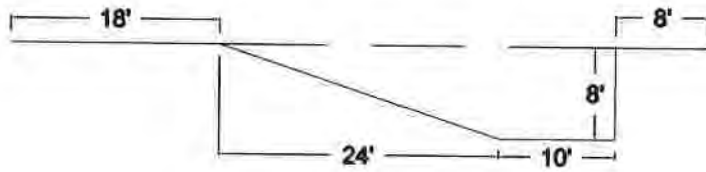
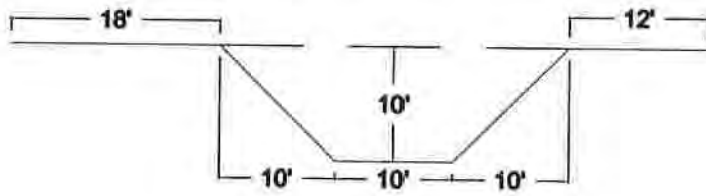
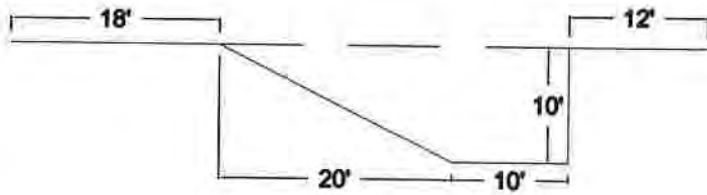
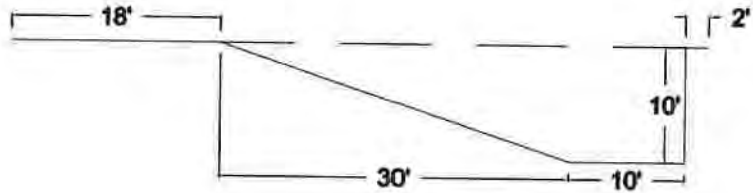
The hydrology is complete. The results do not consider the flow entering the storm drains. Instead it is just computed as overland flow. So the urban part of the hydrology is conservative. After speaking with (b) (6) we felt this would work even if we are not able to get the detailed storm drain information from (b) (6) with the City of Douglas.

As for what I have planned is to go ahead and finalize a design and typical cross section. Then layout the proposed channel in AutoCAD and model it in HEC-RAS to see the effects of the downstream box culvert and other physical constraints within the design area.

(b) (6)

International
Border

ROW



Typical Cross Sections

Baker

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 February 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

(b) (7)(E)

INTRODUCTIONS

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
5. Sonoita border road PDEA internal comment deadline has been extended until 18 February.	
6. SOW and contract in place for construction admin. support beginning with deployment into Whitewater Draw 12 February.	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw (update attached)

Douglas 11 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel.

JTF-N

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected

Naco (only) 10 April to 20 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

ed of 2 miles, then east west

*but had 3 patrol 307th
" " 63rd 600th*

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles) - *no pgs*

Douglas, 13-Mile Roadway - *2 miles w/ 100% - counts*

made - Douglas, International Ditch - *flush hydraulics, have 4 varieties in hydraulics*

Naco, Lighting (5 Miles) - *location*

Nogales, Schematic Design Realignment is pending new SOW.

Naco, 10-Mile Roadway *sets available 100%*

2 miles roadway - counts?

FY'05 Engineering Projects

(b) (6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required

(b) (6)

ENVIRONMENTAL

GSRC

(b) (6)

AZGF NoA/mou

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge (Phase I ESA for Ephraim Ridge) *Nogales schematic w/ this EA*

Whitewater Draw 404 Permit *FWA for mitigation, field dozes directly water*

San Pedro River LWC BA *Time to give concept designs, F&E, detailed remedial*

Vehicle Barriers - Tohono O'Odham Nation (TON) (b) (6) *working on SOW*

Temporary Vehicle Barriers, complete *done*

Sonoita Border Road *NOEA done*

Tactical Infrastructure for Western Arizona - *2 separate SAs & EIS for remainder*

USPP - *300± FTEs for FH & NACO*

Nogales Schematic Design *10 miles vs 2 miles outside Ephraim Ridge*

Papago Pass - EA

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

See other notes

NLC - Laguna Nigel

(b)(6)(b)(7)(C)

Ephraim Ridge, Pursuing a lease for entire property (update attached)

PROCUREMENT

AERC

(b) (6); (b) (7)(C)

Needs BOM for Deployment into Naco 1 April (inventory and contract capacity may be enough for this deployment, needs verification)

Order procurement 90 days for materials

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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[REDACTED] (b) (6)

Date: 1/30/2005 2:54 PM

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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(b) (6)



①

PDT meeting 2/22/05

PSAC ESTATE

Douglas FORTENATTO Hold

1 1/2 mile roads priority on realignment & ROW

San Rafael FUB EAS done

use roads no improvements to roads etc

Action ITEMS

- 1) Noxels selective design realignment
 - looking new contract
 - ROW reduced from 10 miles to something more workable
 - currently 15% design
 - use it for funded

PSA Point of Contact for Contractors

- no new reports

2) paving program - pending

3) AC & stormwater issues - (b)(6)

- low water capacity

- (b)(6) wanted to know if cold mix would be

flakelike - (b)(6) to put memo in file

4) Sonoma border had Ed (doff) - comments by (b)(6)

5) ROW / contract for contractors

- Done

6) EWB issues

7) (b)(5) on hold on WWD

8) ROW for TAD



②

Engineering

Douglas lighting

- 4-mile Sonneton has SOW

See other notes

Environmental

See other notes

Construction
on WWD

to go to

JTFN - Inland Force / NACO

- Douglas has 1200 pieces will cover about 900 land this way

- use whatever needed not by Douglas



①

Tucson ^{POT} EWG 2/22/05

AGIF wants to participate in planning, scoping of beginning

(b) (6) & I will prepare MOA/MOU for AGIF (b) (6)

Environmental Status

- PEIS - T&Y

Public review 1/28 closed - comments being worked on
 - Matrix due 2/3/4

Tucson BA - end of month ⇒ on Hold due to ASCI information
 - Lack of ASCI info
 - Water mitigation

FT. H water ^{more} than our calcs
 End of chapter - Ajo tracks off road use
 - other stations have not

- traveled off roads
- without information F&WS has to pressure rights
- Nogales - no off road

Ephraim Ridge - Phase 1 ~~assessment~~
 cultural & biological surveys

- Supplement EA needs/rough
- Is property an economic resource? - All (b) (6)

White Water Draw 404 Permit - check w/ (b) (6) on approval

(b) (5) part of finding
 (b) (6) leading land to Douglas - delay in action
 several months away on MOA
 mitigation parts of Permit application

San Pedro ~~W~~ EWC - BA

waiting on approval for (b) (6)

(b) (6) waiting on CAP file from Baker
 Fish ~~at~~ habitat present

SCM wanted high slope which requires ^{causes} sedimentation in
 w/EWC

Set at grade



EWK (2)

Vehicle barriers for TOW - SOW not out

TOW & vehicle barriers done

Sanitar border food ^{100%} nothing from Colorado NF

- In Wayne Tucker now APEC Naco
- Richard King (b)(6) in Sanitar

Tactical Impacts for Western Ariz

- Adjusted plan for barriers

- BARK EA

37 miles from POE to Tingo

- CASEREA EA

@ 100% to take into

covered 4 miles between sites 20 legal roads in wilderness

- talking about public trust for CASEREA

- Can we control

- manual tools

- Vehicle barriers as mitigation for water

Need to schedule for 2nd week in March (week of 7th)

1) S Camp sites

2) Roads

3) LUS

U

Ranges of water yields

Targets for amounts of H₂O when done

Tucson PA

- water

Papago Farms - Trails to modular building

- Supplemental EA

Brief on Ajo Basin

(b) (6)

From: (b) (6)

Sent: Friday, April 29, 2005 10:23 AM

To: (b) (6)

Subject: Tucson Sector PDT Meeting Minutes of 26 April 2005

Attached is the draft TCA PDT meeting minutes from 26 April 2005. We presently have 2 deployments underway that were coordinated through JTF-North. These deployments total 90 soldiers constructing patrol road, bollard fence and low water crossings on the patrol roads. Additionally, 2.5 miles of new lighting has been energized east of the POE in Naco. This lighting is being fitted with vandal shields and should be operational by the date of the PDT meeting.

Should you have any questions, comments or corrections please respond directly back to this e-mail.

(b) (6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secured or error-free as information could be intercepted, corrupted, lost, destroyed, received late or incomplete, or could contain viruses. The sender therefore does not accept liability for any error or omission in the contents of this message, which arises as a result of e-mail transmission. If verification is required, please request a hard-copy version from the sender.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 26 April 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS	
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	Pending	
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Into Fort Worth Contracting - Pending	
3. Follow-up on Asphalt and stormwater issues		Looking at emulsified asphalt only - Pending	
4. NOI for deployments posted before 1 & 10 April deployments		Done	
5. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.		Pending – Sonoita in for processing	
6. Information on POC doing legal review on Ephraim Ridge real estate report provided to (b) (6) (b) (6) for follow-up		Done	
7. Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b) (6) (b) (6)		Done – 10 April Deployment Received Data late	
Environmental Working Group			
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		Pending	
2. SOW and fee proposal for TON permanent vehicle barriers		Pending – Must ID Funding	
3. Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	Done		
4. Tucson BA out for internal review by 1 April	Pending (See environmental notes)		
5. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	Pending		

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
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OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	All	Done –Pending comments from BLM field office
7.	Add (b) (6) of the TON to the PDT meeting distribution	(b) (6)	Done

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert.

Douglas 8 to 23 July 2005 980th EnBN from Texas. 2- 40 person 2 week deployments

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE JT4000-05 - 307th Eng. Bn.

Naco (east) 10 April to 10 May 2005 JT4159-05

(b) (6) reported that no other deployments have been scheduled this FY and sourcing of units for next FY is underway.

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway

Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues. These plans are at 90%.

Douglas, International Ditch Data collection with the City of Douglas is ongoing, typical section developed and project lay out performed. (b) (6) presented a water surface profile of the project that depicted reduced capacity of the culvert at the POE. This may be a constraint on the project (the culvert under the POE has less than 100-year capacity)

Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY'05 Engineering Projects

(b) (6)

The following SOWs are developed:

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita (fee proposal received and in process)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
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OFFICE OF BORDER PATROL - TUCSON SECTOR

**ENVIRONMENTAL
GSRC**

(b) (6)

PEIS Tucson & Yuma (AERC 225) The responses to public comments on the Revised Draft PEIS were sent out for review. The PDT agreed to establish a deadline of 13 May for comments.

Tucson BA Howard Nass will confirm that new ABCI II enforcement data has been received; if not, (b) (6) will forward information to GSRC. (b) (6) will coordinate with (b) (6) regarding additional funds to incorporate the data. GSRC needs to get a definitive decision regarding the methods to be used to assess the water mitigation (e.g., agents only versus agents and their dependents, use OSI quantifications versus FH quantifications, etc.).

Ephraim Ridge (b)(6)(b)(7)(C) will begin negotiations with GSRC for contract for Ephraim Ridge ESA and EA. The project area will be 80 acres.

Whitewater Draw 404 Permit Phelps Dodge has requested that the WWD MOA be forwarded to ADEQ for review. The AERC has the (b) (4) mitigation money, but it needs to be obligated. (b) (6) suggested that if MOA, and thus implementation of mitigation, is delayed much longer, BP might want to consider paying the (b) (4) in lieu of mitigation to avoid having to mitigate for temporal impacts. GSRC (b) (6) will contact (b) (6) to determine which approach he would prefer/recommend.

San Pedro River LWC BA The San Pedro River LWC BA will be sent out early next week for internal review. USFWS and BLM indicated no major red flags with the footprint/design submitted by (b) (6). However, (b) (6) (BLM) will submit comments NLT Monday, 2 May. If there are major revisions suggested, the BA will be delayed.

Vehicle Barriers - Tohono O'Odham Nation (TON) The vehicle barriers on the TON is being negotiated; (b) (6) requested more funding from CBP; (b) (6) will coordinate to send the funds to AERC.

Temporary Vehicle Barriers, complete

Sonoita Border Road The Sonoita border road draft EA will be sent out for internal review again next week. GSRC was provided a SOW for Baker's design of the first 4.4 miles of roadway. GSRC (b) (6) will review to determine if and how these designs will affect the EA.

Tactical Infrastructure for Western Arizona GSRC has submitted the BMGR EA for review. Comments are due 6 May 2005. Initial efforts on the CPNWR EA is on-going; public scoping meetings will be conducted in May or June. (b) (6) stated that additional monies have been received for the BMGR, CPNWR and portion of the EIS. (b) (6) stated that he also wants to conduct an EA for improvements to Growler Valley Road and Camino de Diablo. (b) (6) and (b) (6) suggested that the TIWAZ team conduct a special TIWAZ conference call the Friday or Thursday before Tucson and Yuma PDT meetings and report back to the PDTs. (b) (6) will coordinate this conference call.

USPP (b) (6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca. Discussion of concerns with water usage by the Fort and possible impacts on Tactical Infrastructure.

Nogales Schematic Design The Nogales 10-mile road project is on-hold. Might be rolled into another project

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

REAL ESTATE

USACE - Sacramento (No Report)

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway

Nogales Schematic Design

Sonoita Roadway

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge Report

(b) (6) reported that document is into CBP legal review)

PROCUREMENT

AERC

(b) (6)

Status of Procurement for deployments (current and June National Guard deployments into Whitewater Draw) JTF-N and the National Guard indicated the projects are moving ahead. No reported procurement concerns.

June National Guard Deployments are under procurement with 1 LWC to be procured. Existing inventory on the ground will be checked for WWD. A revised Inventory from Douglas must be prepared. (b) (6) will prepare inventory

CONSTRUCTION

Kleinfelder

(b) (6)

(b) (6) reported on construction progress. Inspector's reports have been timely. One issue regarding construction of a LWC in west Naco was resolved last week and the placement on concrete continued with modified design.

Updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter (b) (7)(E)
(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b) (6)

(b) (6)

AERC NO	RWA	PROJECT NAME
(b) (7)(E)	(b) (7)(E)	Ajo EA for 10 RVS
(b) (7)(E)	(b) (7)(E)	Douglas Acquire F&WS Property
(b) (7)(E)	(b) (7)(E)	Douglas Complete White Water Draw
(b) (7)(E)	(b) (7)(E)	Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
(b) (7)(E)	(b) (7)(E)	Douglas 10' CMP, Erosion Control/Monsoon Repair
(b) (7)(E)	(b) (7)(E)	Naco Roadways East & West of the POE
(b) (7)(E)	(b) (7)(E)	Nogales Construct 1.5 Miles of Roadway
(b) (7)(E)	(b) (7)(E)	Ajo, Tuc, Cag Temporary Vehicle Barriers
(b) (7)(E)	(b) (7)(E)	Nogales Ephraim Ridge Reclamation
(b) (7)(E)	(b) (7)(E)	Nogales 2 Additional Roadway Miles
(b) (7)(E)	(b) (7)(E)	Nogales Relocate Lighting Between POEs
(b) (7)(E)	(b) (7)(E)	Nogales Tunnels
(b) (7)(E)	(b) (7)(E)	Sonoita 5 Miles of Roadway Design
(b) (7)(E)	(b) (7)(E)	Tucson PDT Coordination
(b) (7)(E)	(b) (7)(E)	Naco Temporary Vehicle Barrier
(b) (7)(E)	(b) (7)(E)	Papago Farms
(b) (7)(E)	(b) (7)(E)	Tactical Infrastructure Western Arizona (TIWAZ)

ACTION ITEMS

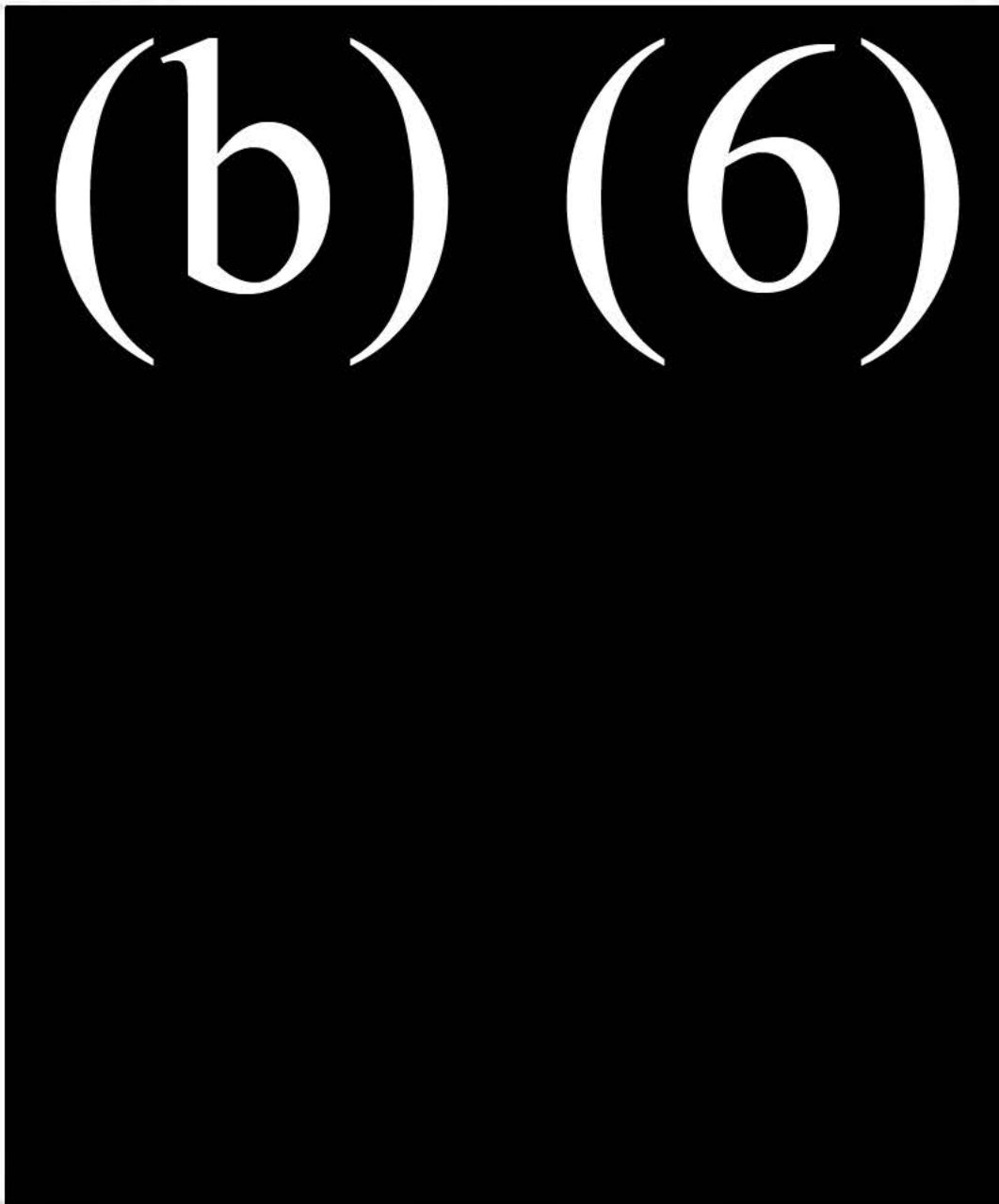
1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3.	Follow-up on Asphalt and stormwater issues	
4.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Need funding for TON Vehicle Barrier. (b) (6) suggested using existing RWA because the vehicle barrier will be in Casa Grande Station AO. Temporary or permanent to be determine in Environmental Document	
4.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	
5.	Tucson BA needs funding for GSRC contract modification.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

NEXT MEETINGS

24 May 2005 @ 10:00 – Tucson Station
28 June 2005 @ 10:00 – Tucson Station
26 July 2005 @ 10:00 – Tucson Station
23 August 2005 @ 10:00 – Tucson Station
13 September 2005 @ 10:00 – Tucson Station

DISTRIBUTION



26 April 2005 PDT

Name

Contact

EWG

(b) (6)

USACE
CBP/BP
USACE
BLM
ARCTIC
CBP
CBP/BP

(b) (6)

USACE
(SFEinst Service (Coyote))
USBP NACO, AZ.
USBP NACO, AZ
as above
USBP Douglas, AZ
USBP SONORA, AZ
USBP Douglas, AZ
ASIBULC
Hunt - Zoumas
Klawns
BLM, Tucson
IRT Douglas
Baker
CBP
JTF-N conf
BPSEC conf
EHS D.C. conf

(b) (6)

Email

(b) (6)



①

POT Meetg 4/26/05

ENW Group Meetg

- 1) (b) (5) for mitigation on WWS pending - for wetlands
- 2) SOW & fee proposal for TOW T & B
 - needs (b) (5) Total (b) (5)
 - GSAC costs higher
- 3) PEIS comments sent out - comments due 13 MAY 2005
- 4) Tucson OA - needs Operation Full Court Press / ABCSI
 - need additional Funds - on Hold pending funds
 - 30 days to prepare once funds available
 - (b) (6) POC
- 5) Ephraim Ridge Rehabilitation Phase 1 E&A for 80 acres
 - Pending
- 6) San Pedro OA
 - concept proposal last 2 meetg
 - Comments from Navajo Station OKAY
 - need PMPs for construction
 - copy to BLM in Sierra Vista
- 7) add (b) (6) to database

Quarter

PEIS / OA see notes

Ephraim Ridge

Sonoran Road - out next week to us before (b) (6)

- station wants to T & B in San Rafael Valley
 - waiting on Funds to construct
 - station has coordinated w/ state park for construction
 - not construction site - anal home - outgrowing

TJWARZ - DMGR UB EA - out

- review date 5/6/05

(CPNWR) OA Site visit for border road

Width of Crowley Valley & Amnis roads ^{EA} unperfected

2-engine

1 revised

1 complete for 5 + 5 miles

FINAL mitigation.



②

- (b)(6) Funs off news 4/28/05
LHSS in process
- (b)(6) handling lease
- Nogales lights / Roads part of Ephraim Project
 - 10 mile roads into smaller jobs
 - decision to east per Nogales for couple of miles
 - west?

PAT Meeting

Action Items

- 1) Damage workstation - GSA - pending
- 2) Paul & Nogales
 - drawing submitted to Fort Worth for ASACC final package
- 3) AC & Stormwater issues
 - looking at AC in onsite locations
 - environmental AC application
 - availability for low water crossing - temporary
 - need in couple couple of months
- 4) NOI for deployments on T-posts
- 5) Finalize SOW for FY 05
 - be around couple of sites
 - 2 one in a couple of weeks ~~in a couple of weeks~~
 - Nogales 2 miles
 - Douglas 2 miles
 - schedule site meeting
 - Southwest SOW in ~~review~~ review
- 6) Done Kase review Ephraim Ridge lease
- 7) Forward info regarding vendors - done



(3)

Military personnel - See notes

106 Texas trying for 3 weeks in July ⁸⁻²³ giving 5 weeks of work
Faster what MASSACHUSETTS STARTS

BRIDGE ROAD needs ROCK ON SLOPES FOR DRAINAGE CIRCUMFERENCE

BOON for 10 line deployment - being worked on

- (b) (6) already BOON

Equipment has been requested via notice

JTF-N

No deployment for remainder of FY in NACO/Boyle

It is deployment for New Mexico & San Diego

work on schedule in NACO

HIGH VOLTAGE LINE CUT - USED FOR LIGHTING - NO ONE HURT

- TOCO NOT IN LOCATION

- LINE 18" deep NOT 3' due to CALICARE

- YELLOW WARNING TAPE SETTING ON POWER LINE

- (b) (6) WAS DONE REPAIRING LINE

- MOVING LOW WATER CROSSING @ ~ 2'

Engineering

Douglas - GPS to spot lights this week

NACO - " " " " " "

Boyle International Aitch

Capacity of box under POE

- can't handle as constructed

2.5 miles of town deeper to 70%

NACO CONSTRUCTION SUPPORT ON GOING

- modify Ballard design

LWC #2 foundation being poured

LWC #1 issues

Nogales - needs feed back on slower facilities

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 26 April 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode

(b) (7)(E)

DISTRIBUTION

(b) (6)

INTRODUCTIONS

ACTION ITEMS

1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3.	Follow-up on Asphalt and stormwater issues	
4.	NOI for deployments posted before 1 & 10 April deployments	
5.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	Information on POC doing legal review on Ephraim Ridge real estate report provided to (b) (6) for follow-up	(b) (6)
7.	Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b) (6)	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	
4.	Tucson BA out for internal review by 1 April	
5.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	(b) (6)
6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	
7.	Add (b) (6) of the TON to the PDT meeting distribution	

*13 MAY
connect back
100% of 30%
100% of 30%
(b) (6) to
connect back*

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts *still coming 70-80 persons*

Douglas 5 to 25 June 2005 980th EnBN - TEXAS *reports to come in July 2-40 MAN GROUPS*

*WWD,
Tucson
Report,
10' Camp*

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE JT4000-05 - 307th Eng. Bn.

Naco (east) 10 April to 10 May 2005 JT4159-05

ENGINEERING

(b) (6)

Baker Eng.

Douglas, Lighting (5 Miles)

Douglas, 13-Mile

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY'05 Engineering Projects

(b) (6)

The following SOWs are developed:

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225) - MAR 3

Tucson BA - ADD FUNDS

Ephraim Ridge - SOW due to CE in Phase 1 ESA

Whitewater Draw 404 Permit (b) (5) for mitigation - Salk (b) (6) o USACE 1/16/05

San Pedro River LWC BA - (b) (6) in the way if no comments next week out

Vehicle Barriers - Tohono O'Odham Nation (TON) - More Funds -

Temporary Vehicle Barriers, complete

Sonoita Border Road - being removed by GSRC - next week out -

Tactical Infrastructure for Western Arizona - BNGR out for initial 6 DAY CONSTRUCTION

USPP

CPNR - PRAFF MEO JUNE
MATERIAL TOOLS LETTER

Nogales Schematic Design

Cooperating Agency (AZF&G, etc.) TAKED

(b) (6)

REAL ESTATE

USACE - Sacramento

(b) (6) PERIODIC
ON VACATION

Douglas, International Ditch

Nogales, 2-Miles Roadway

Nogales Schematic Design

Sonoita Roadway

NLC - Laguna Nigel

(b)(6)(b)(7)(C) under review - Legal

Ephraim Ridge Report

PROCUREMENT

AERC

(b) (6)

Discussion of procurement process and timeline for BOMs

Status of Procurement for deployments (current and June National Guard deployments into

Whitewater Draw)

NACO Deployments done
June NG at WWD - may have enough steel
Funds done CWG deploy duty moved to 7/10/05

CONSTRUCTION

Kleinfelder

(b) (6)

Updates (see web page below)

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-For a Password enter:
(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b)(6)

(b)(6)

Z CODE	SAP PROJ CODE	AERC NO	RWA	PROJECT NAME	
(b) (7)(E)				Ajo EA for 10 RVS	
				Campo UST Remediation	
				Douglas Acquire F&WS Property	1
				Douglas Complete White Water Draw	2
				Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence	3
				Douglas 10' CMP, Erosion Control/Monsoon Repair	4
				Naco Roadways East & West of the POE	5
				Nogales Construct 1.5 Miles of Roadway	6
				Ajo, Tuc, Cag Temporary Vehicle Barriers	7
				Nogales Ephriam Ridge Reclamation	8
				Nogales 2 Additional Roadway Miles	9
				Nogales Relocate Lighting Between POEs	10
				Nogales Tunnels	11
				Sonoita 5 Miles of Roadway Design	12
				Tucson PDT Coordination	13
				Naco Temporary Vehicle Barrier	14
				Papago Farms	15
Tactical Infrastructure Western Arizona (TIWAZ)	16				
					INTERNATIONAL DZTC 17

OTHER ITEMS

NEXT MEETINGS

- 24 May 2005 @ 10:00 – Tucson Station
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- 26 July 2005 @ 10:00 – Tucson Station
- 23 August 2005 @ 10:00 – Tucson Station
- 13 September 2005 @ 10:00 – Tucson Station



Inventory - see notes

- 1)
- 2) 60% complete construction
- 3) All roadway plans done
construction on east side done
Fences done in low water crossing - needs contract to start
- 4) Nogles - plan for July deployment
beginning procurement
- 5) Maco roadways repair 4 miles E & W built out
begin for 10 miles w/ 1 mile each side in contract
by mid May
8 phases out of plans in shelf
- 6) Nogles no contract
- 7) NO - pending crew to fabricate
- 8) Nogles - pending real estate
- ROW to GSEC
- 9) Nogles 2 add miles
- ROW pending
- 10) Nogles - pending ROW
- 11) Tunnels - coordination ongoing
- 12) Souter Road - final construction on going
- 13) PDT
- 14) Maco Turnp - under construction
- 15)
- 16)
- 17) F. ditch - design & coordination w/ POE

(b)(7)(E)

(b)(7)(E)

(b)(7)(E)

(b) (6)

From: (b) (6)

Sent: Tuesday, April 19, 2005 12:30 PM

To: (b) (6)

Subject: RE: TCA PDT 26 April Meeting Agenda

Attached is the revised agenda.... Please advise if you have any additional additions...

Thanks

The next Tucson Sector PDT meeting will be held at the Tucson Station next Tuesday, 26 April 2005. The Environmental Working Group will meet at 08:30 prior to the regularly scheduled PDT meeting.

We presently have 2 deployments underway that were coordinated through JTF-North. These deployments total 90 soldiers constructing patrol road, bollard fence and low water crossings on the patrol roads.

Additionally, 2.5 miles of new lighting has been energized east of the POE in Naco. This lighting is being fitted with vandal shields and should be operational by the date of the PDT meeting.

(b) (6)

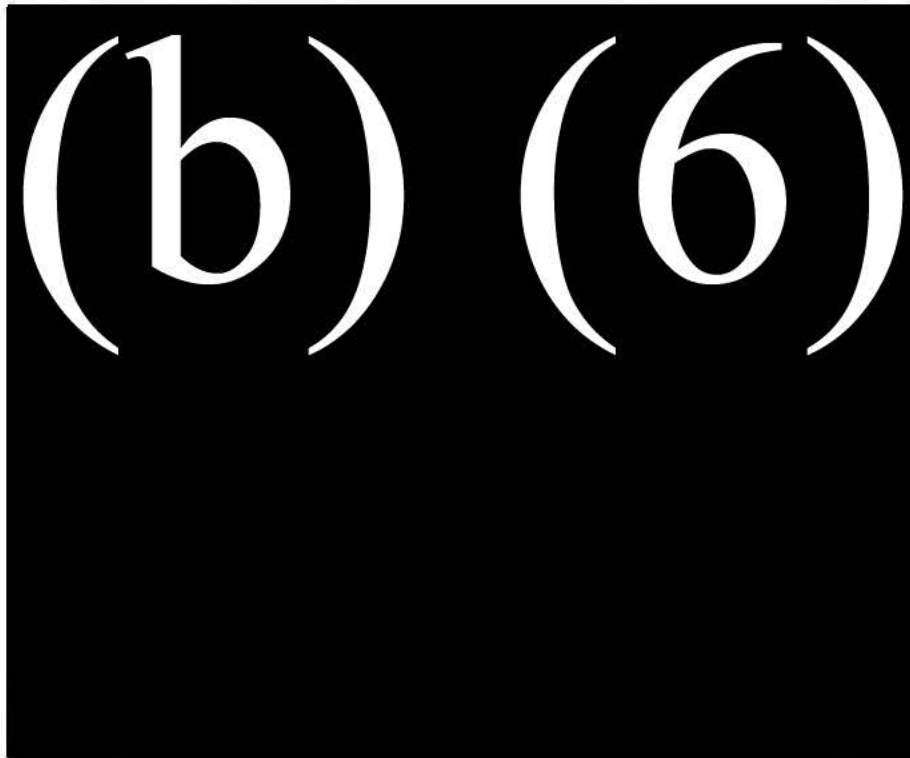
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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 26 April 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number passcode (b) (7)(E)

DISTRIBUTION



INTRODUCTIONS

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2. Follow-up on paving the Nogales 1/2 mile with a private contractor once funding is available	
3. Follow-up on Asphalt and stormwater issues	
4. NOI for deployments posted before 1 & 10 April deployments	
5. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	Information on POC doing legal review on Ephraim Ridge real estate report provided to (b) (6) for follow-up	(b) (6)
7.	Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b) (6)	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	
4.	Tucson BA out for internal review by 1 April	
5.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	
6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	
7.	Add (b) (6) of the TON to the PDT meeting distribution	

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05
 Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts
 Douglas 5 to 25 June 2005 980th EnBN

(b) (6)

JTF-N

Scheduled Deployments FY'05
 Naco (west) 1 to 30 April, 2005 west of POE JT4000-05 - 307th Eng. Bn.
 Naco (east) 10 April to 10 May 2005 JT4159-05

(b) (6)

ENGINEERING

Baker Eng.
Douglas, Lighting (5 Miles)
Douglas, 13-Mile
Douglas, International Ditch
Naco, Lighting (5 Miles)
Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.
Naco, 10-Mile Roadway complete

(b) (6)

FY'05 Engineering Projects

The following SOWs are developed:
 2 additional miles of roadway in Douglas
 relocation of lights in Nogales
 2 additional miles of roadway in Nogales
 4 miles in Sonoita

(b)(6)(b)(7)(C)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge

Whitewater Draw 404 Permit

San Pedro River LWC BA

Vehicle Barriers - Tohono O'Odham Nation (TON)

Temporary Vehicle Barriers, complete

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

Cooperating Agency (AZF&G, etc.)

(b) (6)

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway

Nogales Schematic Design

Sonoita Roadway

NLC - Laguna Nigel

Ephraim Ridge Report

(b) (6)

PROCUREMENT

AERC

(b) (6)

Discussion of procurement process and timeline for BOMs

Status of Procurement for deployments (current and June National Guard deployments into Whitewater Draw)

CONSTRUCTION

Kleinfelder

(b) (6)

Updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b) (6)

(b) (6)

Z CODE	SAP PROJ CODE	AERC NO	RWA	PROJECT NAME
(b) (7)(E)				Ajo EA for 10 RVS
				Campo UST Remediation
				Douglas Acquire F&WS Property
				Douglas Complete White Water Draw
				Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
				Douglas 10' CMP, Erosion Control/Monsoon Repair
				Naco Roadways East & West of the POE
				Nogales Construct 1.5 Miles of Roadway
				Ajo, Tuc, Cag Temporary Vehicle Barriers
				Nogales Ephriam Ridge Reclamation
				Nogales 2 Additional Roadway Miles
				Nogales Relocate Lighting Between POEs
				Nogales Tunnels
				Sonoita 5 Miles of Roadway Design
				Tucson PDT Coordination
				Naco Temporary Vehicle Barrier
				Papago Farms
				Tactical Infrastructure Western Arizona (TIWAZ)

OTHER ITEMS

NEXT MEETINGS

- 24 May 2005 @ 10:00 – Tucson Station**
- 28 June 2005 @ 10:00 – Tucson Station**
- 26 July 2005 @ 10:00 – Tucson Station**
- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**

Date: 10/13/2004 12:02 PM

Sender: [REDACTED] (b) (6)

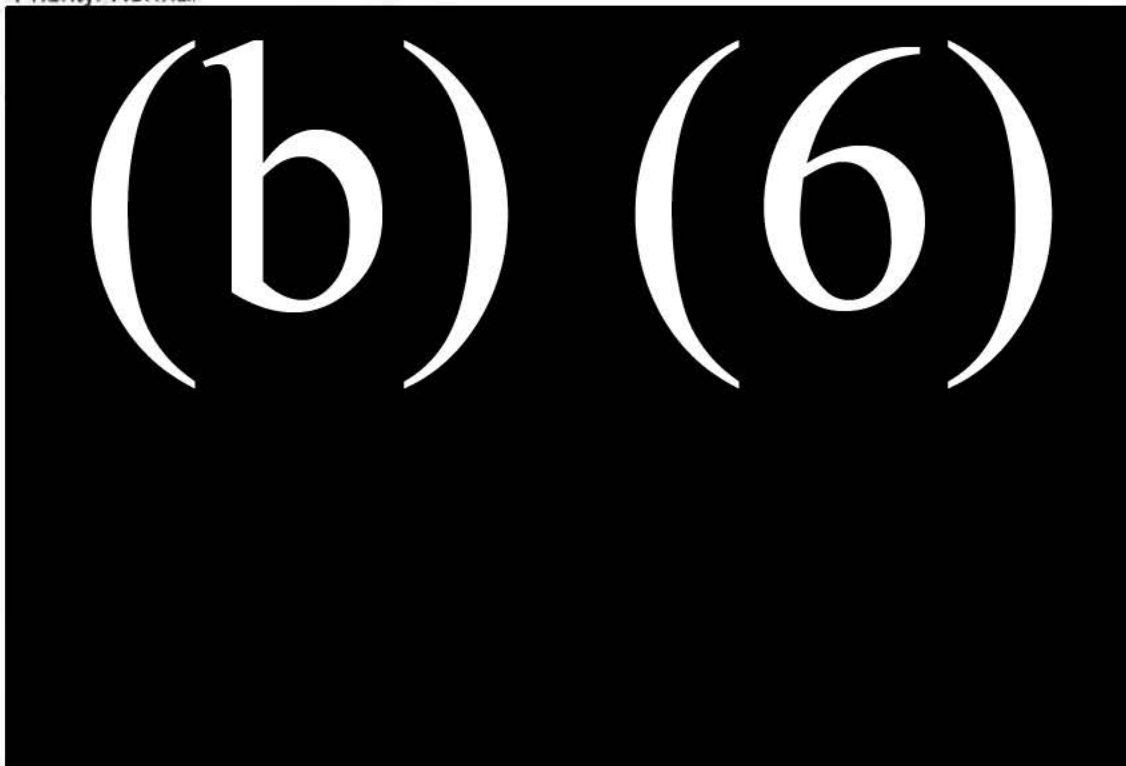
Priority: Normal

Subject: TCA PDT Meeting of 26 October 2004

Author: [REDACTED] (b) (6)

Date: 10/13/2004 12:02:00 PM

Priority: Normal



Subject: TCA PDT Meeting of 26 October 2004

Please find attached the TCA PDT Agenda for the meeting scheduled 26 October in Tucson. Please note that [REDACTED] (b) (6) will serve as your point of contact with HDR effective immediately as I transition out of HDR with my last day being Friday 15 October. He can be reached at [REDACTED] (b) (6) on his direct line, or by e-mail at [REDACTED] (b) (6)

<<102604AD.pdf>>

Current deployments arranged through JTF-North include nearly 300 personnel constructing bollard fence, low water crossings, roadway, and lighting upgrades in Douglas and Naco. To review reports and pictures of these deployments you can connect to the link below:

[REDACTED] (b) (6)

- Click on the Client Link link at the left of the page.
 - Select Border Patrol Construction Oversight from the drop-down menu.
 - For a User Name enter: [REDACTED] (b) (7)(E)
 - For a Password enter: [REDACTED] (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

(b) (6)

Senior Project Manager

(b) (6)



102604AD.PDF

**TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR**

MEETING AGENDA

Meeting Date and Time: 26 October 2004 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

INTRODUCTIONS 10:00

ACTION ITEMS 10:05 – 10:30

ACTION	RESPONSIBLE
1. Contract for GSRC to prepare EA for RVS in Douglas AO - AERC has not received any funding for Douglas/Wilcox RVS project. Follow up with HQ BOR to determine status. (b) (6)	(b) (6)
2. Ephraim Ridge Report & Discussion should be started with Ephraim Ridge property owner regarding the appraisal. Report due 14 September.	
3. Move the 1- 1/2" HDPEP waterline in Naco	
4. ROEs for Nogales Schematic Design for environmental surveys	
5. Nogales - (b) (6) bill follow-up	
6. Notify (b) (6) of Nogales Tunnels project and required coordination with GSA and the Deconcini POE	
7. Account for Castro Electric to assist, inspect & wire in RVS for Douglas deployment	
8. Follow-up on resolution for barriers on the Tohono O'odam Nation (TON)	
9. Conference Call on Nogales drainage issues with IBWC	
Environmental Working Group	
1. Cabeza Prieta Vehicle Barrier Has been renamed to Tactical Infrastructure for Western Arizona. (b) (6) to provide minutes of the 31 August 2004 meeting with agency's for attachment to the PDT minutes.	

RVS (information only)

From (b) (6) repeated here again this month: ".....RVS coordination with the Border Barrier PDT is not being discontinued – however our current focus is on establishing a forum where support of RVS is its primary objective. At the present time L-3/GSI will attend the RVS Meetings in lieu of the PDT Meetings."

MILITARY DEPLOYMENTS 10:30 – 11:00

Arizona Army National Guard
Scheduled Deployments FY'05

(b) (6)

- Alaska National Guard - 1 February 2005 (Douglas, Whitewater Draw)
- Colorado National Guard - 15 May 2005 (Douglas, Whitewater Draw)
- Alabama National Guard - 1 June 2005 (3- 2 week rotations of 150 Soldiers to construct roadway, fence, and low water crossing west of WWD in Douglas)

JTF- North

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Scheduled Deployments FY'05

- Douglas (2 miles Patrol Roads east of the airport & LWCs) CSE Co, 41st Engr Bn JT3995-05
12 Sept – 28 Oct
- Naco/Douglas (as noted) 46th Engr Bn 27 Sept – 6 Nov
 - **Naco**
 - Lights (2.5 miles) west of the Naco POE
 - 1.2 miles of road, 5 LWCs & Bollard Fence west of the Naco POE
 - 1.0 mile of road past the last road project in Naco west of the POE
 - **Douglas**
 - Retro fit of lights.
 - LWC #5
 - 1.5 miles of Patrol Roads

ENGINEERING

11:00 – 12:00

Baker Eng.

(b) (6)

- Naco 10 Mile Roadway Project
- Naco 4 Miles East (Eastern portion of Naco 10 Mile Roadway)
- Nogales 10 Mile Schematic Design
- Douglas, Lighting, design needed for October deployment by JTF-6
- Douglas, Construction Oversight, and Staking. (see project completion reports and pending deployments)
- Douglas, International Ditch
- Naco, Lighting (5 Miles) Split East and West of the POE
- Naco, Construction Oversight and Staking (see project completion reports and pending deployments)
- Nogales, 1-1/2 Miles Roadway (design complete, Real Estate underway)
- Nogales, Construction Oversight and Staking (see deployments)
- Permanent Survey Markers, being placed with deployments
- Temporary Vehicle Barriers (SON, NGL, TUC Stations)

FY'05 Engineering Projects

(b)(6)

SOW for these items below into AERC for processing:

- 2 additional miles of roadway in Douglas
- 10 additional miles of roadway in Naco
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 5 miles in Sonoita
- Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.
- Engineering support for Cabeza Prieta EA

LUNCH

12:00

ENVIRONMENTAL

1:00 – 1:30

GSRC

(b) (6)

- PEIS Tucson & Yuma (AERC 225)
- Ephraim Ridge (Phase I ESA for Ephraim Ridge)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

- Whitewater Draw 404 Permit.
- Cabeza Prieta
- Naco BA
- Vehicle Barriers - Tohono O'odham Nation (TON) (AJO & CAG Stations)
- Nogales Schematic Design
- The Ajo and Tucson Station RVS

REAL ESTATE

1:30 – 2:00

(b) (6)

USACE - Sacramento

- Douglas Lighting (5 Miles) Split East and West of the POE
- Douglas, 13-Miles Roadway West of POE
- Douglas, International Ditch – no activity
- Naco, Lighting (5 Miles) Split East and West of the POE
- Nogales, 2-Miles Roadway East of POE
- Nogales, Construction & ROW Acquisition
- Nogales, Schematic Design
- Sonoita, Preliminary Design, and Coordination
- Permanent Survey Markers
- Temporary Vehicle Barriers

NLC Laguna Nigel

(b) (6)

- Ephraim Ridge Reclamation

PROCUREMENT

2:00 – 2:15

(b) (6)

AERC

- Accounts at Local Vendors
- Lead time for future deployments
- Inventory After Deployment

CONSTRUCTION

2:15 – 2:30

(b) (6)

Kleinfelder

Reports on Whitewater Draw, Naco, Douglas, and Nogales deployments. To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter:

(b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

2:30 – 2:45

- GAO report on agency coordination
<http://www.gao.gov/new.items/d04590.pdf>
- Spending Plan, Project Management Plan and September PDT Update

(b) (7)(E)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

NEXT MEETING

23 November 2004 @ 10:00 – Tucson Station
21 December 2004 @ 10:00 – Tucson Station

Date: 11/15/2004 7:18 PM

Sender: [REDACTED] (b) (6)

Priority: Normal

Subject: TCA PDT Meeting 23 November 2004

[REDACTED] (b) (6)

Date: 11/15/2004 7:18:00 PM

Priority: Normal

(b) (6)

Subject: TCA PDT Meeting 23 November 2004

The regularly scheduled PDT meeting will be held at the Tucson Station at 10:00 am Mountain Standard Time. The agenda is attached for this meeting. An Environmental Working Group meeting will be held at 8:00 am for those interested, and it will follow the environmental portion of the agenda. Meetings have been over by 12:30 and this should be the case next Tuesday.

A conference call-in number and pass code will be forth coming.

Three deployments have just ended and one will finish up next week. Two roadway projects including low water crossings and bollard fencing in Douglas (and included retro-fitting existing lights) and one roadway project including low water crossings and bollard fencing in Naco. A deployment in Naco is finishing placement of border lighting. Special thanks to JTF-North for sourcing the units for these missions and their dedication 24/7 in getting the job done. You can review up to date information and view pictures (such as this completed low water crossing and bollard fence photograph attached) of the deployments at:

[REDACTED] (b)(6)

-Click on the Client Link link at the left of the page.

-Select Border Patrol Construction Oversight from the drop-down menu.

-For a User Name enter: (b) (7)(E)

-For a Password enter: [REDACTED]

{The User Name and Password are case-sensitive, so make sure you don't capitalize.}

-Select the deployment you wish to view



DOUGLASL.PDF



112304AG.PDF

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 BUREAU OF CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 23 November 2004 @ 10:00 am
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE
1. Contract for GSRC to prepare EA for RVS in Douglas AO - AERC has not received any funding for Douglas/Wilcox RVS project. Follow up with HQ BOR to determine status. (b) (6)	(b) (6)
2. Ephraim Ridge Report & Discussion should be started with Ephraim Ridge property owner regarding the appraisal. Report due 14 September. Follow-up by (b) (6)	
3. ROEs for Nogales Schematic Design for environmental surveys - meeting scheduled for 4 November 2004 in Nogales, Ownership and ROEs that have come back in provided for the meeting by (b) (6)	
4. Nogales schematic design alignment meeting on 4 November 2004 at the Nogales station	
5. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
6. Memorandum to File on Nogales Fence, removal of landing mat with replacement landing mat.	
7. Nogales - (b) (6) bill follow-up	
8. Castro Electric follow-up and resolution to issues on Vandal shields	
9. SW Strategy concerns and follow-up on drainage issues in Agua Prieta.	
10. Publication notice in Douglas paper forwarded to (b) (6)	
11. JTF-North needs a current set of plans for Naco East. (subsequent discussions concerned the need for all the LWCs or if some could be deleted)	
12. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	
13. (b) (6) will investigate the possibility of having Baker provide preliminary designs for San Pedro River LWC	
14. APS drop and meter in Douglas for deployment electric supply	
15. Follow-up on paving the Nogales 1/2 mile with a private contractor	
Environmental Working Group	
1. Sector Attorney to be provided with a copy of the PEIS	
2. Follow-up with legal council on FOI request	
3. Follow-up on (b) (6) Checkpoint funding	
4. Temporary Vehicle Barriers EA comments due by 1 November 2004	
5. PEIS and agency coordination meeting minutes forwarded to be included in the PDT meeting minutes. Also need draft GSRC SOWs.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

- Douglas 1 February 2005 Alaska ANG in February @ Douglas Whitewater Draw - *read sched 11-25 Feb*
- Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw
- Douglas 1 June 2005 Alabama ANG in June and July (3 rotations) Douglas, West of POE, *NOT coming*
Patrol Roads & landing mat fence. *WFS CONSON coming see det's for 2 weeks*

JTF-6

(b) (6)

Scheduled Deployments FY'05

- Naco (New Lighting East of POE, working east for 2.5 miles), the 917th ending 22 November 2004
- Naco (delayed until April, 2005) west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn
- Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05 *100 persons*
 - Naco east 1 to 2 miles patrol roadway construction
 - Douglas 2 to 4 LWCs

ENGINEERING

Baker Eng.

(b) (6)

- Douglas, Lighting (5 Miles) Split East and West of the Port-of-Entry (POE), Preliminary and Final Design
- Douglas, Construction Oversight and Staking.
- Douglas, 13-Mile Roadway West of POE, Preliminary and Final Design
- Douglas, International Ditch, Preliminary and Final Design.
- Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design.
- Naco, Construction Oversight and Staking.
- Nogales, Schematic Design. Task 100% complete, needing Real Estate resolution to complete go to next level of design
- Permanent Survey Markers
- Naco, 10-Mile Roadway, Preliminary and Final Design.
- SWPP Training and Quarterly/Annual Report Preparation. -
- Naco Waterline Relocation. 100% complete
- Temporary Retrofit of Existing Lights Douglas East. 100% complete
- Reset Nogales Property Corners Destroyed During Recent 1/2 Mile Const.

FY'05 Engineering Projects

(b) (6)

Development of the FY'05 design schedule is underway, current delays in the process include the need for FY'05 funding. A SOW for these items below has been submitted AERC for processing:

- 2 additional miles of roadway in Douglas
- 10 additional miles of roadway in Naco (may be deleted)
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 5 miles in Sonoita (may be reduced to 4 miles)
- Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.
- Engineering support for Cabeza Prieta EA

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENVIRONMENTAL

GSRC

(b) (6)

- PEIS Tucson & Yuma (AERC 225)
- Ephraim Ridge (Phase I ESA for Ephraim Ridge)
- Whitewater Draw 404 Permit
- Naco BA
- The San Pedro River LWC BA
- Vehicle Barriers - Tohono O'odham Nation (TON) (AJO & CAG Stations)
- Temporary Vehicle Barriers
- Nogales Schematic Design
- The Ajo and Tucson Station RVS
- Ajo Station Expansion
- Sonoita Border Road
- (b) (7)(E) checkpoint
- Douglas/Wilcox RVS
- Interagency Coordination EWG
- Naco RVS
- Tactical Infrastructure for Western Arizona

NLC - Laguna

(b) (6)

- Upper San Pedro Partnership

REAL ESTATE

USACE - Sacramento

(b) (6)

- Douglas Lighting (5 Miles) Split East and West of the POE, No Activity
- Douglas, 13-Miles Roadway West of POE, No Activity
- Douglas, (b) (7)(E) No Activity
- Naco, Lighting (5 Miles) Split East and West of the POE, No Activity
- Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.
- Nogales, Schematic Design *Gross estimate \$*
- Sonoita, Preliminary Design, and Coordination, No Activity
- Permanent Survey Markers, No Activity
- Temporary Vehicle Barriers, No Activity

NLC - Laguna Nigel

(b) (6)

- Ephraim Ridge Reclamation, rescheduled report due 24 September 2004, report was not delivered; (b) (6) will follow up on status.

PROCUREMENT

AERC

(b) (6)

- Lead time on BOMs

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

CONSTRUCTION
Kleinfelder

(b) (6)

Report on current Douglas deployments. To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

Revised Spending plan for FY'04 Funding

NEXT MEETINGS

21 December 2004 @ 10:00 – Tucson Station

25 January 2005 @ 10:00 – Tucson Station

22 February 2005 @ 10:00 – Tucson Station

22 March 2005 @ 10:00 – Tucson Station

(b) (7)(E)



11/23/04

①

Environmental Working Group Meeting

- 1) Sector Council has received PETS
- 2) Legal Counsel to control FOIA / how much?
- 3) (b)(7)(E) check pending to be done by OBP - tabled
- 4) Top vehicle barrier - done
- 5) ~~FOIA~~ to sit from (b)(6) - TACT West Dept - to be done today

PETS T/Y granted extension ^{for today} - new deadline 29 Jan 2005
50+ requests for extension

Ephraim Ridge - draft SA for access - needs additional funds for BS access
 - needs (b)(5) - tabled pending funding & E. ridge west for NLC
 404 permit - WVO - waiting on USACE & Darnice & Douglas City
 - NOA & letter waiting on Chief Signature
 - need Fort Worth signature concurrence
 - must mitigate for 404 impacts ~~in~~ (b)(5)

NACO BA / San Pedro low water crossing BA - same thing
 - (b)(6) must send updated costs to DLM & F&WS
 - BAKSA take scope for San Pedro River beyond preliminary design - NO funds
 - F&WS wanted low water crossing
 - TADCO for few months

Chula Barriers on TON - minutes on web site
 - approved VB by TON
 - no money specifically set aside
 - TON wants to be included in VB per Tact I WOA

T.I.P.W. B2 - original wanted to break out VB
 - T/Y copy call

- bordered road lies between outcrops
- North around outcrops to get to roads
- roads N/S are illegal in wilderness area
- Significant level
- need to do EIS w/ VB
- (b)(6) needs to take contact

TON gets priority on environmental document
 - sub for access road for 14 miles



EWG

(2)

Temp Vehicle Barriers - find dust review
 - part for si review had to stop 29/Nov
 - Review by 12/10/04

Rosala Suburban design - waiting on footprints & deal estate
 - Opposition from landowners - better road design
 - design speed reduction
 - avoid property owners concern
 - reduce length of road or construction
 - EA still pending on hold
 - no right of entry

Ajo / Tucson RUS - on hold until new contracts
 Douglas / NACO RUS - take off list

Ajo Tucson STATION EA out due shortly - next week
 Sonoran Border Road - what price of road does (b)(6) want to
 - use? needs compensation
 - (b)(6) to respond

interagency coordination EWG - Forest service complaints on water flow to
 Mexico - (b)(6)

~~Ajo station EA - annual meeting w/ DOE~~

USPP - call on ~~some~~ Dec by 8th



11/23/04 PPT

ACTION ITEMS

- 1) CVS - tabled until new contract
- 2) One Sept - statel Aug 2004 - given to (b) (6) - due soon
- 4) Nogales Schematic design alignment
 - additional 10 miles design
 - Followed existing road design & graded & speed
 - don't exceed Baker's original contract
 - Conference call in 2 weeks about redesign 12/13/04 09:00
 - Contract taken
 - GSA Notice to proceed - (FOE issue)
- 5) GSA Contribution on drainage tunnel
 - GSA has plans for Kennel - need to go w/ original plan
- 6) Fence memorandum -> to me
- 7) Linker Materials Bill report
 - Confirmed material order & expedited
 - material used
 - Contracting office to confirm payment issue
- 8) Castro election on Vandal shield
 - General election to install shields
- 9) ~~8/8/04~~ Castro on wanted for tie in of lights
 - w/ mod for transformers & lights
- 9) SW Stating concerns over drainage issues
 - Mexico complaints on water flow from fence
 - (b) (6) to discuss at SW meety
- 10) Public notice in Douglas
 - (b) (6) letter
 - no commits
- 11) Plans for Naco East - done
- 12) INTERNATIONAL PITCH - ISSAC & GSA NOTIFICATION
 - MEETING SOURCE OF WATER



②

- 2) HAREX - LOW WATER CROSSING ON SAN PEDRO
 - TABLED NOT NEEDED FOR ENVIRONMENTAL - CONTRACT FY06
- 4) AFS supply meter in Douglas at airport
 - AFS supply meter
 - WE supply settings pole & distributor box
- 5) Contractors for paving - pending

ENVIRONMENTAL Working Group
SEE OTHER PAGES

Any Army National Guard

- 1) check out take to (b) (6)
- 2) fabric arrange mtg to be done Douglas
- 3) Some touches in FY06

2T-F North

- NACO west 1-30 April per Balant Fawcett
 response by 1 April
- NACO east for roads
- Personnel budget cut - may not have units at end of yr

LEAC ESTAT?

See page - agenda

Engineering

- Douglas (Blanca) Light - 2 1/2 miles up in Naco Douglas lighting pending details Douglas west side - lights to be built out
- Douglas Contractors - some final completion report being done
- D. 13 mile roadway - done Naco/Douglas boundary needs to be done - Gasline in way



(3)

Doyle, internal details - begin next week - key
Naco done

Nogals schematic - reduce realties

Parent survey notes - set of plans needed

Naco 10 miles - challenge crossing - new plans

SWP - ensure printing it up; training completed; reports

Naco Watcher - done

try report - detailed voltage sweep out

Reset Nogals property corners - OKAT as of couple weeks ago

- Gate major problem - need materials list

Contracts

2 miles roadway in Nogals - EAS

10 miles - ?

2 miles Nogals but design

5 miles Sonoma road to 4 miles

- (b)(6) computer prepared alternative

- Baker needed what 4 miles

Construction

Pending report for not completed work

- all work has gone well



1

Tucson PDT - 12/21/04
Conference Call

- 1. Ephraim Ridge - Report to LEGAL PROCESS
- Negative Leasing - RECEIVED LANDOWNERSHIP - NEEDS WORK
- GSA Fast Lane? possible redesign?
- PRIORITY

- Memo - TO (b)(6)
- SW STRATEGY - US/MEXICO NO ISSUES IDENTIFIED
- NO FURTHER ACTION
- PROBABLY NEED TO IMPROVE WATERSHED

- 2. INTERNATIONAL DETCH
- STARTED MARKING
- NEED TO SET UP MEETING w/ GSA & ~~TOBE~~ JBWC

- 3. Electric Supply - CASTRO HAS GIVEN COST
- AER NOT RECEIVED
- DOUGLAS IN AIRPORT MOST NORTHEN

- 4. PAUING - QUOTES TO BE RECEIVED
- DON'T HAVE FUNDS TO PAY

- 5. DETTO RG
• (b)(6) TO INS/ERT - SYSTEM INSPECTED, (b)(6) REVIEWED
DOUGLAS LIGHTS

- 1. FOX GATE - BUZZET, NEEDS PAINTING
- WANTS FENCE BUZZET THAT RESTRICTS ACCESS
- OBP WON'T USE FUNDING

- 2. COCOMIX AC - NO EXPERIENCE
SOMEONE TO LOOK AT OBC LEARNING POTENTIAL

- EWG
• (b)(5) AVIATION ⇒ CAN'T USE UNTIL MOA BETWEEN DOUGLAS
CBP HAS BEEN SIGNED

- SOW/FED TON ⇒ WAITING ON FUNDING

- ACT 2 ⇒ (b)(6) OKAY
⇒ CRETECAR HABITAT

- DATA Call on WFCORNESS ACT
1 PERS^{TEVA} MINUTES etc

Date: 12/14/2004 1:57 PM

Sender: (b) (6)

(b) (6)

Priority: Normal

Subject: TCA PDT Conference Call 21 December 2004

(b) (6)

Date: 12/14/2004 1:57:00 PM
Priority: Normal

(b) (6)

HQ-IRM-001

Subject: TCA PDT Conference Call 21 December 2004

Please find attached the agenda for next Tuesdays Tucson Sector PDT Meeting via conference call. Within the last two months four successful deployments into Naco and Douglas have concluded. These units were sourced through JTF-North: 41st Eng. Bn. From Ft. Drum New York constructed 1.5 miles of roadway with bollard fencing at low water crossings east of the POE in Douglas; 46th Eng. Bn. From Ft. Folk, LA with a split deployment - 1 mile of roadway with low water crossings in Naco, 2 miles roadway with low water crossings in Douglas - lighting retro-fit in Douglas; and 917th Prime Beef Squadron from Carswell AFB, TX constructed 2.5 miles of lighting east of the POE in Naco.

Conference Call-in Number

Number is (b) (7)(E)

passcode for participants is (b) (7)(E)

There will not be an Environmental Working Group meeting this month. The regular PDT meeting will begin at 10:00 Mountain Time (9:00 Pacific, 11:00 Central, 12:00 Eastern)

(b) (6)

(b) (6)

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 21 December 2004 @ 10:00 am
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting

Conference Call-in Number
 Number is (b) (7)(E)
 Passcode for participants is (b) (7)(E)

ACTION ITEMS

ACTION	RESPONSIBLE
1. Ephraim Ridge Report due 14 September	(b) (6)
2. Nogales schematic design re-alignment	
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
4. Memorandum to File on Nogales Fence, removal of landing mat with replacement landing mat.	
5. SW Strategy concerns and follow-up on drainage issues in Agua Prieta.	
6. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	
7. APS drop and meter in Douglas for deployment electric supply	
8. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
9. Determine who is the GSA contact person for Douglas regarding the International Ditch.	
10. Castro Electric to check/inspect Douglas & Naco lighting work	
11. Fix gate at Dilleman's property	
12. Determine if cold mix asphalt can be used in LWCs	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitwater Draw 404 permit	
2. SOW and fee proposal for TON permanent vehicle barriers	
3. (b) (6) to formalize acceptance of Alt. 2 for roadway in Sonoita Station	
4. Data call and follow-up on access restrictions in the 1990 Wilderness Act	
5. PEIS and agency coordination meeting minutes forwarded to be included in the PDT meeting minutes. Also need draft GSRC SOWs.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

**Arizona Army National Guard
Scheduled Deployments FY'05**

(b) (6)

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw
Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw
Douglas 1 June 2005 Wisconsin ANG in June and July (3 rotations) Douglas, West of
POE, Patrol Roads & landing mat fence.

Alabama ANG tentatively rescheduled for FY'06.

MOA with OBP and National Guard Bureau.

JTF-N

(b) (6)

Scheduled Deployments FY'05

*DATE BASED IN 243 & 9, 10
MARCH*

Naco (New Lighting East of POE, working east for 2.5 miles), the 917th ended 22
November 2004.
Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing
JT4000-05 - 307th Eng. Bn. Request power supply needed by 1 April at the Douglas
Airport.
Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05
Naco east 1 to 2 miles patrol roadway construction
Douglas 2 to 4 LWCs

ENGINEERING

(b) (6)

Baker Eng.

Douglas, Lighting (5 Miles) Split East and West of the Port-of-Entry (POE) — NO PROGRESS

Douglas, 13-Mile Roadway West of POE. *PLANS 2.5 MILES NACO/DOUGLAS SENT TO RSM ESTIMATE REVIEW COMMENTS DUE 1/25/05* (b) (6)

Douglas, International Ditch, Preliminary and Final Design.

Naco, Lighting (5 Miles) — *SIST SIDE POLES UP - NOT LIT GATHERING MAPPING DATA*

Nogales, Schematic Design *MOVING ALIGNMENT CLOSER TO BORDER*

Permanent Survey Markers *ON FENCE*

Naco, 10-Mile Roadway, Preliminary and Final Design. *6 1/4 MILE SPLIT - PLANS BEING DONE IN JAN*

SWPP Training and Quarterly/Annual Report Preparation. *DELIVERY OF ANNUAL REPORT BEING WORKED ON*

Reset Nogales Property Corners Complete, pending feedback from property owner *COMPLETE*

FY'05 Engineering Projects

(b) (6)

Development of the FY'05 design schedule is underway, current delays in the process include the need for FY'04 funding.

2 additional miles of roadway in Douglas — *NOT RECEIVED*
relocation of lights in Nogales — *MAY NEED TO WALK OUT W/AGENTS*
2 additional miles of roadway in Nogales
4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225), comment due date of 29 January 2005.

Ephraim Ridge Phase I ESA for Ephraim Ridge *NO NOTICE TO PROCEED - ON HOLD*

Whitewater Draw 404 Permit. *IN REVIEW (AAA)*

San Pedro River LWC BA *NEEDS ENGINEERING DESIGN - NOT ANTICIPATING FUNDING*

Vehicle Barriers - Tohono O'odham Nation (TON) (AJO & CAG Stations)

Temporary Vehicle Barriers, Proposed FONSI was expected by 29 November 2004. *5-20-04 FONSI NOT A TONERROW*

Ajo Station Expansion *2 COMMENTS ONE EARLY JAN*

Sonoita Border Road *REVISIONS => INTERNAL REVIEW*

(b) (7)(E) checkpoint *NO FUNDING - TABLED*

Tactical Infrastructure for Western Arizona (Cabeza Preita NWR, Barry M. Goldwater

Bombing Range, etc.) *2 DIFF SURVEYS DONE - CASE DONE, CAMPS ON-GOING LOW ON CULTURAL*

USPP the Upper San Pedro Partnership will be providing a list of projects for review.

Coordination by (b) (6)

TUCSON BA - NEAR ENFORCEMENT STARTS

(All RVS projects are tabled at this time and include: 1) Ajo and Tucson Station RVS; 2)

Douglas/Wilcox RVS; & Naco RVS)

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas Lighting (5 Miles) Split East and West of the POE, No Activity *WAITING FOR SURVEY*

Douglas, 13-Miles Roadway West of POE, No Activity

Douglas, International Ditch, No Activity

Naco, Lighting (5 Miles) Split East and West of the POE, No Activity

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales, Schematic Design, Note meeting held regarding property owners hostile to the new roadway. Item on hold pending re-alignment and direction from OBP on condemnation issues.

Sonoita, Preliminary Design, and Coordination, No Activity *NO FUNDING*

Temporary Vehicle Barriers, No Activity

NLC - Laguna Nigel

(b)(6)

Ephraim Ridge Reclamation, rescheduled report due 14 September 2004

PROCUREMENT

AERC

(b) (6)

CONSTRUCTION

Kleinfelder

(b) (6)

Report on Douglas & Naco deployments. Current information can be accessed at the website listed below:

www.kleinfelder.com

-Click on the Client Link link at the left of the page.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter: (b) (7)(E)
- For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

OTHER ITEMS

Status of FY'04 Monies

(b) (6)

Status of FY'05 Monies

NEXT MEETINGS

- 25 January 2005 @ 10:00 – Tucson Station**
- 22 February 2005 @ 10:00 – Tucson Station**
- 22 March 2005 @ 10:00 – Tucson Station**

Date: 1/14/2005 1:02 PM
Sender:
To:

(b) (6)

cc:

bcc:
Priority: Normal
Subject: TCA PDT Meeting 25 January 2005 in Tucson

(b) (6)

Date: 1/14/2005 1:02:00 PM

Priority: Normal

bcc:

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Subject: TCA PDT Meeting 25 January 2005 in Tucson

Please find attached the meeting agenda for the Tucson Sector PDT meeting to be held Tuesday 25 January in Tucson. We will have an Environmental Working Group at 8:30 am mountain time, the regular PDT at 10:00 am, and a Engineering Working Group at 1:30.....

The Environmental Working Group agenda will follow the environmental portion of the regular PDT Meeting Agenda

The Engineering Working Group workingl discuss: 1) scoping issues for engineering and 2) redesign of the bollard fence to save costs

A conference call in line has been arranged:

Number is (b) (7)(E)

passcode for participants is (b) (7)(E)

(b) (6)

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 25 January 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number
passcode **(b) (7)(E)**

ACTION ITEMS

1. Ephraim Ridge Report	(b) (6)	
2. Nogales schematic design re-alignment		
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.		
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design		
5. APS drop and meter in Douglas for deployment electric supply		
6. Follow-up on paving the Nogales 1/2 mile with a private contractor once funding is available		
7. Fix gate at Dilleman's property		
8. Determine if cold mix asphalt can be used in LWCs		
9. Plans of Tunnel and access design forwarded to POE for additional comments		
10. Follow-up on Asphalt and stormwater issues		
11. Copy of Tucson BA to (b) (6)		
12. Enforcement data to (b) (6) for BA		
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		
2. SOW and fee proposal for TON permanent vehicle barriers		

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw

Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw

Douglas 1 June 2005 Wisconsin ANG in June and July (3 rotations) Douglas, West of POE, Patrol Roads & landing mat fence.

JTF-N

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. Request power supply needed by 1 April at the Douglas Airport.

Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05

Naco east 1 to 2 miles patrol roadway construction

Douglas 2 to 4 LWCs

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW and funding.

Naco, 10-Mile Roadway

SWPP Training and Quarterly/Annual Report Preparation

FY'05 Engineering Projects

(b) (6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

Whitewater Draw 404 Permit Commitment/obligation of the (b) (5) needed for mitigation

San Pedro River LWC BA

Vehicle Barriers - Tohono O'odham Nation (TON)

Temporary Vehicle Barriers, complete

The Ajo and Tucson Station RVS

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

NLC - Laguna Nigel
Ephraim Ridge Report

(b)(6)

PROCUREMENT
AERC

(b)(6)

Funds for Tucson Sector and tracking contracts and projects contained on the RWA's
Castro Electric for APS hook-up in Douglas

CONSTRUCTION
Kleinfelder

(b)(6)

To access a website that has updates, go to:

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-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

NEXT MEETINGS

22 February 2005 @ 10:00 – Tucson Station

22 March 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 25 January 2005 @ 10:00 am
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call In Number

Number
 passcode **(b) (7)(E)**

ACTION ITEMS

1. Ephraim Ridge Report	(b) (6)
2. Nogales schematic design re-alignment	
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	
5. APS drop and meter in Douglas for deployment electric supply	
6. Follow-up on paving the Nogales 1/2 mile with a private contractor once funding is available	
7. Fix gate at Dilleman's property	
8. Determine if cold mix asphalt can be used in LWCs	
9. Plans of Tunnel and access design forwarded to POE for additional comments	
10. Follow-up on Asphalt and stormwater issues	
11. Copy of Tucson BA to (b) (6)	
12. Enforcement data to (b) (6) for BA	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard
 Scheduled Deployments FY'05

(b) (6)

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw
 Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw
 Douglas 1 June 2005 Wisconsin ANG in June and July (3 rotations) Douglas, West of POE, 125
 Patrol Roads & landing mat fence. *MASS.*

JTF-N

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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(b) (6)

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ENVIRONMENTAL

GSRC

(b) (6)

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Tucson BA

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USPP

Nogales Schematic Design

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

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Nogales Schematic Design, pending boundary survey

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

NLC - Laguna Nigel
Ephraim Ridge Report

(b) (6)

PROCUREMENT
AERC

(b) (6)

Funds for Tucson Sector and tracking contracts and projects contained on the RWA's
Castro Electric for APS hook-up in Douglas

CONSTRUCTION
Kleinfelder

(b) (6)

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 - For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

OTHER ITEMS

NEXT MEETINGS

22 February 2005 @ 10:00 – Tucson Station
22 March 2005 @ 10:00 – Tucson Station



①

TACSON POT

1) ACTION ITEM

- 1) Epsilon Policy Report - sent to CBP legal - Table for enough months
- 2) Need phase 1
- 2) Naples Realignment - NO STATUS - NO FUNDS TILL RECENTLY

- 3) GSA coordination on tunnels
 - FAST LANE projects
 - commercial vehicles
 - Elevated docks from POE's

- 4) Int. Itch coordination - Douglas
 - Site visit on Jan 13/14 on drainage
 - met w/ BP for tour
 - 4 drainage basins which drain into the Int. Itch
 - BP wants ~~main~~ covered ditch not covered

- 5) ADS drop & meter at Douglas
 - not to be dropped this year
 - units to be housed at hotels - not at airport

- 6) Naples 1/2 mile paving private contractor
 - received quote

- 7) Belmas Frigid Gate - Done (HAPPY)

- 8) Belmas cold mix
 - working on ADOT design
 - (b)(4) / TOW at plant f (b)(4) / TOW shipping
 - compare w/ contract concrete cost \approx same

- 9) Tunnel Plans - TO POE checklist

- 10) no answer yet

- 11) done

- 12) eng. ground data done

10/6
11



2

Nothing - JTF-North

Nothing new

Everyone on line to come

all going to Douglas

~~to AZ ANG sites~~

AZ ANG - (b)(6)

3 deployments WWS - water on hand OKAY

- water meter - city book meter needs new meter

- draw account for small tidal items

+ temperature unit

Inspection

Douglas Lightly - 5 miles EEW POE designs done

- poles to be put up

Douglas Leaking¹⁷ 8 miles west 5 miles done

30 day counts next POT

Douglas Environmental Patch

Naco Lightly (5 miles) waiting on additional conditions (visitors etc)

other side coming along w/ roadway data

needs 10 miles 6 & 4 miles in QA/QC

~~South~~

SWPP Tug - reports done

Nogales 10 mile schematic

Nogales slower permits - GSA to be used for dogs

- layout for plans

ISWC - ~~to~~ (b)(6)

Naco ~~to~~ waste treatment sails occasionally

placed rip rap - solids traps & build up



1/25/04

TI-PBT - TUCSON

Event Working Group

1) Action Items

WWD Funds - not dropped

2) EWG

PEIS - Jan 27 close public comments

- Request send 3 copies of reports to DOW - Tucson

TOVAD - Get \$ 500 for vehicle banners

- \$

Tucson BA - include water type programs

- need energy consultation info

- review BA

- Energy consultation

- tally of road use

- need water tank

- End of Feb to F&WS

Ephraim Ridge - table issue

- proceed w/ phase 1

- Get NLC on lease

- Has ROE & appeal

WWD permit - pending permits

- No 30 day response on ROA for mitigation

Smiles Low Water Crossing BA - How does low water crossing work

- no funds until results

- 18% concept by next PBT

Vehicle banners on TOV - Request to review 500 & 500 proposal



(2)

T Capable Units - Force Complete

Lack of Military

Getting numerous mis-thoughts at Bureau level
- use BP plan well from Texas states or Sector

RWS program shut down due to no contractor

Rel Rio - HQ BOR - many obligations to

Tucson - 3 sites populated

Ajo - Organ pipe site?

Sanita Border Road - final site selected by (b)(6)
- Consents done on PD-Ext on 1/31/05

TIWD - Speedy Plan

- Contractors
- EIS & Review EA (b)(5)

perman vehicle lanes for TWD by Yuma

- TIA for infrastructure

(b)(6) - AC at HQ BOR

- Come up w/ (b)(5) over next 5 years
- Resources available - lack of military

USPA - water

Nogley Semantic Design - no states



Real Estate
Pending contract review

Payment
need concrete pay tickets - need date

Completions
Submitted all done for work complete
Waiting on SOUs for WWD

Date: 8/16/2004 5:49 PM

Sender:

To:

(b)(6)

cc:

bcc:

Priority: Normal

Subject: FW: BP NEPA Status

Author: (b)(6)

at HQ-IRM-001

Date: 8/16/2004 5:49:00 PM

Priority: Normal

bcc:

To:

(b)(6)

(b)(6)

Subject: FW: BP NEPA Status

FYI.....

From:

(b)(6)

Sent: Monday, August 16, 2004 2:37 PM

To: (b)(6)

Subject: BP NEPA Status

(b)(6) --attached is a revised NEPA status log for the Tucson Sector. Sorry--the one I did last week was off the top of my head and I forgot a few of them! <<Tucson_BP_NEPA_Summary&Status.DOC>>



TUCSON_B.DOC

Date	Title	Project Description	Project and Compliance Sta
TUCSON SECTOR			
Apr 1991	Draft EA For JTF-6 Operation 91024, Douglas, Cochise County, AZ; Prepared by USACE Los Angeles District	3 Miles of Drag Road located approx. 20 Miles east of Douglas.	Assume completed.
Feb 1993	Final EA for the Border Road Maintenance and Repair, Naco, Cochise County, AZ; Prepared by USACE Los Angeles District	22 miles of road repair and maintenance. 6.5 Miles east of POE; 15.4 Miles West of POE. Culverts and Gabions where appropriate. Grading to existing width of road, some widening at culverts. Three washes on east road and four on west. One wash to be repaired near the San Pedro River. Agreement with BLM will be on File?	Assume completed.
Feb 1993	Final EA for JTF-6 Operation JT089-93, JT094-93, and JT265-93, Douglas, Cochise County, AZ; Prepared by USACE Los Angeles District	12.5 Miles of Road Repair starting at WWD and going west. Road to the east starts 2 miles east of Douglas at the "Airport Gate" and proceeds for 6.5 Miles (Where Mountain Road Begins). Approximately 1 mile of "mountain road". Continue after Mountain Road for 5 miles. (Total 12.5 Miles or Road repair to the East). Fencing located at the Douglas BP Station. Various locations for staging areas (Pg 7). Includes culverts, minor filling, etc...	Assume completed.
Apr 1994	Final EA for Border Fence Construction and Road Repair, Naco, Cochise County, AZ; Prepared by USACE Los Angeles District	3 Miles of steel landing mat fence 1.5 miles east and 1.5 miles west of Naco POE. Improvement of Road .5 miles east and west of POE to include culverts.	Completed.

Date	Title	Project Description	Project and Compliance Sta
Jul 1996	Draft EA JTF-6 Road Maintenance and Construction, Naco-Douglas, Cochise County, AZ; Prepared by USACE Fort Worth District	Road maintenance activities on 52 miles of road maintenance. Starting at Silver Creek east of Douglas and going to Forest Service boundary west of Naco (52 Miles). 2.5 miles of rail barrier fence starting approx. 2 miles west of Naco POE and going west for 2.5 miles. 2 Miles of new road starting at Hwy 80 and going south to border through the Wilbourne Ranch. (Near Cochise County College). The EA states that over 40 culverts and gabions will be installed during the road maintenance activities. Includes surveyed bivouac site (pg 8)	Road maintenance completed. Some rail barrier if completed 2.5 miles. Assume the new 2-mile r
Aug 1994	Final PEIS for JTF-6 Activities Along the US./Mexico Border	Addressed JTF-6 support actions for INS/USBP. First accounting of all past actions (1989 to 1994) conducted along SW border. Identify types and approximate number of projects expected to be completed in the next 5 years.	PEIS was supplemented beginning in 1999 and c
Jul 1997	Supplemental Environmental Assessment JTF-6 Fence and Road Construction, Douglas, Cochise County, AZ; Prepared by USACE Fort Worth District	1 Mile of decorative fence starting at the POE and going east and 0.3 miles going west of the POE. 3.6 Miles of Landing Mat Fence starting at the end of the decorative fence (4.6 miles total east from POE) and 1.3 miles of landing mat fence starting at the end of the decorative fence to the west (1.6 miles total west of POE). 0.5 Miles of road maintenance starting 0.3 miles west of POE. Four 36-inch culverts may be used.	Eastern side is complete except for LWC; western completed by National Guard under 2002 INS EA still some LWCs to be installed and/or repaired o
Mar 1998	Final Supplemental EA Proposed JTF-6 Light Pole Installation Mission, Douglas, Cochise County, AZ; Prepared by USACE Fort Worth District	Approx. 2 miles of lights spaced 400 feet apart starting at Ave A and ending at Airport Road. 3 Miles of lights starting at POE and going west. 8-ft wide maintenance road along next to light poles.	Lights have been installed—need USBP Douglas

Date	Title	Project Description	Project and Compliance Sta
Mar 1998	Final EA Proposed U.S. Border Patrol Facility at the Davis-Monthan Air Force Base, Tucson, Arizona		
Sep 1998	Final EA, Joint Task Force Six, Proposed Lighting and Camera Installation Project, Nogales, Arizona		Assume completed
Apr 1999	Final EA JTF-6 Proposed Lighting Project, Naco, Cochise County, AZ; Prepared by USASE Fort Worth District	2 miles of lights; one mile east and one mile west of truck POE. Approx 40 poles, 300 to 400 ft apart. Minor road maintenance to pole locations, if needed.	Lights completed in 2002—shields are being inst
June 2000	Final EA for (b) (7)(E) Sites Near Naco, Arizona	(b) (7)(E) sites on both sides of the POE, mostly along the RR ROW	(b) (7)(E) installed.
Aug 2000	Final EA for Infrastructure Projects within the Naco-Douglas Corridor, Arizona	aka the Cumulative Impact EA—described past, on going and potential future infrastructure projects along 60-mile border	No specific projects were identified for constructio more like a programmatic document, with intentic needs of the AZ Governor and US White House c
Aug 2000	Final EA JTF-6 Proposed Fence and Road Improvement Project, Naco, Cochise County, AZ; Prepared by Fort Worth District	Extend fence one mile further to the east. Replace existing vehicle barrier east of POE starting at the end of the new fence and going 3.0 miles (total approved fence will be 2 miles of landing mat and 3 miles of vehicle barrier). Improve border road for four miles east and six miles west of POE. Two low water crossings (no culverts just paving) west of POE.	Project has not been initiated; some components and/or the same as the October 2002 EA being p
Jan 2001	Final EA for Immigration & Naturalization Service Expansion of Parking/Storage Facilities and New Traffic Checkpoint at Sonoita, Arizona	Move the temporary checkpoint at the Sonoita Station to (b) (7)(E)	Project completed.

Date	Title	Project Description	Project and Compliance Status
Jan 2001	Final EA for Immigration & Naturalization Service (b) (7)(E) Temporary Traffic Checkpoint, Nogales, Arizona	Move the temporary station near the Nogales (b) (7)(E) to the (b) (7)(E) off of (b) (7)(E)	Project completed.
Feb 2001	Final EA JTF-6 Proposed Fence, Lighting, Road Repair and Improvement Project, Douglas, Cochise County, AZ; Prepared by Fort Worth District	Extend landing mat fence an additional 2 miles east of POE (Total approved fence will be 6 miles from POE going east). Permanent lights; 1.0 mile west of POE and 0.8 miles east of POE (0.3 miles from POE and 0.5 Miles starting at the end of the existing lights going to south of airport, Figure 1.0). 4.0 Miles of road upgrade east of POE and 4.0 miles west of WWD. Minor road repair for an additional 8 miles past the 4.0 miles west of WWD. (Total road work is 12 miles past WWD, 4 major and 8 minor work)	Project completed on east side; west side (except completed by National Guard using Kings Ranch work (new and repair) on LWCs needed. Minor work miles has not been initiated
April 2001	Supplemental EA for JTF-6, Whitewater Draw (WWD) Crossing, Douglas, AZ; Prepared by Fort Worth District	Construction of drainage structure/road platform across Whitewater Draw	Section 404/401 applications submitted and permit Mitigation plan currently being coordinated.
May 2001	Final EA for Proposed Expansion of the Ajo U.S. Border Patrol Station, Why, Arizona	To provide necessary parking, locker rooms, office buildings and support facilities.	Project completed.
June 2001	Supplemental Final PEIS for INS and JTF-6 Activities	Updated the 1994 PEIS. Identified impacts from JTF-6 support activities from 1989 through 1999. Provided estimates of the types, numbers and magnitude (e.g., miles, acres, etc) of projects expected, by state, over the next 5 years	Numerous EAs tiered from the SPEIS since its completion
Dec 2001	Final EA for Portable Lights Within the Naco Corridor, Cochise County, Arizona	Deployment of 30-50 portable lights over a 10 mile corridor on an as-needed basis.	Portable lights have been deployed.
Feb 2002	Final EA for Road Improvements along Kings Ranch Road and Border Road, Douglas, AZ	Construction/improvements of 1 mile of road from Douglas Station to the border (Kings Ranch Road) and 2 miles of border road originally proposed by JTF-6	Construction completed, but some rework is needed on LWCs
Oct 2002	Final EA for Conversion of Vehicle Barriers to Landing Mat Fence, Naco, AZ	Conversion of 1.2 miles of vehicle barriers (with 10-12 foot vertical supports) to landing mat fence. Project starts about 1 mile east of Naco	EA completed; construction started in April 2003

Date	Title	Project Description	Project and Compliance St
Sept 2002	Final EA U.S. Border Patrol Station, Willcox, Arizona	New BP station	Construction initiated in summer 2004
Nov 2002	Final EA for the Installation of Temporary Vehicle Barriers along US/Mexico border in Douglas and Naco Stations	Construct vehicle barriers at Stations and place the barriers, as needed, at locations along a 25-mile reach of the border	EA complete, some barriers have been construc
Mar 2003	Final EA for 4 miles of Roadway Improvements, Fences and LWCs, Naco, AZ	Construction/major improvements of 2 miles of roadway on either side of the Naco POE, installation of 1 mile of landing mat fence on east side of POE beginning about 1 mile east of POE (vehicle barriers to be removed), installation of up to 4 LWCs	Work began in April 2003
April 2003	Final EA for Reclamation of Ephraim Ridge, Nogales, AZ	Reclaim and restore hill (about 1.25 acre) to ensure that it does not slip into Mexico	No construction work initiated—waiting for easer land
June 2003	Final EA for the Installation and Maintenance of Eight Rescue Beacons, USBP Tucson Sector, Arizona	Install and maintain eight rescue beacons on Federal lands in the Tucson Sector. A total of 20 sites were proposed; however, 12 of the sites are located on the Tohono O'odham Nation and have not been approved by the Nation at this time	Installation of the rescue beacons was initiated in the Ajo Station's AO was used by dist within one day of being deployed
July 2003	Final Supplemental EA for the Expansion of Operation Desert Grip, USBP Tucson and Yuma Sectors, AZ	Establish two temporary camp details in the Tucson Station's AO	FONSI signed on 18 July 2003
July 2003	Final EA for the Four Temporary Camp Details on the Tohono O'odham Nation, USBP Tucson Sector, Arizona	Establish four temporary camp details on the Tohono O'odham Nation in the Casa Grande and Ajo stations' AOs . All camp detail sites were approved by the affected Tohono legislative councils	FONSI signed 14 July 2003 and the some of the operation in 2003
Oct 2003	Final EA for 2 miles of Roadway Improvements and Fences, Placement of 60 Portable Lights, Nogales, AZ	Construction/major improvements of 2 miles of roads on west side of POE, installation of portable lights at about 60 locations on either side of the POE, reclaim and support hill that is sloughing toward Mexico—will require rerouting of road	Baker to provide designs; EA is being prepared (preliminary draft should be ready for review by e
Oct 2003	Final EA for Various Infrastructure Projects, Nogales Station	Install and operate up to 60 portable lights, improve (pave) 0.5 mile of road and construct another 1.5 mile road east of POE, install and	Construction work on the roadway began June 2

Date	Title	Project Description	Project and Compliance Status
		operate 16 RVS sites	
Nov 2003	Final Supplemental EA for Various Infrastructure Improvements Projects, Naco-Douglas Corridor	Install fences (including secondary and primary) lights, and vehicle barriers along entire border of Naco and Douglas Stations' AO. Also major road improvements on both sides of the Naco and Douglas POE and road maintenance for the remainder of the border	Various stages of work on roads, vehicle barrier, completed in Naco and Douglas as of August 10 secondary fence as yet
Dec 2003	Final EA, Nogales Border Patrol Station, Nogales, Arizona	EA to purchase the current BP Station (being leased) and up to 30 acres of surrounding land	Status of the acquisition unknown as of August 1
Jan 2004	Final EA for (b) (7)(E) Checkpoint, Ajo Station	Relocate checkpoint (b) (7)(E) about (b) (7)(E)	Checkpoint has not been relocated as of August now plans to relocate along (b) (7)(E) between Ajo :
Jan 2004	Final EA for Three Checkpoints (b) (7)(E) (b) (7)(E) Arizona	(b) (7)(E)	Status of the checkpoints are unknown as of Aug
Feb 2004	Biological Survey Along 23 Miles of the Cabeza Prieta National Wildlife Refuge	Survey of 23 miles of road on CPNWR, 5 miles of which had been previously graded. The survey included both biological and cultural resources	No additional grading has occurred (no NEPA doc be incorporated into larger CPNWR/OPCNM/BM projects NEPA documentation
May 2004	Whitewater Draw Permit Application	Construct 4 box culverts and concrete crossing within 60-ft ROW; requires restoration of riparian wetlands in Douglas as mitigation	Permit received; mitigation plan in review at USA District, Phoenix (as of August 10, 2004); WWD nearly complete
July 2004	Draft EA, Temporary Vehicle Barriers, Nogales, Tucson, and Sonoita Stations, Arizona	Construct vehicle barriers at Stations and place the barriers, as needed, at 21 various locations totaling about 37 miles along the border	Comment period ended 9 July, but extended until
July 2004	Revised Draft PEIS, Tucson/Yuma Daily Operations, AZ	Programmatic evaluation of USBP daily operations for all line stations. Operations addressed include aerial reconnaissance, checkpoints, on and off-road patrols, SAR, etc.	Draft PEIS submitted to public for review in October to include new operations and activities—will pre which will focus only on daily operations and spe expected to be released again to the public in mi

(b) (6)

From: (b) (6)
Sent: Friday, April 01, 2005 5:11 AM
To: (b) (6)
Subject: FW: TCA PDT Meeting Minutes from 22 March 2005



032205.pdf

-----Original Message-----

From: (b) (6)
Sent: Friday, March 25, 2005 10:10 AM
To: (b) (6)
Subject: Re:TCA PDT Meeting Minutes from 22 March 2005

(b) (6)

Can you give me some details, including pictures of the bollard fence?

Thank you.

(b) (6)

Reply Separator
Subject: TCA PDT Meeting Minutes from 22 March 2005

(b) (6)

Date: 3/25/2005 10:05 AM

Please find attached the Tucson Sector Project Delivery Team Meeting Minutes from Tuesday 22 March 2005. We are currently gearing up for two deployments into Naco Arizona arranged by JTF-North. These two units will construct patrol road, bollard fence and low water crossings on the patrol roads. Additionally, the National Guard is preparing to deploy units into Douglas Arizona, west of the Port-of-Entry for roadway and fence construction in June.

Also, as a point of interest the article below appeared in this mornings Arizona Republic Newspaper.

(b) (7)(E)

Should you have any questions, comments, or corrections to the meeting minutes please respond directly back to this e-mail.

(b) (6)

(b) (6)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secured or error-free as information could be intercepted, corrupted, lost, destroyed, received late or incomplete, or could contain viruses. The sender therefore does not accept liability for any error or omission in the contents of this message, which arises as a result of e-mail transmission. If verification is required, please request a hard-copy version from the sender.

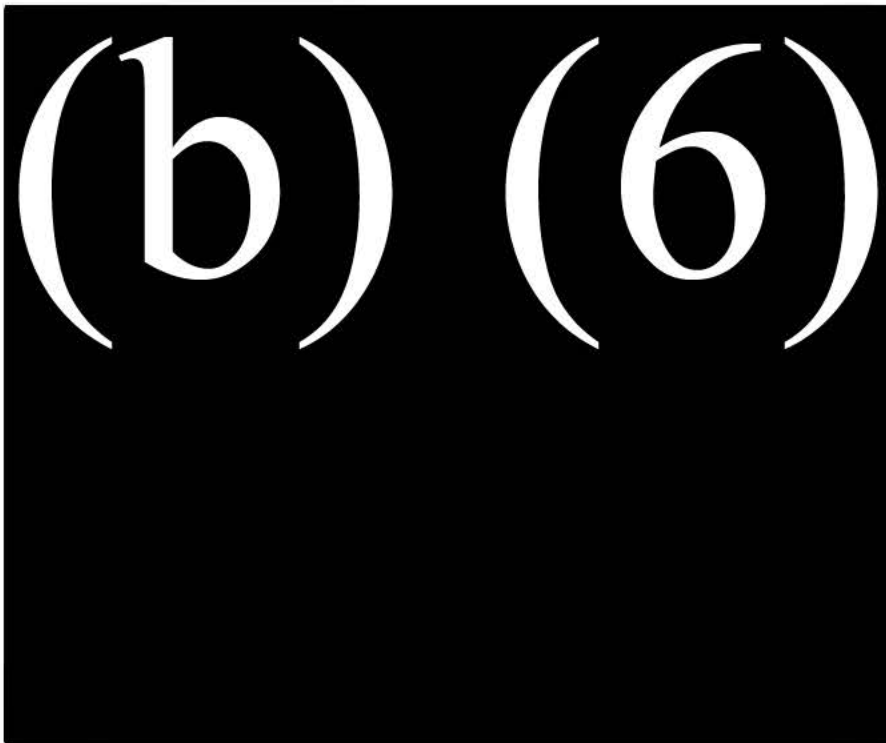
(See attached file: 032205.pdf)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number passcode **(b) (7)(E)**

DISTRIBUTION



INTRODUCTIONS

Welcome **(b) (6)** who will be replacing the retiring **(b) (6)**
(see attached sign-in sheet)

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Nogales schematic design re-alignment – Pending new contract	(b) (6)	No Report

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	No Report
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	(b) (6)	Pending – sent to FW USACE Contracting
4. Follow-up on Asphalt and stormwater issues	(b) (6)	Asphalt with volatiles not recommended – emulsified asphalt will be looked into
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)	Pending – RWA issued last Friday
2. SOW and fee proposal for TON permanent vehicle barriers	(b) (6)	Pending – will be sent to GSRC this week

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05
 Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel to complete Whitewater Draw
 Douglas 5 to 25 June 2005 980th EnBN, Reserve Unit will source 50 personnel to repair erosion, complete previous deployments drainage features such as at the 10⁷ cmp.

JTF-N

(b) (6)

Scheduled Deployments FY'05
Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March
Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected from the 63rd EnBN out of Binning Georgia, Naco east 1 to 2 miles patrol roadway construction

(b) (6) noted that sourcing units for FY'06 was underway.

ENGINEERING

(b) (6)

Baker Eng.
Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway
Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues.
Douglas, International Ditch Data collection with the City of Douglas is ongoing, typical section developed and project lay out performed.
Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY'05 Engineering Projects

(b) (6)

The following SOW are developed and needing detail on project limits from the Stations. (b) (6)

(b) (6) to prepare fee proposal by next PDT:

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225) The public comment-response matrix for the Revised Draft PEIS for the Tucson/Yuma Sectors has been submitted for internal review. Draft responses, and approach for proposed revisions, will be issued for internal review by GSRC, then revisions to the Final PEIS can be initiated.

Tucson BA under informal consultation with USF&WS. BA should be back as a draft by 1 April 2005.

Ephraim Ridge SOW is to be forwarded to GSRC by (b) (6) Fee proposal will be due back. RWA 82J57FH will fund this effort.

Whitewater Draw 404 Permit The RWA for Whitewater Draw was received last Friday and the (b) (5) for mitigation can be obligated now. (b) (6) will follow-up with the City of Douglas on the status of the MOA for the wetland mitigation.

San Pedro River LWC BA (b) (6) provided an engineered schematic drawing of the project footprint in last months meeting minutes. Naco Station will comment on the operational requirements for the project to determine if the footprint needs to be changed.

Vehicle Barriers - Tohono O'Odham Nation (TON) looking at 45 miles of vehicle barrier out of a total border length of 65 miles. The TON wants permanent vehicle barrier. (b) (6) will process a SOW for GSRC to prepare an EA to perform this work. (b) (6) to be added to the distribution of TCA PDT meeting minutes and agendas

Temporary Vehicle Barriers, complete

Sonoita Border Road Revising pre draft EA and will be out for review shortly

Tactical Infrastructure for Western Arizona several documents will be prepared as noted below. For the current needs (b) (5) was to be programmed from the Tucson Sector and (b) (5) from the Yuma Sector to get started: 1) EIS for all roadway and infrastructure in the area; 2) EA for vehicle barrier on the Barry M Goldwater Range (BMGR) as a priority; 3) EA for vehicle barrier on the Cabeza Preita National Wildlife Refuge (CPNWR) as a priority; and 4) EA for roadway maintenance.

USPP (b) (6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca. Discussion of concerns with water usage by the Fort and possible impacts on Tactical Infrastructure.

Nogales Schematic Design GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project. The Nogales 10-mile road project may be reduced to 2-mile roadway since funding is not available for the entire reach and will probably not be available for the next 3-5 years.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

Cooperating Agency (AZF&G, etc.) (b) (6)
Sample MOA/MOU will be transmitted from (b) (6) at the Af&GD

REAL ESTATE

USACE - Sacramento

Douglas, International Ditch no report
Nogales, 2-Miles Roadway no report
Nogales Schematic Design no report
Sonoita Roadway no report

(b) (6)

NLC - Laguna Nigel

Ephraim Ridge Report

Pending review of his report by CBP legal, (b) (6) to provide the legal reviewers contact information to (b) (6)

(b)(6)(b)(7)(C)

PROCUREMENT

AERC

1 and 10 April Deployments into Naco by JTF-N procurement underway and BOM material will be on-site for the deployments. Fort Worth contracting is handling the procurement at the direction of AERC.

(b) (6)

CONSTRUCTION

Kleinfelder

Kleinfelder has (b) (6) lined up to inspect the 1 April deployment and (b) (6) for the 10 April deployment. Previous deployment updates can be found at the webpage below.

(b) (6)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3.	Follow-up on Asphalt and stormwater issues	
4.	NOI for deployments posted before 1 & 10 April deployments	
5.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	Information on POC doing legal review on Ephraim Ridge real estate report provided to (b) (6) for follow-up	(b) (6)
7.	Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b) (6)	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	
4.	Tucson BA out for internal review by 1 April	
5.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	
6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	
7.	Add (b) (6) of the TON to the PDT meeting distribution	

OTHER ITEMS

Roosevelt Proclamation attached to these minutes

NEXT MEETINGS

- 26 April 2005 @ 10:00 – Tucson Station**
- 24 May 2005 @ 10:00 – Tucson Station**
- 28 June 2005 @ 10:00 – Tucson Station**
- 26 July 2005 @ 10:00 – Tucson Station**
- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**

(b) (7)(E)

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In Witness Whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT
Secretary of State.

by the President of the United States.

A PROCLAMATION.

Whereas the inhabitants of the town of Nogales, which is situated within the Territory of Arizona, contiguous to the domain of the Republic of Mexico, are desirous of making entry as a townsite of the lands included within the limits of said incorporated town, under sections 2587, 2588 and 2589 of the Revised Statutes of the United States; and

Whereas it is necessary for the public welfare that a strip of land within said town, lying along the Mexican border, be reserved from the operation of the public land laws, and be kept free from obstruction, as a protection against the smuggling of goods between the United States and the Republic of Mexico;

Now, therefore, I, William McKinley, President of the United States, do declare and proclaim that there is hereby reserved from entry or settlement and set apart as a public reservation that certain strip, tract or parcel of land, belonging to the public domain of the United States, that lies within the Territory of Arizona, and is described as follows, to-wit:

Beginning at iron monument numbered one hundred and twenty-two (No. 122) on the International boundary line between the United States and Mexico; thence running west along said International boundary line one (1) mile; thence running north sixty (60) feet; thence running east on a line parallel to said International boundary line two (2) miles; thence running south sixty (60) feet to said International boundary line; thence running west along said International boundary line one (1) mile, to the place of beginning.

Provided that rights of way of railroads and other highways existing under present laws shall not be affected hereby; and

Provided further that the said strip, tract or parcel of land, reserved as aforesaid, may be used for a public highway, but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this twenty-fifth day of June, in the year of our Lord one thousand, eight hundred and ninety-seven, and of the Independence of the United States, the one hundred and twenty-first.

SEAL

WILLIAM MCKINLEY

By the President:
John Sherman
Secretary of State.

As appears in Volume 50, United States Statutes at Large, pages 1763-66.

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In Witness Whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT
Secretary of State.

Name

Contact Info

EWG

(b) (6)

USACE
ALFD
CBP
USFWS
USBP

(b) (6)

National Guard

(b) (6)

CBP

National Guard

(b) (6)

SFC
SSEI
DACEIL
DACEB
ISEBIL
USBP Douglas
USBP SONOMA
USBP VALD
CBP
Kleinfield

(b) (6); (b) (7)(C)

BLM
USBP-Douglas
USBP-Douglas

Conference Call live

EWG

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode (b) (7)(E)

INTRODUCTIONS

Welcome [redacted] who will be replace the retiring [redacted]

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel, *fallon forward 988 Texas reserve unit 50 people KANSAS ROAD LWC 6 APRIL → 5-20 June*

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing

JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March *NACOWEST 1-30 April*

Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction *63 rd from FT Kening ON TRACK*

Plans for FT 06

ENGINEERING

(b) (6)

Baker Eng.

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Naco, Lighting (5 Miles)
Nogales, Schematic Design
Naco, 10-Mile Roadway

FY'05 Engineering Projects
2 additional miles of roadway in Douglas
relocation of lights in Nogales
2 additional miles of roadway in Nogales
4 miles in Sonoita

(b) (6)

ENVIRONMENTAL

GSRC
PEIS Tucson & Yuma (AERC 225)
Tucson BA
Ephraim Ridge
Whitewater Draw 404 Permit
San Pedro River LWC BA
Vehicle Barriers - Tohono O'Odham Nation (TON)
Temporary Vehicle Barriers, complete
Sonoita Border Road
Tactical Infrastructure for Western Arizona
USPP
Nogales Schematic Design

(b) (6)

Cooperating Agency (AZF&G, ect.)

(b) (6)

REAL ESTATE

USACE - Sacramento
Douglas, International Ditch
Nogales, 2-Miles Roadway
Nogales Schematic Design
Sonoita Roadway

(b) (6)

NLC - Laguna Nigel
Ephraim Ridge Report
Pending review of his report by CBP legal

(b)(6)

PROCUREMENT

AERC
1 and 10 April Deployments into Naco by JTF-N

(b) (6)

CONSTRUCTION

Kleinfelder

(b) (6)

To access a website that has updates, go to:
www.kleinfelder.com
-Click on the **Client Link** link at the left of the page.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

- Select **Border Patrol Construction Oversight** from the drop-down menu.
 - For a User Name enter **(b) (7)(E)**
 - For a Password enter: **(b) (7)(E)**
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

NEXT MEETINGS

- 26 April 2005 @ 10:00 – Tucson Station**
- 24 May 2005 @ 10:00 – Tucson Station**
- 28 June 2005 @ 10:00 – Tucson Station**
- 26 July 2005 @ 10:00 – Tucson Station**
- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**



EWG 3/22/05

(b) (5) MITIGATION FOR WHITE WATER - ~~POSSIBLE~~ MONEY &

SOW FOR TOWN vehicle access

NO FUNDS FOR CPNWK & WEST DESERT

- LOOSENING T-3A 2

- Need (b) (5) FROM TUCSON (b) (5) FROM Yuma

TOPO SURVEY

CONCEPTUAL PLANNING

1. EIS TACTICAL ENRFA PROJECTS etc
2. VB DMGK
3. VB CRNWK

PEAS probably comment response - turn around time

- comment resolution from park by 4/12/05

TUCSON BA - ~~type~~ 2 weeks 4/1/05 ENVIRONMENTAL REVIEW

- drag roads on maps

- F&WS letter still in regional consultation

Empire Ridge - RWA assigned

TONO - FWA assigned

WWD - update need on MOA

SAN PACHE LWG BA - footprint

a lot of red state issues

- CUT-FFWS W/CS

- turn around at top

- 4:1 slopes

- not 4:1 60' R Resurrection

- erosion along existing road

- need 404 print

~~VB~~ TON VB - road divides from border

- 10 miles need for culthd swys to connect roads

- 150 ~~hours~~ surveys needed for entry

- 6.5 miles across border - need 4.5 miles of VB

- mile also around routes ~ 3.5 miles

- stipe concrete tubing w/ crossbarrier or Nevada

= 2 or 3 access roads



Temp Vehicle barriers - complete
Sonoma Road - rate pending for pre-budget (2nd edition)
USDP
- land alternate etc.
Logan's scientific program - hold
T.I.W.A.F. - hold
AG&F MOU/MOA - pending
Rapaofana - camp w/ trailer
- upgraded to modulars
- Review EA out tomorrow
- BIA call
- Give 30 days comment period



PDT 3/22/05

Action Items

- 1) Schutte/Kearney/Alvarez - issue real estate
 - no parking on Hold
- 2) GSA drawing coordination - no one present
- 3) Alvarez - assigned to contracting branch
- 4) AC & Stormwater issues - cold only design
 - ACOI ~~not~~ not recommended for use
 - other types - not recommended
 - durability
 - 1-2 yr life span
 - can sit with a rebar
 - ~~can~~
- may need to spec out regular AC pavement or reinforced concrete
- some backg initially of robots in emulifer
- 5) EWG (b)(5) for mitigation - funds secured
- 6) SOW key sent to GSKC

Military

ANG - IG wants to visit programs and see what is going on
 JFT-N see agenda

SAFAR ENGINEERING

Douglas Light including lighting & R, load into GPS & field check over next month

13 miles west 2.5 miles on west - can move to next phase

- real estate issues & along from roadway
- EA may need supplement

Regular electrical utility - city of Douglas report received

- modeling - on going



(2)

Naco by day - bed out west side
- 6 miles

currently ^{of units}
10.9 miles w/ of POE now
→ total 2.5 miles
→ River 10 miles

~~Agua~~ - Group towards Tehuacan

Naco 10 miles down

Nogales shifted on song

Nogales slower still in design & materials to be designed

~~Agua~~

BCM ^{Heavy Service} - may have construction units available for small projects

NACO Foreignals field support on track

NACO schedule - no comments back

- heavy meters w/ diagrams

2 miles a request & Nogales need information

SOW needed for Engineering Services

- USE FRAMEWORK FROM LAST YEAR

- by next PDT

SONOITA request for MATRIZACS ⇒ (b)(6) TO SEND TO (b)(6)

- need trucks & equipment

- ORDER MONTH AFTER END OF YEAR

Real Estate

(b)(6)

POC (b)(7)(E)

(b)(7)(E)

LEGAL



③

Procurement

awarded NLT

1- April report

28 March 2005

- bill of material (BOM)

- not some of awarded

- material on ground on 1 APRIL

10 April report

1 April 2005

No Real Estate participation

CONTRACT 2005

READY TO GO FOR NACO & EAST (NO) OCT

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

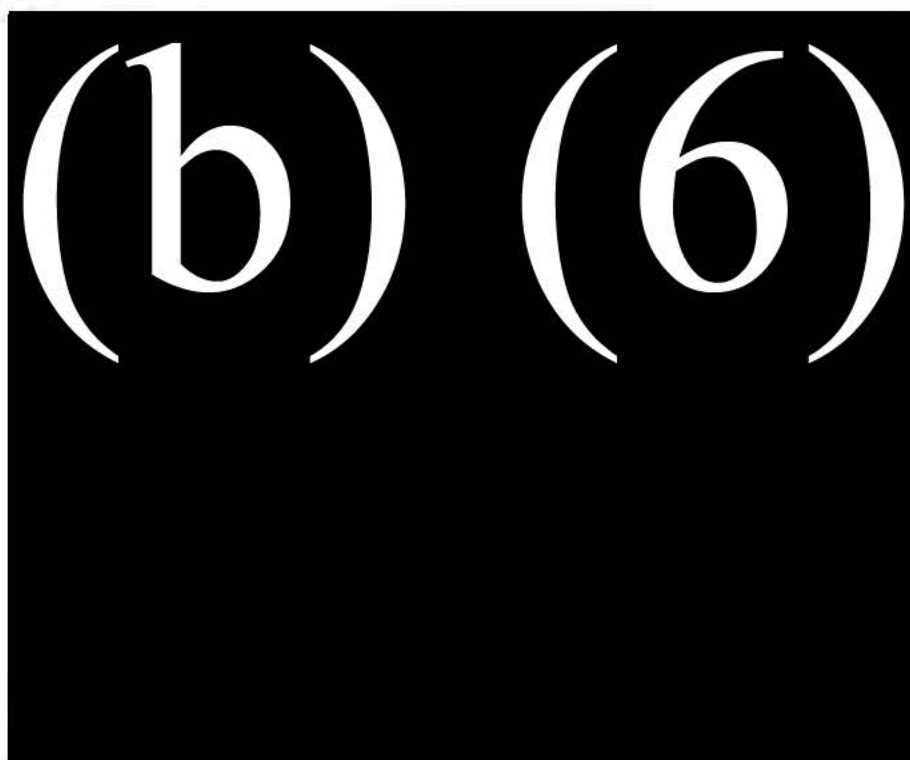
MEETING MINUTES

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode

(b) (7)(E)

DISTRIBUTION



INTRODUCTIONS

Welcome (b) (6) who will be replacing the retiring (b) (6)

(see attached sign-in sheet)

ACTION ITEMS

	ACTION	RESPONSIBLE	STATUS
1.	Nogales schematic design re-alignment – Pending new contract	(b) (6)	No Report

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	No Report
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Pending – sent to FW USACE Contracting
4. Follow-up on Asphalt and stormwater issues		Asphalt with volatiles not recommended – emulsified asphalt will be looked into
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		Pending – RWA issued last Friday
2. SOW and fee proposal for TON permanent vehicle barriers		Pending – will be sent to GSRC this week

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel to complete Whitewater Draw

Douglas 5 to 25 June 2005 980th EnBN, Reserve Unit will source 50 personnel to repair erosion, complete previous deployments drainage features such as at the 10th cmp.

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March

Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected from the 63rd EnBN out of Binning Georgia, Naco east 1 to 2 miles patrol roadway construction

(b) (6) noted that sourcing units for FY'06 was underway.

ENGINEERING

(b)(6)

Baker Eng.

Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway

Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues.

Douglas, International Ditch Data collection with the City of Douglas is ongoing, typical section developed and project lay out performed.

Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY'05 Engineering Projects

(b) (6)

The following SOW are developed and needing detail on project limits from the Stations. (b) (6)

(b) (6) to prepare fee proposal by next PDT:

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225) The public comment-response matrix for the Revised Draft PEIS for the Tucson/Yuma Sectors has been submitted for internal review. Draft responses, and approach for proposed revisions, will be issued for internal review by GSRC, then revisions to the Final PEIS can be initiated.

Tucson BA under informal consultation with USF&WS. BA should be back as a draft by 1 April 2005.

Ephraim Ridge SOW is to be forwarded to GSRC by (b)(7)(E). Fee proposal will be due back. RWA 82J57FH will fund this effort.

Whitewater Draw 404 Permit The RWA for Whitewater Draw was received last Friday and the (b) (6) for mitigation can be obligated now. (b) (6) will follow-up with the City of Douglas on the status of the MOA for the wetland mitigation.

San Pedro River LWC BA (b) (6) provided an engineered schematic drawing of the project footprint in last months meeting minutes. Naco Station will comment on the operational requirements for the project to determine if the footprint needs to be changed.

Vehicle Barriers - Tohono O'Odham Nation (TON) looking at 45 miles of vehicle barrier out of a total border length of 65 miles. The TON wants permanent vehicle barrier. (b) (6) will process a SOW for GSRC to prepare an EA to perform this work. (b) (6) to be added to the distribution of TCA PDT meeting minutes and agendas

Temporary Vehicle Barriers, complete

Sonoita Border Road Revising pre draft EA and will be out for review shortly

Tactical Infrastructure for Western Arizona several documents will be prepared as noted below. For the current need, (b) (5) was to be programmed from the Tucson Sector and (b) (5) from the Yuma Sector to get started: 1) EIS for all roadway and infrastructure in the area; 2) EA for vehicle barrier on the Barry M Goldwater Range (BMGR) as a priority; 3) EA for vehicle barrier on the Cabeza Preita National Wildlife Refuge (CPNWR) as a priority; and 4) EA for roadway maintenance.

USPP (b) (6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca. Discussion of concerns with water usage by the Fort and possible impacts on Tactical Infrastructure.

Nogales Schematic Design GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project. The Nogales 10-mile road project may be reduced to 2-mile roadway since funding is not available for the entire reach and will probably not be available for the next 3-5 years.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Cooperating Agency (AZF&G, etc.)

Sample MOA/MOU will be transmitted from (b) (6) at the Af&GD

REAL ESTATE

USACE - Sacramento

Douglas, International Ditch no report
Nogales, 2-Miles Roadway no report
Nogales Schematic Design no report
Sonoita Roadway no report

NLC - Laguna Nigel

Ephraim Ridge Report

Pending review of his report by CBP legal. (b) (6) to provide the legal reviewers contact information to (b) (6)

PROCUREMENT

AERC

1 and 10 April Deployments into Naco by JTF-N procurement underway and BOM material will be on-site for the deployments. Fort Worth contracting is handling the procurement at the direction of AERC.

CONSTRUCTION

Kleinfelder

Kleinfelder has (b) (6) lined up to inspect the 1 April deployment and (b) (6) for the 10 April deployment. Previous deployment updates can be found at the webpage below.

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b) (7)(E)

-For a Password enter:

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3.	Follow-up on Asphalt and stormwater issues	
4.	NOI for deployments posted before 1 & 10 April deployments	
5.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	Information on POC doing legal review on Ephraim Ridge real estate report provided to (b)(6)(b)(7)(C) for follow-up	(b) (6)
7.	Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b)(6)	
Environmental Working Group		
1.	Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	
4.	Tucson BA out for internal review by 1 April	
5.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	
6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	
7.	Add (b) (6) of the TON to the PDT meeting distribution	

OTHER ITEMS

Roosevelt Proclamation attached to these minutes

NEXT MEETINGS

- 26 April 2005 @ 10:00 – Tucson Station**
- 24 May 2005 @ 10:00 – Tucson Station**
- 28 June 2005 @ 10:00 – Tucson Station**
- 26 July 2005 @ 10:00 – Tucson Station**
- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**

(b) (7)(E)

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT
Secretary of State.

by the President of the United States.

A PROCLAMATION.

Whereas the inhabitants of the town of Nogales, which is situated within the Territory of Arizona, contiguous to the domain of the Republic of Mexico, are desirous of making entry as a townsite of the lands included within the limits of said incorporated town, under sections 2387, 2388 and 2389 of the Revised Statutes of the United States; and

Whereas it is necessary for the public welfare that a strip of land within said town, lying along the Mexican border, be reserved from the operation of the public land laws, and be kept free from obstruction, as a protection against the smuggling of goods between the United States and the Republic of Mexico;

Now, therefore, I, William McKinley, President of the United States, do declare and proclaim that there is hereby reserved from entry or settlement and set apart as a public reservation that certain strip, tract or parcel of land, belonging to the public domain of the United States, that lies within the Territory of Arizona, and is described as follows, to-wit:

Beginning at iron monument numbered one hundred and twenty-two (No. 122) on the International boundary line between the United States and Mexico; thence running west along said International boundary line one (1) mile; thence running north sixty (60) feet; thence running east on a line parallel to said International boundary line two (2) miles; thence running south sixty (60) feet to said International boundary line; thence running west along said International boundary line one (1) mile, to the place of beginning.

Provided that rights of way of railroads and other highways existing under present laws shall not be affected hereby; and

Provided further that the said strip, tract or parcel of land, reserved as aforesaid, may be used for a public highway, but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this twenty-fifth day of June, in the year of our Lord one thousand, eight hundred and ninety-seven, and of the Independence of the United States, the one hundred and twenty first.

SEAL

WILLIAM MCKINLEY

By the President:
John Sherman
Secretary of State.

As appears in Volume 50, United States Statutes at Large, pages 1765-66.

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT

Secretary of State.

Name

Contact Info

EWING

(b) (6)

USACE
AGFD
CBP
USFWS
USBP

(b) (6)

(b) (6)

USBP
CG

NATIONAL GUARD
National Guard

(b) (6)

SFC
SSE
BAKER
DAGG
USIBWV
USBP Account:
* * *
* * *
USBP SONOMA
USBP NACD
Bull
CBP
Kleinfelder

BLM
USBP - Douglas
USBP - Douglas

Conference Call Line

EWING

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 25 January 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode

(b) (7)(E)

(b) (6)

INTRODUCTIONS

(see attached sign-in sheet)

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Ephraim Ridge Report	(b) (6)	Tabled
2. Nogales schematic design re-alignment	(b) (6)	Pending
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	Pending – additional contacts with POE and ADOT

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	(b) (6)	Done
5. APS drop and meter in Douglas for deployment electric supply	(b) (6)	Tabled until next year due to downsized deployments
6. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	(b) (6)	Pending – needed fund in the system and will require direction from contracting
7. Fix gate at (b) (6), (b) (6) property	(b) (6)	Done
8. Determine if cold mix asphalt can be used in LWCs	(b) (6)	Done
9. Plans of Tunnel and access design forwarded to POE for additional comments	(b) (6)	Done
10. Follow-up on Asphalt and stormwater issues	(b) (6)	Pending
11. Copy of Tucson BA to (b) (6)	(b) (6)	Done
12. Enforcement data to (b) (6) for BA	(b) (6)	Done
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6)	Pending
2. SOW and fee proposal for TON permanent vehicle barriers	(b) (6)	Pending

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw

Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw (**subsequent information indicates this unit will not be available**)

Douglas 11 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected

Naco (only) 10 April to 20 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles) Coordination with APS and design are pending

Douglas, 13-Mile Roadway design of the western 2.5 miles is near complete. PDFs of the product will be forwarded by Baker to the PDT

Douglas, International Ditch Coordination meetings have begun between Baker and those associated with the project in Douglas including representatives from the Station. Reference to the cross section within the project description was suggested.

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW.

Naco, 10-Mile Roadway Pending final design leg completion. Areas already completed are sufficient for current deployments.

SWPP Training and Quarterly/Annual Report Preparation Complete

FY'05 Engineering Projects

(b) (6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

The Revised Draft PEIS for the Tucson/Yuma Sectors is scheduled to come off the public comment period on 29 January. (b) (6) received over 2500 unsigned and faxed form letters. We will acknowledge these in the Final EIS, but will not respond directly to them since they are unsigned and most do not contain addresses. (b) (6) has received about 20 legitimate comment letters thus far.

Tucson BA

GSRC has received the available ABCI enforcement data, per the Section 7 emergency consultation, from (b) (6) to revise the Tucson BA. Apparently, not all of the information was recorded by the BP stations. GSRC plans to have the revised BA back to the Tucson EWG by the end of February. (b) (6) reminded the group that the water conservation/mitigation measures need to be included in the BA.

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

(b) (6) will send out the draft SOW for Ephraim Ridge ESA to the EWG for review. After receipt of comments and the revised SOW will be sent to GSRC for a cost estimate. The SOW needs to include Phase I ESA for lease, cultural resources survey, and EA for a land lease for the entire property. An update of the EA may be required.

Whitewater Draw 404 Permit Commitment/obligation of the (b) (5) needed for mitigation. The WWD MOA is still under review and consideration by the City of Douglas and USACE Los Angeles District. The (b) (5) mitigation money is not set aside, pending the RWA which should be released soon.

San Pedro River LWC BA

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

No additional effort has been expended on the San Pedro River LWC BA; GSRC will need more engineering designs prior to completing the BA and submittal to the BLM and USFWS. (b) (6)

(b) (6) will investigate the possibility of having Baker provide preliminary designs or preparing some more conceptual designs himself. GSRC (b) (6) will send the GSRC shape files and the conceptual designs prepared by HDR to (b) (6)

Vehicle Barriers - Tohono O'Odham Nation (TON)

The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) is being staffed. (b) (6) will need to get any additional comments on the SOW from (b) (6)

(b) (6) et al.

Temporary Vehicle Barriers, complete

Sonoita Border Road

The Sonoita border road preliminary draft EA was sent back out in early January. The deadline for comments was established as 31 January; however, after the EWG/PDT, (b) (6) requested that the USFS Coronado be provided a copy of the PDEA. The internal comment deadline has been extended until 18 February.

Tactical Infrastructure for Western Arizona

GSRC has completed two surveys (portions of the border and Camino de Diablo) for the western Arizona infrastructure project (TIWAZ). (b) (6) is attempting to schedule a meeting with CBP/OBP to decide on the direction of the NEPA document. Note that (b) (6) is the OBP contact in D.C. for this project.

USPP

(b) (6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca.

Nogales Schematic Design

GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project.

Misc.

The Ajo Station EA will be converted to an EA for acquisition of land and development of the horse corral (this issue was inadvertently omitted from the EWG discussion)

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge Report

Report by (b) (6) suggested tabling this issue. During a side discussion it was agreed between (b) (6) with concurrence by (b) (6) to contact (b) (6) and request his further assistance on this project.

PROCUREMENT

AERC

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

Funds for Tucson Sector and tracking contracts and projects contained on the RWA's have been transferred to the AERC with the exception of Whitewater Draw

Castro Electric for APS hook-up in Douglas has been canceled for this year because the deployment sizes have been reduced

CONSTRUCTION

Kleinfelder

(b) (6)

No construction in progress.

To access a website that has updates, go to:

(b)(6)

- Click on the **Client Link** link at the left of the page.
- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter (b) (7)(E)
- For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	C. Wilder
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
5. Sonoita border road PDEA internal comment deadline has been extended until 18 February.	
6. SOW and contract in place for construction admin. support beginning with deployment into Whitewater Draw 12 Febuary.	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2. SOW and fee proposal for TON permanent vehicle barriers	

NEXT MEETINGS

- 22 February 2005 @ 10:00 – Tucson Station**
- 22 March 2005 @ 10:00 – Tucson Station**

LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

NOGALES STATION

(b)(6)
 (b)(6)
 (b)(6)

DOUGLAS STATION

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

SONOITA STATION

(b)(6)

NACO STATION

(b)(6)
 (b)(6)
 (b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

BAKER

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

GSRC

(b)(6)
 (b)(6)

KLEINFELDER

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

BPSCC

(b)(6)
 (b)(6)
 (b)(6)

CORPS OF ENGINEERS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

JTE-N

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

DHS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

IBWC

(b)(6)
 (b)(6)

AZ NATIONAL GUARD

(b)(6)
 (b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

AG&FD

(b)(6)
 (b)(6)

USF&WS

(b)(6)
 (b)(6)

BLM

(b)(6)

OTHER

NAME: (b)(6)

AFFILIATION: USACE

ADDRESS: _____

E-MAIL: _____

PHONE: (b)(6)

FAX: _____

DATE & TIME: 25 Jan. 2005 @ 10:00

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK-IN

LOCATION: Tucson Station

NAME: (b) (6) AFFILIATION: (b) (6)
ADDRESS: E-MAIL:
PHONE: FAX:

NAME: AFFILIATION:
ADDRESS: E-MAIL:
PHONE: FAX:

NAME: AFFILIATION:
ADDRESS: E-MAIL:
PHONE: FAX:

NAME: AFFILIATION:
ADDRESS: E-MAIL:
PHONE: FAX:

NAME: AFFILIATION:
ADDRESS: E-MAIL:
PHONE: FAX:

From: (b) (6)

Sent: Sunday, January 23, 2005 5:03 PM

(b) (6)

Subject: Task Force Diamondback Update

(b) (6) It was good talking to you. As per our FONCON I am sending you this e-mail to recap and to bring you and the PDT up to date on what Task Force Diamondback, Project Site Douglas is doing in 2005.

First we are having a pre-construction meeting beginning in the Douglas Armory at 0800 hrs on 25-27 January. I have 4 engineer units and 1 transportation unit from 5 states that will be there. The states are Alabama, Alaska, Arizona, Colorado, and Massachusetts. The purpose of the meeting is to familiarize the units with the projects, the working environment, my expectations, the engineer design team, and the security team, U. S. Border Patrol.

The first deployment will be Alaska Army National Guard, 25 personnel, 12-26 February 2005. This is the same unit that started White Water Draw last year and they will be the unit to finish White Water Draw. They will be concentrating on the road way, that is bringing into compliance with the design; they will be improving drainage, and repairing damage due to erosion of the roadway.

The next deployment will be the 947th Engineers from Colorado, 125 personnel, 14-28 May 2005. They will be working on culverts just to the west of White Water, a large low water crossing on Kings Road, fencing (both bollard and panel) and if time permits they will continue with bringing the road up to final grade west of the culverts. Also deploying with the 947th is the 2220th Transportation Company, this is an AZ unit who recently returned from Iraq. Their missions are to provide long haul support for the 947th. They will be available for other haul missions that the Border Patrol may have.

The next and last scheduled deployment for FY 2005 is the 101st Engineer Company from Massachusetts, 125 personnel, 11-25 June 2005. This is the unit that really should make a big difference and to extend us out well beyond Calltman's and possibly out to Kings Road. Their mission will be to improve drainage (culverts, ditching, and low water crossings) and continue on with fence building. This means to finish up any remaining bollard fencing in the vicinity of White Water and to make construct a substantial amount of panel fencing.

The 877th Engineer Battalion from Alabama will be present for the conference. They are an engineer battalion consisting of approximately 600 personnel. That will be 3 rotations of two weeks each, unfortunately they are not planning to deploy until 2006. I am hoping that they will be able to send one unit yet this year.

The Wisconsin ARNG was going to come this year but they are now saying next year. So we sill see.

Other issues that we discussed were; in regards to installing a water meter at 5th Street and Chino, this is the same location last year. We need to have an account for miscellaneous

supplies established at B & D Lumber. We need to insure that Maddocks and Sons are in the loop and are prepared to support our needs,....

.....Annotated

(b) (6)

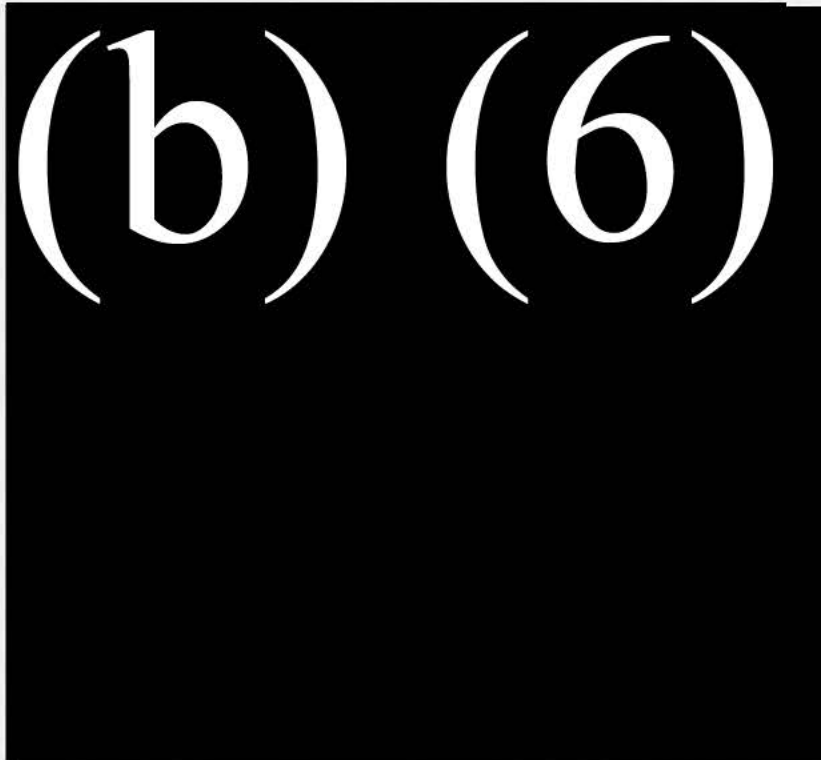
AZ Innovative Readiness Training (IRT)

(b) (6)

**TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
YUMA SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 21 July 2005 @ 8:00 AM
 Meeting Location: Yuma Sector Headquarters
 Meeting Purpose: Yuma Sector PDT Meeting
 Distribution Date:
 Distributor: (b) (6)
 Distribution: The conference call number is (b) (7)(E)
 The pass code is (b) (7)(E)



ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Clarify new DHS funding regulations	(b) (6)	Open-continuing
2. Yuma Biological Assessment Comments		USFWS has requested an updated Biological Opinion. (b) (6) will follow up with USFWS. (b) (6) will follow up with USBP
3. Schedule meeting with the City of San Luis to discuss right-of-entry for Friendship Park, coordinate with BLM		Open (b) (6) <i>LOE</i>

FUNDING

**TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
YUMA SECTOR - U.S. BORDER PATROL**

Project Development Team

- FY04 Yuma Sector
- FY05 Yuma Sector
- FY05 TIWAZ
 - The FY05 funds are expected to drop soon. (b) (6) has requested that (b) (6) provide funding codes with the dollars when these funds drop.
 - (b) (6) believes that the words "construct and deploy" exclude these funds from being used to fund engineering and/or environmental work. (b) (6) was asked to obtain written direction on the matter.
 - TIWAZ funding from Indianapolis appears to be allocated to only four projects. (b) (6) (b) (6) will draft an email requesting clarification. As the submitted TIWAZ spending plan included nearly 40 projects.

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

- Carter & Burgess, Inc. is working on maps for August Presentation
- August 7 Deployment
 - This will be a two week deployment.
 - Earthwork only within 60' Roosevelt easement from Avenue C eastward.
 - Marines have issuing authority within 60' Roosevelt easement.
 - Master lizard scout and Ground owl condo identification specialist needed.
 - Looking for Avenue E eastward FONSI.
 - Carter & Burgess, Inc. doing SWPP
- Air National Guard Permanent Deployment
 - Need to withdraw CBP FONSI?

JTF-North

(b) (6)

- FONSI Status?

ENGINEERING

Carter-Burgess

(b) (6)

- Salinity Canal to Avenue 'C' infrastructure
 - Funding from AERC is expected to fund this project in 1 to 2 weeks.
- TIWAZ design concept report
 - Meeting scheduled July 27th in El Paso
 - Partial funding in place (b) (5), discuss breakdown
- CPNWR vehicle barrier 5 mile design
 - NTP given, Carter & Burgess, Inc. schedule pending, survey expected in 1-2 weeks.
- BMGR vehicle barrier 5 mile design
 - NTP given, Carter & Burgess, Inc. schedule pending, survey expected in 1-2 weeks.
- Lower Gates Along the Salinity Canal
- Infrastructure Design along the Salinity Canal 1.5 miles north
- Carter & Burgess finalizing proposal with McNally Shaw.

**TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
YUMA SECTOR - U.S. BORDER PATROL**

ENVIRONMENTAL

GSRC

(b) (6)

- Tucson/Yuma PEIS status
 - Prefinal status?
- Tactical Infrastructure for Western Arizona
 - EA BMGR
 - Public meeting comments?
 - EA CPNWR
 - Public meetings comments?
 - EA Growler Valley
 - FY05 funding status?
 - EIS TIWAZ
 - Status of additional funding from FY05 funds?
 - Meeting in El Paso schedule for Wednesday July 27.
- Environmental status for Phase 1 and 2 lighting project deployment-Supplemental EA
 - Scope of work is in progress.
- Environmental Mitigation for June Deployment
 - Game and Fish did not require the relocation of the owls for the June Deployment. They will be passively relocated after the breeding season using the trap doors.

REAL ESTATE

USACE

(b) (6)

- City of San Luis-Friendship Park
 - Coordinate with BLM.
- GYPA
 - Has this easement jurisdiction issue been resolved?
- BLM
 - Avenue E eastward is under Marine jurisdiction.
- Reclamation (BOR)
 - BLM and BOR issues have been resolved. Outstanding is which agency has jurisdiction over the 60 foot easement, jurisdictional issues remaining.
- Private owners and lessees
- Funding

PROCUREMENT

AERC

(b) (6)

- No outstanding items

CONSTRUCTION

(b) (6)

- No outstanding items

OTHER ITEMS

- No outstanding items

NEXT MEETINGS

Thursday 18 August 2005
Thursday 22 September 2005

HQ

PLANNING &
PROGRAM DEVELOPMENT

BP/PMO 5YR PLAN & Beyond

BP/PMO FUNDING DUS. PLAN
OHS ETC

BP - COORDINATION w/BP
NAT'L STRATEGY CHQ+
FIELD

PMP-

LOGISTICS
CENTRE

Project Delivery
TEAM

• BUILDS PROJECTS
IN ANNUAL PLAN

• GETS WORK
DONE

• REPORTS RESULTS

TRACES FUNDS
EXPENDED

Yuma

FY'05

3.1 MILLION

9 PROJECTS

FY'04

CP - ~~responsibility~~ ^{budgeted}

PMP

PAP

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 13 January 2004
Meeting Location: Tucson HDR's Office, 10:00 am
5210 E Williams Cir, (b)(7)(E)

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – funding followed up by (b)(6) – access to sites reviewed by (b)(6) and HDR	(b)(6)
2. SWPPP training – need proposed dates and costs for training	(b)(6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	(b)(6)
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	(b)(6)
5. Inspector that will be at 10 Feb 2004 JTF-6 deployment must be at the 19 November meeting with the constructing units commander.	Baker
6. Rent 6” forms for next JTF-6 deployment	(b)(6)
7. SWPPP responsibility for construction and ongoing reporting - conference call 12 December @ 9:00 Central Time / 10:00 Eastern Time	(b)(6)
8. Personnel attending the 22 January “Back Brief” in El Paso shall provide (b)(6) personal data by COB 12 December for security clearance.	All
9. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All
10. Douglas 4 miles west of POE submitted as 100% by 13 January	Baker
11. Naco 10 miles submitted as 60% by 13 January	Baker
12. Nogales 1 ½ miles submitted as 100% by 13 January	Baker
13. Follow up on fencing for (b)(6) property in Douglas	(b)(6)
14. Temporary Vehicle Barrier locations for EA development, Various stations	(b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
15. 7 January meeting in Phoenix with (b)(6) regarding DGL/NGL/NCO ROEs	(b)(6)
16. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	

ACTION Environmental Working Group	RESPONSIBLE
1. Mitigation costs possible from BA to be provided to (b)(6) (b)(6) – Due 13 January	(b)(6)
2. Tucson checkpoint (b)(7)(E)- GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated – Due 31 December.	
3. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	
4. PEIS Matrix due 12 Dec. followed by 16 December conference call 10:00 Eastern time / 7:00 Pacific	
5. (b)(6) to e-mail new draft environmental guidelines to key EWG members	
6. Mark to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	
7. Conference call number for 16 December conference call	

10:15 – 10:20 RVS
Monthly Report

10:20 – 10:45 MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6) update

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers May 2004
- Survey Crew from Idaho N.G. (pending MOU)

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (80 troops w/ equipment, may do some fence also)
- 28 and 29 January 2004, AzANG tour the border with deploying units

JTF-6

LOCATION	PLANNER	START	END
NACO, AZ USBP (Patrol Roads)	(b)(6)	10-Feb	30-Mar
DOUGLAS, AZ USBP (Patrol Roads)		10-Feb	30-Mar
ORGAN PIPE, AZ, NPS (Vehicle Barriers)		15-Mar	15-Apr
NOGALES, AZ USBP (Patrol Roads)		Jul	Aug

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

10:45 – 11:15 ENGINEERING

Baker Eng. - updates and discussion
Douglas, 13 Miles of Roadway
Nogales, 1-1/2 Miles Roadway, Final Design pending delivery,
due 13 January
Douglas, Lighting
(5 Miles) Split East and West of the POE, Preliminary and Final Design.
Douglas, Construction Oversight and Staking.
Douglas, International Ditch, Preliminary and Final Design
Naco, Lighting (5 Miles) Split East and West of the POE,
Preliminary and Final Design
Naco, Primary Fencing, Preliminary and Final Design
Naco, Construction Oversight and Staking
Nogales, Construction Oversight and Staking
Nogales, Aerial West of Nogales
Nogales, Schematic Design
Sonoita, Preliminary Design
Permanent Survey Markers
Temporary Vehicle Barriers
Naco, 10-miles Roadway, Preliminary and Final Design
60% construction plans due 13 January 2004

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
Checkpoints (b) (7)(E) AERC 499
Checkpoint - [REDACTED] (AERC 227)
BA – Operations – Tucson & Yuma (AERC 51)
Nogales Infrastructure EA (AERC #255 & 218 ENV #225)
Douglas Whitewater Draw
Sonoita
Nogales Schematic Design
Temporary Vehicle Barriers (Nogales & Sonoita Stations)
Naco BA
Douglas Dip 5
Strategy Document
RVS EA for Tucson and Ajo Station

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – [REDACTED] (b)(6)
Douglas Lighting (5 Miles) Split East and West of the POE
Douglas, 13-Miles Roadway West of POE
Douglas, International Ditch
Naco, Lighting (5 Miles) Split East and West of the POE
Nogales, 2-Miles Roadway East of POE
Nogales, Construction & ROW Acquisition (Pending Alignments)
Nogales, Schematic Design
Sonoita, Preliminary Design and Coordination
Permanent Survey Markers

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Temporary Vehicle Barriers
Western Region - (b)(6)
Ephraim Ridge Reclamation Report Due

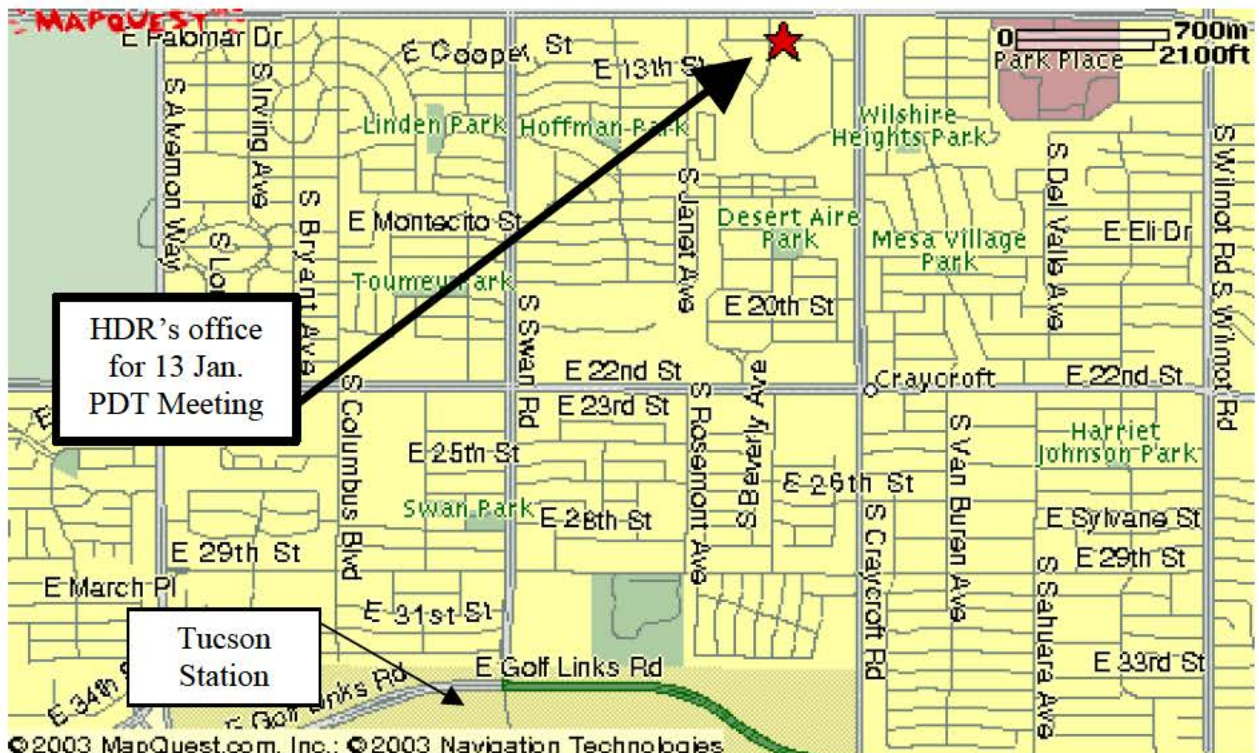
1:30 – 1:45 PROCUREMENT
BOM for JTF-6 Deployment 10 February 2004 to Naco & Douglas

1:45 – 2:00 OTHER ITEMS

NEXT MEETINGS

- 17 February 2004 – HDR Phoenix, 10:00 am
- 23 March 2004 – Tucson Station, 10:00 am
- 27 April 2004 – HDR Phoenix, 10:00 am
- 25 May 2004 – Tucson Station, 10:00 am
- 22 June 2004 – HDR Phoenix, 10:00 am
- 27 July 2004 – Tucson Station, 10:00 am
- 24 August 2004 – HDR Phoenix, 10:00 am
- 14 September 2004 – Tucson Station, 10:00 am

Meeting Location



**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 13 January 2004
 Meeting Location: Tucson HDR's Office, 8:30 am
 5210 E Williams Cir, (b) (7)(E)

MEETING PURPOSE

TCA PDT EWG Meeting

INTRODUCTIONS

ACTION		RESPONSIBLE
Environmental Working Group		
1.	Mitigation costs possible from BA to be provided to (b)(6) (b)(6) - Due 13 January	(b)(6)
2.	Tucson checkpoint (b) (7)(E) - GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated - Due 31 December.	
3.	Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation - Due 31 December	
4.	PEIS Matrix due 12 Dec. followed by 16 December conference call 10:00 Eastern time / 7:00 Pacific	
5.	(b)(6) to e-mail new draft environmental guidelines to key EWG members	
6.	(b)(6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	
7.	Conference call number for 16 December conference call	

NON-PDT

- a) PEIS Tucson & Yuma (AERC 225)
- b) Checkpoints (b) (7)(E) AERC 499)
- c) Checkpoint (b)(6) (AERC 227)
- d) BA - Operations - Tucson & Yuma (AERC 51)
- e) RVS EA for Tucson and Ajo Station

PDT

- a) Douglas Whitewater Draw
- b) Sonoita
- c) Nogales Schematic Design
- d) Temporary Vehicle Barriers (Nogales & Sonoita Stations)
- e) Naco BA
- f) Douglas Dip 5
- g) Strategy Document

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

NEXT MEETINGS

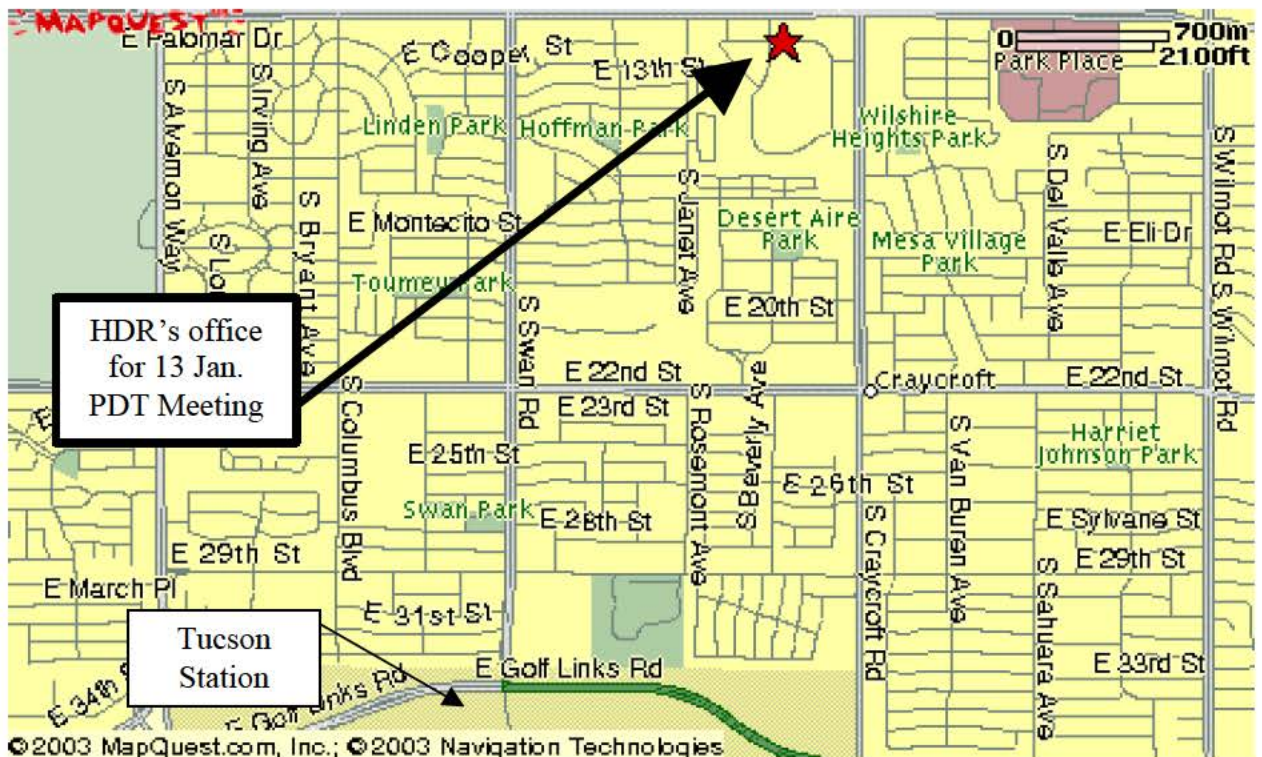
- 17 February 2004 – HDR Phoenix, 10:00 am
- 23 March 2004 – Tucson Station, 10:00 am
- 27 April 2004 – HDR Phoenix, 10:00 am
- 25 May 2004 – Tucson Station, 10:00 am
- 22 June 2004 – HDR Phoenix, 10:00 am
- 27 July 2004 – Tucson Station, 10:00 am
- 24 August 2004 – HDR Phoenix, 10:00 am
- 14 September 2004 – Tucson Station, 10:00 am

(b)(6) has set up a conference call line for the meeting.... we will be starting at 8:30 for the Environmental Working Group... regular PDT at 10:00

call in number (b) (7)(E)

access code (b) (7)(E)

Meeting Location



**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
TUCSON SECTOR, US BORDER PATROL**

MEETING MINUTES

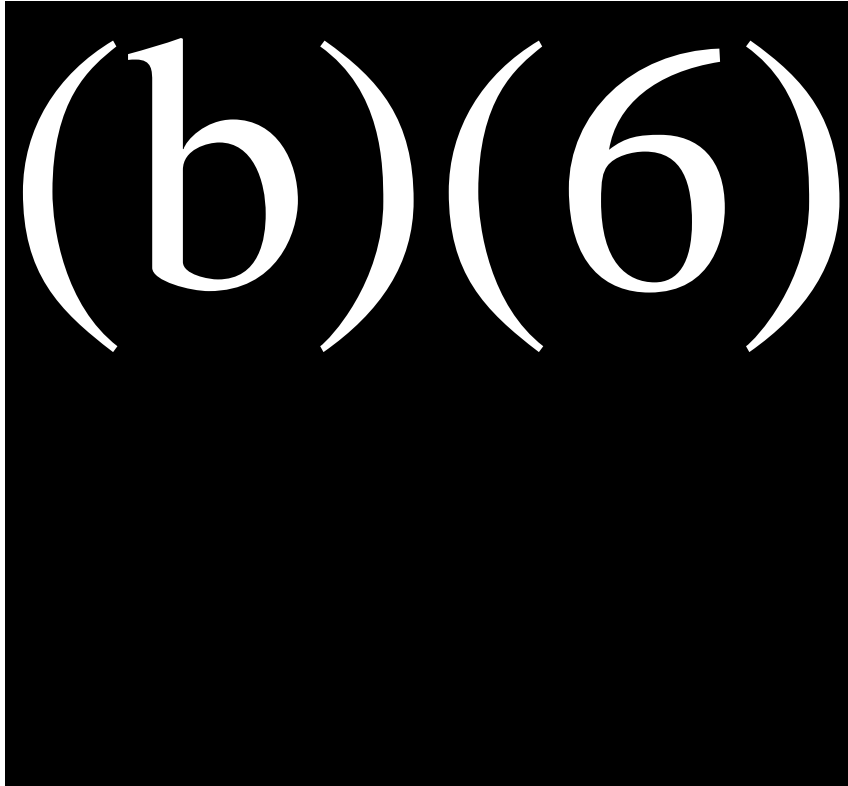
Meeting Date and Time: 13 January 2004 - 10:00 am

Meeting Location: HDR - Tucson

Distribution Date: 15 January 2004

Distributor: (b)(6)

Distribution:



MEETING PURPOSE

PDT Meeting.

ATTENDEES

See Attached.

PREVIOUS ACTION ITEMS STATUS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – funding followed up by (b)(6) (b)(6) – access to sites reviewed by (b)(6) and HDR	(b)(6)	White Paper Reviewed in D.C. / field visit on engineered alignments pending

ACTION	RESPONSIBLE	STATUS
2. SWPPP training – need proposed dates and costs for training	(b) (6)	Pending, (b)(6) to follow-up on USACE Training
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit		Pending Deploying Units Review
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.		Pending Comments From UPRR
5. Inspector that will be at 10 Feb 2004 JTF-6 deployment must be at the 19 November meeting with the constructing units commander.	Baker	Done
6. Rent 6” forms for next JTF-6 deployment	(b) (6)	Pending
7. SWPPP responsibility for construction and ongoing reporting - conference call 12 December @ 9:00 Central Time / 10:00 Eastern Time	Kleinfelder & Stations	Done
8. Personnel attending the 22 January “Back Brief” in El Paso shall provide (b)(6) personal data by COB 12 December for security clearance.	All	Done
9. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All	Pending & Scheduled
10. Douglas 4 miles west of POE submitted as 100% by 13 January	Baker	Done
11. Naco 10 miles submitted as 60% by 13 January	Baker	Done
12. Nogales 1 ½ miles submitted as 100% by 13 January	Baker	Done
13. Follow up on fencing for (b)(6) property in Douglas	(b) (6)	Pending SOW from HDR
14. Temporary Vehicle Barrier locations for EA development, Various stations		Almost Complete, Pending
15. 7 January meeting in Phoenix with (b)(6) regarding DGL/NGL/NCO ROEs		Done, Conference Call
16. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway		Pending
ACTION Environmental Working Group	RESPONSIBLE	
1. Mitigation costs possible from BA to be provided to (b)(6) – Due 27 January	(b) (6)	Pending
2. Tucson checkpoint (b) (7)(E) - GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated – Due 31 December.		Done

ACTION	RESPONSIBLE	STATUS
3. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	(b)(6) & GSRC	Pending / USF&WS is working on the document
4. PEIS Matrix due 12 Dec. followed by 16 December conference call 10:00 Eastern time / 7:00 Pacific	GSRC & All	Done
5. (b)(6) to e-mail new draft environmental guidelines to key EWG members	(b)(6)	Done
6. (b)(6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.		Pending
7. Conference call number for 16 December conference call		Done

RVS

GSRC is awaiting alignments for access for RVS in the Douglas AO. DGL Station has been tasked, along with HDR in developing preliminary access roadway alignments. Field visit scheduled before next PDT meeting. HDR has developed short white paper on purpose and need for engineering and survey support for RVS access.

No monthly report from IMC

MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6) updated the PDT:

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers, 1 to 15 May 2004
- Survey Crew from Idaho N.G. (pending MOU)

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road)
- 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.

(b)(6) is exploring development of a duration staff and in discussion with units from Vermont & Massachusetts for FY'05 deployments.

JTF-6

(b)(6) updated the PDT

Scheduled Deployments FY'04

- Naco, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Douglas, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Naco (Fence & Barriers) 15-Mar to 15-Apr
- Nogales, Az USBP (Patrol Roads) Jul & Aug

ENGINEERING

Baker Eng. - updates and discussion
Douglas, 13 Miles of Roadway
Baker delivered 100% sealed plans for the 1.5 mile scheduled deployment from JTF-6.
Also delivered were 4.3 miles west of the POE as a 100% review set.

Nogales, Tunnels, Preliminary & Final Design
Formal comment matrix pending. Comments from Union Pacific Rail Road are outstanding.

Nogales, 1-1/2 Miles Roadway, sealed drawings delivered
Douglas, Lighting
(5 Miles) Split East and West of the POE, Preliminary and Final Design.
Not started

Douglas, Construction Oversight, and Staking.
Not started

Douglas, International Ditch, Preliminary and Final Design
Not started

Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design
Not started

Naco, Primary Fencing, Preliminary and Final Design
Not started

Naco, Construction Oversight and Staking
Not started

Nogales, Construction Oversight and Staking
Not started

Nogales, Aerial West of Nogales
Not started

Nogales, Schematic Design
Not started

Sonoita, Preliminary Design
Not started

Permanent Survey Markers
Not started

Temporary Vehicle Barriers
Not started

Naco, 10-miles Roadway, Preliminary and Final Design
60% construction plans delivered

ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
The Revised Draft PEIS for the Tucson/Yuma Sector Operations will be sent to CBP Legal Counsel and outside agencies who are members of the southwest strategy task force. These folks will be requested to have their review completed by the end of January. Provided no major comments or issues are identified, GSRC will be asked to proceed with preparation and distribution of the draft PEIS for public review. Minor comments

received during this review will be addressed after completion of the public review period.

BA – Operations – Tucson & Yuma (AERC 51)

The Tucson BA was revised and submitted for release to the USFWS last Friday (9 Jan). (b)(6) instructed (b)(6) to have the USACE forward the BA to the USFWS and re-initiate consultation. The Yuma BO has not been received, but (b)(6) is working on the draft. He expects that it will be completed within the next few weeks.

Whitewater Draw 404 Permit

Application is still in process. (b)(6) will sign the response letter regarding the AGFD comment letter. (b)(6) will revise the letter and send it to (b)(6) by COB. GSRC is conducting a site visit this week to identify potential mitigation sites. AGFD attended the EWG meeting; the USBP response to their letter was discussed.

Checkpoint - (b)(7)(E) (AERC 227)

The Tucson checkpoint (b)(7)(E) EA and FONSI is at HQ for signature. (b)(6) agreed to sign the FONSI today and send it to (b)(6) and GSRC.

Checkpoints (b)(7)(E) (AERC 499)

The Tucson checkpoints (b)(7)(E) preliminary final EA will be sent up for processing next week or earlier if possible.

Naco BA

GSRC has initiated the efforts on the Naco BA. (b)(6) is coordinating a site visit with the USFWS, BLM, and IBWC. AzDGF was invited to participate in the site visit also.

Temporary Vehicle Barriers (Nogales & Sonoita Stations)

GSRC will need to define the project area for the Temporary Vehicle Barriers. (b)(6) will provide, pending project locations from the Stations. (b)(6) stated that TON has requested permanent VB on the Nation rather than TVB. These changes might require a modification and possibly a separate EA for the permanent VB.

Sonoita

GSRC will need to get ROEs before starting surveys. (b)(6) has been tasked with obtaining the ROEs. Surveys cannot be started on the Sonoita or Nogales Stations' road projects until the ROEs are obtained. (b)(6) are working these ROEs. The ROEs for Nogales are also dependent upon the 15% design from Baker.

Nogales Schematic Design

Kleinfelder presented proposed alignments.

Douglas Dip 5

Complete

Strategy Document

Complete, will distribute as draft.

RVS EA for Tucson and Ajo Station

The Ajo and Tucson Station RVS EAs require ROEs in order to initiate the field surveys. (b)(6) has one more ROE to obtain from the City for the Tucson Station.

Nogales Infrastructure EA (AERC #255 & 218 ENV #225).

The Nogales Various (b)(6) (USFS Coronado) and (b)(6) (b)(6) (JTF-6) requested copies of this document from GSRC.

The Cabeza Prieta road report is being revised. The CR report was received last week and will be incorporated. The revised report should be sent out next week.

The ESA for the Ajo garage is expected to be submitted in late January. WRO has agreed to fund the environmental modification for the Ajo Station expansion; the field work for this and the remaining ESAs should be completed within the next month.

REAL ESTATE

USACE – (b)(6)

Douglas Lighting (5 Miles) Split East and West of the POE

No action at this time

Douglas, 13-Miles Roadway West of POE

All ROE's have gone out.

Douglas, International Ditch

No action at this time

Naco, Lighting (5 Miles) Split East and West of the POE

No action at this time

Nogales, 2-Miles Roadway East of POE

Property owners have been identified. Final road location has been determined. Appraisals and negotiations can proceed.

Nogales, Construction & ROW Acquisition (Pending Alignments)

No action at this time

Nogales, Schematic Design

All ROE's have gone out for 10 miles west and 5 miles east of POE

Sonoita, Preliminary Design, and Coordination

Establishing dialog with the Forest Service, ROE for environmental surveys in place

Permanent Survey Markers

No action at this time

Temporary Vehicle Barriers

No action at this time

Western Region – (b)(6)

Ephraim Ridge Reclamation

(b)(6) provided an incomplete report on Ephraim Ridge land acquisition. Report must be resent due to technical errors. Task still pending.

PROCUREMENT

Naco & Douglas February deployment BOMs were discussed. Revised schedules for deployments will be provided to sequence material acquisition.

CONSTRUCTION

Back Brief in El Paso with JTF-6 is planed 22 January. Preconstruction meeting planned with Az ANG at the end of the month for deploying units into Douglas.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b)(6) and HDR	HDR & (b)(6)(b)(7)(C)
2. SWPPP training – need proposed dates and costs for training	(b)(6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
5. Rent 6” forms for next JTF-6 deployment	
6. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	
7. Follow up on fencing for (b)(6) property in Douglas	
8. Temporary Vehicle Barrier locations for EA development, Various stations	
9. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	
10. (b)(7)(E) Property fence SOW to (b)(6)	
11. Lighting design test follow up with Castro Electric	
12. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe	
13. Materials in La Tune re-ship to Nogales	
14. ROEs for 10 February deployment copied to (b)(6)	
15. Corrected Ephraim Ridge Report	
16. NGL Schematic Design Alignments to (b)(6)(b)(7)(C)	
17. Blanket ROE to USFS (b)(6)	
18. Geotechnical Report on NGL 1 ½ mile to (b)(6)	
19. 60% DGL 3.6 miles due 27 April 2004	
20. 100% sealed DGL 4.3 miles due 23 March 2004	
21. 100% Naco 10 mile 23 March 2004	
22. 100% remainder of 5 miles East of POE 27 April 2004	
ACTION	
Environmental Working Group	
1. Mitigation costs possible from BA to be provided to (b)(6) (b)(6) - Due 27 January	(b)(6)
2. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	
3. (b)(6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	

NEXT MEETINGS

17 February 2004 – HDR Phoenix, 10:00 am
23 March 2004 – Tucson Station, 10:00 am

27 April 2004 – HDR Phoenix, 10:00 am
25 May 2004 – Tucson Station, 10:00 am
22 June 2004 – HDR Phoenix, 10:00 am
27 July 2004 – Tucson Station, 10:00 am
24 August 2004 – HDR Phoenix, 10:00 am
14 September 2004 – Tucson Station, 10:00 am

These minutes reflect the understanding of HDR Engineering, Inc. If revisions or additions are needed, contact (b)(6)
(b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
TUCSON SECTOR
BUREAU OF CUSTOMS AND BORDER PROTECTION
NACO, NOGALES AND DOUGLAS STATIONS**

MEETING AGENDA

Meeting Date and Time: 18 November 2003 – Tucson USBP Station 8:30
Meeting Location: Tucson – USBP Station

MEETING PURPOSE

TCA PDT Environmental Working Group Meeting

INTRODUCTIONS

1. REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Mitigation costs possible from BA to be provided to (b)(6) (b)(6)	(b)(6)
2. Copy of the signed FONSI to (b)(6) and GSRC. GSRC will distribute the final EA ASAP	
3. The Naco-Douglas Corridor SEA internal review comments by 7 November. GSRC will revise the preliminary final and submit the final and FONSI to HQ CBP for staffing 24 November. Final EA and signed FONSI for 30 November.	All
4. Tucson checkpoint (b) (7)(E) - GSRC still needs some information from (b)(6) (Ajo) regarding strategic enforcement reasons the checkpoint needs to be relocated	(b)(6)
5. Corrected document titles on update documents	
6. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation	

2. SUMMARY OF NON-PDT ACTIVITIES (REGIONAL)

- a. PEIS Tucson & Yuma (AERC 225)
- b. RVS for TCA (AERC 255)
- c. Rescue Beacons (AERC 497)
- d. Checkpoints (b) (7)(E) (AERC 499)
- e. Nogales BPS (AERC 503)
- f. BA – Operations – Tucson & Yuma (AERC 51)

3. SUMMARY OF PDT ACTIVITIES (INFRASTRUCTURE)

- a. Naco-Douglas SEA (AERC 218)

5. NEXT MEETING

9 December 2003 – HDR Phoenix, 8:30 am
13 January 2004 – Tucson Station, 8:30 am

November 2003 Arizona Environmental Actions Report

Aerc Number: 498/497

DOCUMENT ENV Number TBA

Action Type: EA

Document Title: EA For Installation and Maintenance of 10 Rescue Beacons on the Tohono O'odham Nation

Project Actions: Formerly part of Desert Grip II (ENV 145), Desert Grip (an operations related action) separated into 6 separate EA's including ENV 226, 227, 228 and others TBA. Beacons (AERC #497) off the TON (ENV 227) FONSI signed 19 June 2003

Project Details: EA for Ten Rescue Beacons on the Tohono O'odham Nation, USBP Tucson Sector, AZ

Current Status Summary: Preliminary draft complete. Tohono O'odham council has objected to the beacons so the draft has not been released yet.
On Hold

Draft: Holding due to pending discussions with the Nation.

Aerc Number: 498/497

DOCUMENT ENV Number TBA

Action Type: EA

Final:

FONSI: See Summary

ROD: NA

NOI: N/A

NOA: pending

Scoping: NA

Preliminary Draft: 30-May-03

AERC / USACE Review Dates: 6-Jun-03

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 255

DOCUMENT ENV Number 225

Action Type: EA

Document Title:

EA for Nogales Infrastructure Improvements, United states Border Patrol, Tucson Sector, Nogales Station, Santa Cruz County, Arizona

Project Actions:

EA for Nogales Various Infrastructure.

Project Details:

Combination of Nogales infrastructure and RVS projects. 18 RVS, 60 Portable lights. 1 mi. fence and 2mi road east of Nogales POE.

Current Status Summary:

Draft EA submitted for public comment on May 9, comment period extended to 30 June, See AERC # 218 RVS for TCA (AERC #255 ENV #225)
One EA was prepared for Naco and Douglas, FONSI issued. One EA was prepared for the Crawford Hill relay tower in Nogales, FONSI issued. The remaining Nogales RVS sites were rolled into the Nogales Various Infrastructure EA, after both the RVS and the Various Infrastructure EAs had been developed.

FONSI and Pre-Final staffed to HQ DHS.

FONSI signed 17 Oct 03

Draft:

Draft EA submitted for public comment on May 9, comment period extended to 30 June, pending comment resolution. Comment resolution matrix and/or preliminary Final EA is expected by 5 September 2003.

Final:

Aerc Number: 255

DOCUMENT ENV Number 225

Action Type: EA

FONSI: 17 Oct 03

ROD: N/A

NOI: N/A

NOA: Nogales Draft 5/9/03

Scoping: N/A

**Preliminary
Draft:** 25-Apr-03

**AERC / USACE
Review Dates:** 2-May-03

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

AZ

Contractor POC:

(b)(6)

Contractor:

DHS Regional POC:

DHS FAE POC:

Aerc Number: 218

DOCUMENT ENV Number 139 (changed from 148)

Action Type: EA

Document Title:

Supplemental Environmental Assessment For Infrastructure Within U.S. Border Patrol Naco-Douglas Corridor, Cochise County, Arizona

Project Actions:

Environmental Assessment for 31-mile Enforcement Zone Infrastructure System, Naco, AZ and 26 miles in Douglas, AZ. A combination of infrastructure components

Project Details:

Environmental Assessment to address implementation of a 56-mile border enforcement system through a combination of infrastructure components (roads, fences and lights) in Naco and Douglas POE's. Formerly ENV 148 and one other.

Current Status Summary:

Project being coordinated through the Tucson PDT. Comments to the Preliminary Draft have been provided. Public scoping meeting held 18 November 2002. PDT decided, based on guidance from HQ, to combine Naco and Douglas into a Supplemental EA for the Naco-Douglas Corridor. Draft SEA was distributed for public review on 7 Feb 03; comment period was extended from 7 May to 30 June. PDT reviewed response matrix 23 Sept. 2003.

Pre-final sent to PDT; comments due 7 Nov 03. Final EA expected 24 Nov 03.

Draft:

Public Review Extended to June 30, 2003 by (b)(6). Letter sent by (b)(6) and USACE. PDT reviewed response matrix on 23 Sept 2003.

Final:

PFEA 7/10/03 FEA pending comment resolution
PFSEA expected mid Oct 2003
Final expected 24 Nov 03

Aerc Number: 218

DOCUMENT ENV Number 139 (changed from 148)

Action Type: EA

FONSI:

ROD: N/A

NOI: N/A

NOA: 5/7/2003

Scoping:

Preliminary Draft: Naco-Douglas EAs combined into one; Due 3-12-03

AERC / USACE Review Dates: PDEA 3/13/03 to 3/26/03; DSEA released 5/7/2003

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 503

DOCUMENT ENV Number 220

Action Type: EA

Document Title: EA/Phase I Environmental Site Assessment for the Purchase and Acquisition of 30 Acres of Property and Accompanying Buildings

Project Actions: EA/EBS for purchase of warehouse and land currently under lease in Nogales.

Project Details: Nogales BPS. Purchase of 30 Acres of Property. EA/Phase I Environmental Site Assessment for the Purchase of 30 Acres of Property ENV # 503 & 220

Current Status Summary: Final EA and FONSI sent to HQ for signature. FONSI was signed 17 October 2003. Phase One revealed a minor fuel contamination site. GSRC and USACE recommend Phase Two testing to determine extent of contamination and clean-up strategy. Phase Two awaiting funding.
Request for any additional funding must go through (b)(6)

Draft: Nogales Station Draft EA came off the public comment period on 30 June. GSRC expects to have a preliminary final within the next two weeks. There were issues on the ESA with WRO REO, but these have been resolved. GSRC will submit the revised SEA for the Nogales Station NLT August 1. The expanded record search did not reveal any additional sites beyond the original record search. Comment period extended to 29 August 2003.

Final: Any additional work must be approved by HQ BOR

Aerc Number: 503

DOCUMENT ENV Number 220

Action Type: EA

FONSI: Signed 17 October 2003

ROD: N/A

NOI: N/A

NOA:

Scoping: N/A

Preliminary Draft: Due 12 May 03

AERC / USACE Review Dates:

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 499

DOCUMENT ENV Number TBA

Action Type: EA

Document Title:

EA for the Operation of Three Temporary Checkpoints (b)(7)(E) USBP Casa Grande Station, Arizona

Project Actions:

Temporary USBP Checkpoints (b)(7)(E) in the Tucson Sector and Ajo and Casa Grande AO's.

Project Details:

1 of 2 EA's began as 4 checkpoints in Tucson Sector and part of Desert grip II. These checkpoints (b)(7)(E)

Current Status Summary:

The Draft Temporary Checkpoint (b)(7)(E) went out 7 July to the public. (b)(7)(E) checkpoint comments due 7 August 2003. The preliminary Draft EA for the checkpoints (b)(7)(E) has been completed, but we are waiting for approval from the (b)(7)(E) to release it to the (b)(7)(E) Both of these EAs were conducted under AERC # 499.

Draft submitted for review (b)(7)(E) 15 Sept 2003. Pending approval by (b)(7)(E) Council.

Pending (b)(7)(E) Council decision; Public review on (b)(7)(E) extended 30 days; Comment period to close 17 Nov 03.

Draft:

pending

Final:

Aerc Number: 499

DOCUMENT ENV Number TBA

Action Type: EA

FONSI:

ROD: N/A

NOI: N/A

NOA: On hold until uses issues are resolved on the (b) (7)(E)

Scoping: N/A

Preliminary Draft: The preliminary draft EA for one temporary checkpoint (b)(7)(E) submitted for internal review; Submitted to (b) (7)(E) 15 Sept 2003.

AERC / USACE Review Dates: Went out with comments due 14 August 2003.

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 225

DOCUMENT ENV Number 90

Action Type: EIS

Document Title:

Programmatic Environmental Impact Statement for USBP Activitis within the Border Areas of the Tucson and Yuma Sectors, Arizona

Project Actions:

Programmatic EIS and Associated Tasks - USBP Yuma and Tucson Sectors, AZ (DO 007)

Project Details:

Programmatic Environmental Impact Statement for USBP Yuma and Tucson Sectors - focus is on expansion of operations.

Current Status Summary:

Public comments resulted in revision of document to remove specific references to actual infrastructure projects. Revised Preliminary Draft PEIS reviewed by PDT EWG 20-21 August 2003; Revised document distributed for review and comments due 29 October 2003.

Internal comments on final revision extended to 29 Oct 03. Comment matrix for review by participants to be prepared in 2-3 weeks; conference call to be held to discuss the matrix; final version to be circulated for minor checking in December.

Draft:

During a 22 April 2003 conference call it was decided to issue a revised draft PEIS that only address potential infrastructure in a cumulative manner. GSRC was tasked with preparing a comment resolution letter informing recipients of the USBP's decision. GSRC prepared and submitted a draft resolution letter on May 17, 2003 to (b)(6) for review. See comments on Final. The Tucson-Yuma PEIS revised draft went out 15 July. Comments due 7 August. The EWG conference in August in Phoenix to discuss any unresolved issues. Dates for the meeting are 20 & 21 August (the next PDT meeting is 19 August in Phoenix). HDR was assigned conference set-up duties.

Comments from the 20-21 August review session are now incorporated into a new draft distributed for review; comments to be returned by 29 Oct 2003. All data previously requested must be received by that date. A copy has been given to (b)(6) USBP, for CBP review.

Have CBP comments been received?

Aerc Number: 225

DOCUMENT ENV Number 90

Action Type: EIS

Final: Should be released early next year?

FONSI: N/A

ROD:

NOI: 01-Sep-00

NOA: 11/18/2002

Scoping: Oct-Nov 2000

Preliminary Draft: 4 preliminary drafts to date

AERC / USACE Review Dates: extended to 14 Feb; Current version internal review period ends 29 Oct 2003

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 51

DOCUMENT ENV Number Yuma: 40, 141, 186 Tucson: 38

Action Type: BA

**Document
Title:**

Biological Assessments for USBP Daily Operations Tucson and Yuma Sectors, AZ

**Project
Actions:**

Biological Assessments for USBP Daily Operations Tucson and Yuma Sectors, AZ (DO 043) ENV. # Yuma= 40, 141, 186 / Tucson= 38

**Project
Details:**

Two Biological Assessments for USBP Daily Operations; one in Tucson(ENV 38) and one in Yuma(ENV 186) Sectors

**Current
Status
Summary:**

According to (b)(6) at USFWS, we are at the top of the list once they complete the BO's for the military remanded BA's. FWS owes us a letter requesting an extension. Tucson BA being revised for changes in PEIS. Final QA/QC by USACE expected by 17 Nov 03.

Draft:

Yuma--9/27/02; Tucson 10/24/02. (b)(6) has not completed the Draft BO for the Yuma Sector as of 6/12/03. Internal review 3 July 03. Internal comments due 25 July 03. Conference call scheduled 14 August. Pending BO from USF&WS in Yuma and Tucson.

Final:

Aerc Number: 51

DOCUMENT ENV Number Yuma: 40, 141,186 Tucson: 38

Action Type: BA

FONSI: N/A

ROD: N/A

NOI: N/A

NOA: N/A

Scoping:

**Preliminary
Draft:**

**AERC / USACE
Review Dates:**

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

AZ

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

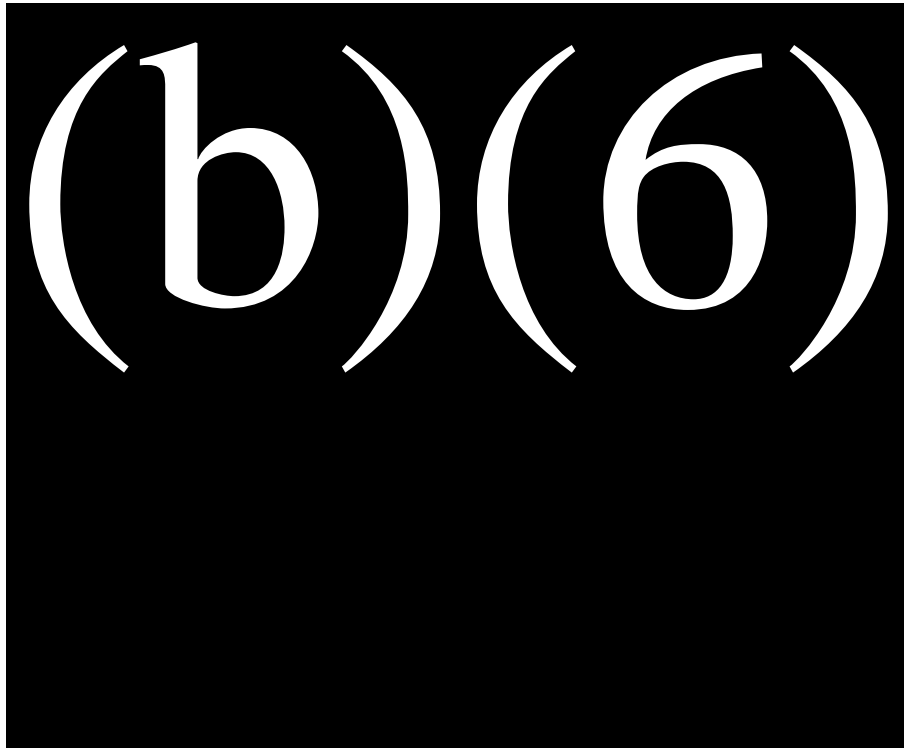
(b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 25 January 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode **(b) (7)(E)**



INTRODUCTIONS

(see attached sign-in sheet)

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Ephraim Ridge Report	(b)(6)	Tabled
2. Nogales schematic design re-alignment		Pending
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.		Pending – additional contacts with POE and ADOT

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS	
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	(b)(6)	Done	
5. APS drop and meter in Douglas for deployment electric supply		Tabled until next year due to downsized deployments	
6. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Pending – needed fund in the system and will require direction from contracting	
7. Fix gate at (b)(6) property		Done	
8. Determine if cold mix asphalt can be used in LWCs		Done	
9. Plans of Tunnel and access design forwarded to POE for additional comments		Done	
10. Follow-up on Asphalt and stormwater issues		Pending	
11. Copy of Tucson BA to (b)(6)		Done	
12. Enforcement data to (b)(6) for BA		Done	
Environmental Working Group			
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit			Pending
2. SOW and fee proposal for TON permanent vehicle barriers			Pending

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b)(6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw

Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw **(subsequent information indicates this unit will not be available)**

Douglas 11 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N

(b)(6)

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected

Naco (only) 10 April to 20 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

(b)(6)

Douglas, Lighting (5 Miles) Coordination with APS and design are pending

Douglas, 13-Mile Roadway design of the western 2.5 miles is near complete. PDFs of the product will be forwarded by Baker to the PDT

Douglas, International Ditch Coordination meetings have begun between Baker and those associated with the project in Douglas including representatives from the Station. Reference to the cross section within the project description was suggested.

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW.

Naco, 10-Mile Roadway Pending final design leg completion. Areas already completed are sufficient for current deployments.

SWPP Training and Quarterly/Annual Report Preparation Complete

FY'05 Engineering Projects

(b)(6)

2 additional miles of roadway in Douglas
relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225)

The Revised Draft PEIS for the Tucson/Yuma Sectors is scheduled to come off the public comment period on 29 January. (b)(6) received over 2500 unsigned and faxed form letters. We will acknowledge these in the Final EIS, but will not respond directly to them since they are unsigned and most do not contain addresses. (b)(6) has received about 20 legitimate comment letters thus far.

Tucson BA

GSRC has received the available ABCI enforcement data, per the Section 7 emergency consultation, from (b)(6) to revise the Tucson BA. Apparently, not all of the information was recorded by the BP stations. GSRC plans to have the revised BA back to the Tucson EWG by the end of February. (b)(6) reminded the group that the water conservation/mitigation measures need to be included in the BA.

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

(b)(6) will send out the draft SOW for Ephraim Ridge ESA to the EWG for review. After receipt of comments and the revised SOW will be sent to GSRC for a cost estimate. The SOW needs to include Phase I ESA for lease, cultural resources survey, and EA for a land lease for the entire property. An update of the EA may be required.

Whitewater Draw 404 Permit Commitment/obligation of the \$35,000 needed for mitigation The WWD MOA is still under review and consideration by the City of Douglas and USACE Los Angeles District. The \$35K mitigation money is not set aside, pending the RWA which should be released soon.

San Pedro River LWC BA

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

No additional effort has been expended on the San Pedro River LWC BA; GSRC will need more engineering designs prior to completing the BA and submittal to the BLM and USFWS. (b)(6)

(b)(6) will investigate the possibility of having Baker provide preliminary designs or preparing some more conceptual designs himself. GSRC (b)(6) will send the GSRC shape files and the conceptual designs prepared by HDR to (b)(6)

Vehicle Barriers - Tohono O'Odham Nation (TON)

The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) is being staffed. (b)(6) will need to get any additional comments on the SOW from (b)(6)

(b)(6) et al.

Temporary Vehicle Barriers, complete

Sonoita Border Road

The Sonoita border road preliminary draft EA was sent back out in early January. The deadline for comments was established as 31 January; however, after the EWG/PDT, (b)(6) requested that the USFS Coronado be provided a copy of the PDEA. The internal comment deadline has been extended until 18 February.

Tactical Infrastructure for Western Arizona

GSRC has completed two surveys (portions of the border and Camino de Diablo) for the western Arizona infrastructure project (TIWAZ). (b)(6) is attempting to schedule a meeting with CBP/OBP to decide on the direction of the NEPA document. Note that (b)(6) is the OBP contact in D.C. for this project.

USPP

(b)(6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca.

Nogales Schematic Design

GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project.

Misc.

The Ajo Station EA will be converted to an EA for acquisition of land and development of the horse corral (this issue was inadvertently omitted from the EWG discussion)

REAL ESTATE

USACE - Sacramento

(b)(6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

NLC - Laguna Nigel

(b)(6)

Ephraim Ridge Report

Report by (b)(6) suggested tabling this issue. During a side discussion it was agreed between (b)(6) with concurrence by (b)(6) to contact (b)(6) and request his further assistance on this project.

PROCUREMENT

AERC

(b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Funds for Tucson Sector and tracking contracts and projects contained on the RWA's have been transferred to the AERC with the exception of Whitewater Draw

Castro Electric for APS hook-up in Douglas has been canceled for this year because the deployment sizes have been reduced

CONSTRUCTION

Kleinfelder

(b)(6)

No construction in progress.

To access a website that has updates, go to:

(b) (7)(E)

- Click on the **Client Link** link at the left of the page.
 - Select **Border Patrol Construction Oversight** from the drop-down menu.
 - For a User Name enter: (b) (7)(E)
 - For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

ACTION ITEMS

1.	Nogales schematic design re-alignment – Pending new contract
2.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.
3.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available
4.	Follow-up on Asphalt and stormwater issues
5.	Sonoita border road PDEA internal comment deadline has been extended until 18 February.
6.	SOW and contract in place for construction admin. support beginning with deployment into Whitewater Draw 12 Febuary.
Environmental Working Group	
1.	Set aside \$35,000 for mitigation on Whitewater Draw 404 permit
2.	SOW and fee proposal for TON permanent vehicle barriers

(b)(6)

NEXT MEETINGS

- 22 February 2005 @ 10:00 – Tucson Station**
- 22 March 2005 @ 10:00 – Tucson Station**

LOCATION: Tucson Station

TUCSON SECTOR

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-
-
-

(b) (6)

NOGALES STATION

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-
-

(b) (6)

DOUGLAS STATION

-
-
-
-
-

(b) (6)

SONOITA STATION

-

(b) (6)

NACO STATION

-
-
-

(b) (6)

CASA GRANDE STATION

-

(b) (6)

YUMA SECTOR

-

(b) (6)

CONSULTANT TEAM

BAKER

-
-
-
-
-

(b)(6)

GSRC

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-

(b)(6)

KLEINFELDER

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(b)(6)

BPSCC

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(b)(6)

CORPS OF ENGINEERS

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(b)(6)

JTF- N

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(b)(6)

DHS

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(b)(6)

IBWC

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(b)(6)

AZ NATIONAL GUARD

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(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

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-

(b)(6)

AG&FD

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-

(b)(6)

USF&WS

-
-

(b)(6)

BLM

-

(b)(6)

OTHER

NAME: (b)(6) AFFILIATION: USACE

ADDRESS: _____ E-MAIL: _____

PHONE: (b)(6) FAX: _____

LOCATION: Tucson Station

NAME: (b)(6) AFFILIATION: (b)(6)
ADDRESS: _____ E-MAIL: _____
PHONE: (b)(6) FAX: _____

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

NAME: _____ AFFILIATION: _____
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NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

From: (b)(6)
Sent: Sunday, January 23, 2005 5:03 PM
To: (b)(6)
Cc: (b)(6)
Subject: Task Force Diamondback Update

(b)(6) it was good talking to you. As per our FONCON I am sending you this e-mail to recap and to bring you and the PDT up to date on what Task Force Diamondback, Project Site Douglas is doing in 2005.

First we are having a pre-construction meeting beginning in the Douglas Armory at 0800 hrs on 25-27 January. I have 4 engineer units and 1 transportation unit from 5 states that will be there. The states are Alabama, Alaska, Arizona, Colorado, and Massachusetts. The purpose of the meeting is to familiarize the units with the projects, the working environment, my expectations, the engineer design team, and the security team, U. S. Border Patrol.

The first deployment will be Alaska Army National Guard, 25 personnel, 12-26 February 2005. This is the same unit that started White Water Draw last year and they will be the unit to finish White Water Draw. They will be concentrating on the road way, that is bringing into compliance with the design; they will be improving drainage, and repairing damage due to erosion of the roadway.

The next deployment will be the 947th Engineers from Colorado, 125 personnel, 14-28 May 2005. They will be working on culverts just to the west of White Water, a large low water crossing on Kings Road, fencing (both bollard and panel) and if time permits they will continue with bringing the road up to final grade west of the culverts. Also deploying with the 947th is the 2220th Transportation Company, this is an AZ unit who recently returned from Iraq. Their missions are to provide long haul support for the 947th. They will be available for other haul missions that the Border Patrol may have.

The next and last scheduled deployment for FY 2005 is the 101st Engineer Company from Massachusetts, 125 personnel, 11-25 June 2005. This is the unit that really should make a big difference and to extend us out well beyond Callteman's and possibly out to Kings Road. Their mission will be to improve drainage (culverts, ditching, and low water crossings) and continue on with fence building. This means to finish up any remaining bollard fencing in the vicinity of White Water and to make construct a substantial amount of panel fencing.

The 877th Engineer Battalion from Alabama will be present for the conference. They are an engineer battalion consisting of approximately 600 personnel. That will be 3 rotations of two weeks each, unfortunately they are not planning to deploy until 2006. I am hoping that they will be able to send one unit yet this year.

The Wisconsin ARNG was going to come this year but they are now saying next year. So we sill see.

Other issues that we discussed were; in regards to installing a water meter at 5th Street and Chino, this is the same location last year. We need to have an account for miscellaneous

supplies established at B & D Lumber. We need to insure that Maddocks and Sons are in the loop and are prepared to support our needs.....

.....Annotated

(b)(6)

Commander, Task Force Douglas

(b)(6)

Mobile: (b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 25 January 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number (b) (7)(E)
passcode

ACTION ITEMS

1. Ephraim Ridge Report	(b)(6)
2. Nogales schematic design re-alignment	
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	
5. APS drop and meter in Douglas for deployment electric supply	
6. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
7. Fix gate at (b)(6) property	
8. Determine if cold mix asphalt can be used in LWCs	
9. Plans of Tunnel and access design forwarded to POE for additional comments	
10. Follow-up on Asphalt and stormwater issues	
11. Copy of Tucson BA to (b)(6)	
12. Enforcement data to (b)(6) for BA	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard (b)(6)
Scheduled Deployments FY'05
Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw
Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw
Douglas 1 June 2005 Wisconsin ANG in June and July (3 rotations) Douglas, West of POE, Patrol Roads & landing mat fence.

JTF-N (b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. Request power supply needed by 1 April at the Douglas Airport.

Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05

Naco east 1 to 2 miles patrol roadway construction

Douglas 2 to 4 LWCs

ENGINEERING

Baker Eng.

(b)(6)

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW and funding.

Naco, 10-Mile Roadway

SWPP Training and Quarterly/Annual Report Preparation

FY'05 Engineering Projects

(b)(6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

Whitewater Draw 404 Permit Commitment/obligation of the \$35,000 needed for mitigation

San Pedro River LWC BA

Vehicle Barriers - Tohono O'odham Nation (TON)

Temporary Vehicle Barriers, complete

The Ajo and Tucson Station RVS

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

REAL ESTATE

USACE - Sacramento

(b)(6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

**NLC - Laguna Nigel
Ephraim Ridge Report**

(b)(6)

**PROCUREMENT
AERC**

(b)(6)

Funds for Tucson Sector and tracking contracts and projects contained on the RWA's Castro Electric for APS hook-up in Douglas

**CONSTRUCTION
Kleinfelder**

(b)(6)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b) (7)(E)

-For a Password enter: (b) (7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

NEXT MEETINGS

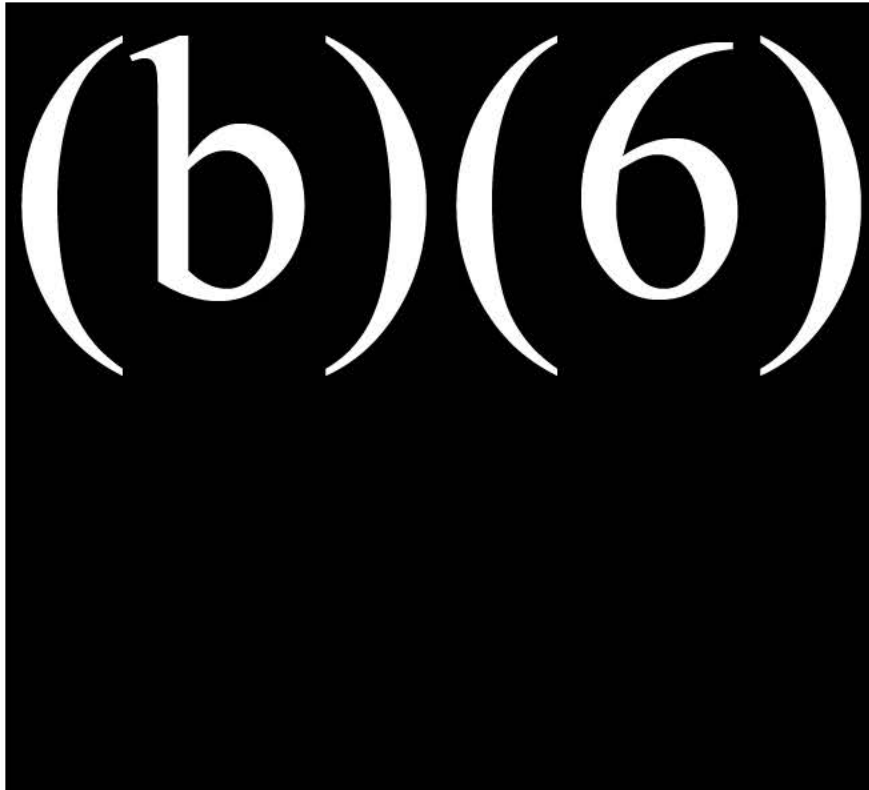
22 February 2005 @ 10:00 – Tucson Station

22 March 2005 @ 10:00 – Tucson Station

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING MINUTES

Meeting Date and Time: 17 February 2004 – HDR Phoenix, 10:00 am
 Meeting Location: HDR – Phoenix
 3200 E. Camelback, Suite 350
 Distribution Date: 18 February 2004
 Distributor: (b)(6)
 Distribution:



ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b)(6) and HDR	(b)(6)	Pending visit by HDR, GSRC, AERC, & USBP on 25 & 26 Feb.
2. SWPPP training – need proposed dates and costs for training		Kleinfelder conducting training this week
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit		Pending – (b)(6) to revise – test pits to be excavated by National Guard
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.		Pending comments from UPRR
5. Rent 6” forms for next JTF-6 deployment		Done

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	STATUS	
6. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All	Done	
7. Follow up on fencing for (b)(6) property in Douglas	(b)(6)	Done	
8. Temporary Vehicle Barrier locations for EA development, Various stations		pending	
9. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway		Pending meeting with (b)(6)(b)(7)(C) March	
10. (b)(6) Property fence SOW to (b)(6)		Done	
11. Lighting design test follow up with Castro Electric		Pending information from Castro Electric	
12. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe		Done	
13. Materials in La Tune re-ship to Nogales		Done	
14. ROEs for 10 February deployment copied to (b)(6)		Done	
15. Corrected Ephraim Ridge Report		Pending	
16. NGL Schematic Design Alignments to (b)(6)		Done	
17. Blanket ROE to USFS (b)(6)		Done	
18. Geotechnical Report on NGL 1 ½ mile to (b)(6)		Done	
19. 60% DGL 3.6 miles due 27 April 2004		pending	
20. 100% sealed DGL 4.3 miles due 23 March 2004		pending	
21. 100% Naco 10 mile 23 March 2004		pending	
22. 100% remainder of 5 miles East of POE 27 April 2004		pending	
ACTION Environmental Working Group		RESPONSIBLE	
1. Mitigation costs possible from BA to be provided to (b)(6) – Due 27 January		(b)(6)	Done
2. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December			pending
3. (b)(6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.			Done

RVS

Monthly report from IMC forwarded to interested parties via e-mail.

Access for RVS in the Douglas AO, see action item number 1 above.

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

MILITARY DEPLOYMENTS

Arizona National Guard (see attached schedule)

(b)(6)

WWD – West of DGL POE

Discussion of materials & equipment needed for deployment including 100 ton track hoe, temp water tank, precast box culvert and construction trailer all on site by 1 May.

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 20 soldiers, 1 to 15 May 2004

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)

28 and 29 January 2004, the AzANG toured the border with representatives from several units. Baker provided technical support.

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Douglas, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Naco (Fence & Barriers) 15-Mar to 15-Apr
- Nogales, Az USBP (Patrol Roads) Jul & Aug

ENGINEERING

Baker Eng. - updates, discussion and map of projects (see attached map)

Douglas, 13 Miles of Roadway (see action items)

Nogales, 1-1/2 Miles Roadway, follow up on Geotech with (b)(6)

Douglas, Lighting (5 Miles) Split East and West of the POE, Pre. & Final Design.
Pending NTP

Douglas, Construction Oversight, and Staking.
Underway now, Note JTF-6 deployment

Douglas, International Ditch, Preliminary and Final Design
Pending NTP

Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design
Pending NTP

Naco, Primary Fencing, Preliminary and Final Design
Pending NTP

Naco, Construction Oversight and Staking
Underway now, Note JTF-6 deployment

Nogales, Construction Oversight and Staking
Pending deployments and NTP, Not started

Nogales, Aerial West of Nogales
Example of photos presented by Baker Eng. in working drafts of deliverables

Nogales, Schematic Design
Preliminary layout presented

Sonoita, Preliminary Design
Preliminary layout presented

Permanent Survey Markers

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Not started
Temporary Vehicle Barriers
Not started
Naco, 10-miles Roadway, Preliminary and Final Design

ENVIRONMENTAL

GSRC - updates and discussion

PEIS Tucson & Yuma (AERC 225)

The Revised Draft PEIS for the Tucson/Yuma Sector Operations is still under review by the CBP Legal Counsel. Tucson PEIS will not begin until Feb 27th. Some comments have been received from outside agencies, such as BLM, and have already been incorporated to the Revised Draft. GSRC can provide an estimate for delivery of the public-ready draft until receipt of the legal comments.

BA – Operations – Tucson & Yuma (AERC 51)

The Tucson BA was submitted to the USFWS on 14 January. No comments have been received thus far. The USFWS (Phoenix) is still working on the Draft BO for the Yuma operations. The group decided not to send an official letter to the USFWS, but wait until the end of February to reconsider whether one should be sent. In the meantime, (b)(6) will contact (b)(6) and urge him to get us a draft BO. The group also discussed the future standard procedures for providing internal copies to outside agencies. The consensus was to send an early coordination letter to affected agencies, particularly to those with lands in the project area and request their participation as a cooperating agency. If an affirmative response is received, then a project specific MOA would be developed. GSRC cautioned the team about releasing Section 7 consultation documents to outside agencies, other than Native American Nations whose lands are affected.

Whitewater Draw 404 Permit

The Whitewater Draw permit application is still in process. (b)(6) is developing a SOW to send to GSRC for the development of a mitigation plan at the City of Douglas' restoration project. (b)(6) will call (b)(6) and urge him to issue the 404 permit with the condition that the restoration plan be completed and implemented by a certain date. (b)(6) requested authorization to conduct geo-technical investigations within WWD in early March. Kleinfelder will send GSRC the testing plan, with hole locations and volumes. GSRC will contact (b)(6) to see if this action can be completed under NWP 18 (minor discharges) while the 404 IP is still pending.

Checkpoint (b)(7)(E) (AERC 227)

The Tucson checkpoint (b)(7)(E) Final EA and FONSI has been distributed.

Checkpoints (b)(7)(E) (AERC 499)

The Tucson checkpoints (b)(7)(E) FONSI has been signed and sent to GSRC. The Final EA will be sent out by the end of this week or early next week depending upon the NOA being published.

Cabeza Prieta Road Report

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

The Cabeza Prieta road report has been finalized and submitted.

The Tucson Phase I ESA will be sent out this week or early next week.

(b)(6) has requested that on future documents, we refer to these as Environmental Baseline Surveys (EBS) to avoid confusion with the Endangered Species Act (ESA).

Phase 1 for the Ajo garage

The Phase I ESA for the Ajo garage has been approved by (b)(6) (no need to change from ESA to EBS for this project). GSRC will send the final out this week.

Ajo Station expansion EA

GSRC has been waiting for access to conduct the field surveys for the Ajo Station expansion EA. (b)(6) indicated that we had all the ROEs and approval from BLM to conduct the surveys.

Naco BA

(b)(6) GSRC, HDR and Naco Station OBP conducted a site visit with the USFWS, BLM, AzDGF, and IBWC on 3 February 2004. Various alternative designs including Bailey bridge, concrete low water crossing, culverts, gabions, were discussed. An alternate location at the border was also discussed and was actually preferred by BLM to help deter ICs.

Temporary Vehicle Barriers (Nogales, Sonoita, Tucson, Casa Grande & Ajo Stations)

(b)(6) provided project locations from Tucson, Casa Grande and Ajo stations for the Temporary Vehicle Barriers. There is still some data needed from Sonoita. (b)(6) stated that TON has requested permanent VB on the Nation rather than TVB. These changes will require a modification and possibly a separate EA for the permanent VB. GSRC will map out the locations and inform (b)(6) about out of scope items. The group agreed that the TON project be a complete separate document since it is a different type of barrier requiring ground disturbances and is wholly on the TON.

Sonoita

(b)(6) completed the ROEs for the Sonoita road work, but not all of the ROEs for all of the access roads were granted. Sonoita is considering looking at other access roads. (b)(6) will coordinate with Sonoita to identify these new access roads. GSRC also reminded the group that the current SOW includes only improvements to the existing roads; if engineering designs indicate that cut and fill activities (or new roads) are needed that go beyond the survey corridor that is scoped, a modification might be necessary. Once the new roads and the preliminary designs are developed, GSRC will assess whether a modification is necessary.

Nogales Schematic Design

The ROEs for Nogales are also dependent upon the 15% design from Baker, which has recently changed. The ROEs are needed prior to the conduct of GSRC's field surveys.

RVS EA for Tucson and Ajo Station

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

The Ajo and Tucson Station RVS EAs require ROEs in order to initiate the field surveys. (b)(6) has one more ROE to obtain from the City for the Tucson Station. One ROE from the NPS is also needed for the Ajo Station RVS.

Additional items:

(b)(6) needs to resubmit the Tucson strategy document.

GSRC will develop a map of the completed environmental projects along the Arizona border.

REAL ESTATE

USACE – (b)(6)

2 March 2004 meeting and conference call scheduled in Phoenix with (b)(6) regarding Nogales RE issues and acquisition plan. (b)(6) conducted a site visit and contacted land owners last week in Nogales. (b)(6) plans 22 March 2004 meeting with (b)(6) in Douglas to discuss Cattleman's road alignment.

Douglas Lighting (5 Miles) Split East and West of the POE

No action at this time

Douglas, 13-Miles Roadway West of POE

Douglas, International Ditch

No action at this time

Naco, Lighting (5 Miles) Split East and West of the POE

No action at this time

Nogales, 2-Miles Roadway East of POE (see notes above)

Nogales, Construction & ROW Acquisition (Pending Alignments)

No action at this time

Nogales, Schematic Design

All ROE's have gone out for 10 miles west and 5 miles east of POE

Sonoita, Preliminary Design, and Coordination

Alignments must be revised due to private property owner issues. (see action items regarding Sonoita EA.

Permanent Survey Markers

No action at this time

Temporary Vehicle Barriers

No action at this time, pending location from (b)(6) and possible revised SOW for GSRC to work on the TON. (see action items)

Western Region – (b)(6)

Ephraim Ridge Reclamation

(b)(6) provided an incomplete report in December on Ephraim Ridge land acquisition. Pending

PROCUREMENT

Naco & Douglas deployments (JTF-6)

April deployment into Naco (JTF-6)

May deployment into Douglas at Whitewater Draw (National Guard)

CONSTRUCTION

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Report from (b)(6) on shooting incident in Naco
Report From Kleinfelder, deployments just beginning, (b)(6) working on issues regarding survey concerns in east of POE in Douglas.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b)(6) and HDR	(b)(6)
2. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
3. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
4. Follow up on fencing for (b)(6) property in Douglas	
5. Temporary Vehicle Barrier locations for EA development, Various stations	
6. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	
7. Lighting design test follow up with Castro Electric	
8. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe	
9. Corrected Ephraim Ridge Report	
10. 60% DGL 3.6 miles due 27 April 2004	
11. 100% sealed DGL 4.3 miles due 23 March 2004	
12. 100% Naco 10 mile 22 June 2004	
13. 100% remainder of 5 miles East of POE 27 May 2004	
14. Follow up meeting with (b)(6) 2 March in Phoenix, conference call in legal	All
15. Check on unit capability in Naco to see if they can move the 1" pvc waterline in the way.	(b)(6)
16. Conference call on budgets within the next few weeks	
17. e-mail DGL & NCO deployment contacts	
18. (b)(6) to provide BLM ownership to (b)(6) (b)(6) for distribution to the PDT	
19. New roadway alignments in NGL to be provided to the USFS by (b)(6) once information is provided by (b)(6)	
ACTION	RESPONSIBLE
Environmental Working Group	
1. (b)(6) regarding draft BO	(b)(6)
2. SOW development and processing for GSRC continued work on WWD	
3. Contact (b)(6) regarding 404 permit issuance on a government to government level	
4. Revised Sonoita alignments and possible SOW revisions ASAP	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
5. Check on MOU / MOA and the Southwest Strategy, report back next PDT	(b)(6)

NEXT MEETINGS

- 23 March 2004 – Tucson Station, 10:00 am**
- 27 April 2004 – HDR Phoenix, 10:00 am**
- 25 May 2004 – Tucson Station, 10:00 am**
- 22 June 2004 – HDR Phoenix, 10:00 am**
- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

DATE: 17 February 2004 TIME: 10:00

US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN

LOCATION: HDR -

TUCSON SECTOR

(b) (6)

NOGALES STATION

(b) (6)

DOUGLAS STATION

(b) (6)

SONOITA STATION

(b) (6)

NACO STATION

(b) (6)

CASA GRANDE STATION

(b) (6)

YUMA SECTOR

(b) (6)

CONSULTANT TEAM

HDR

(b)(6)

(b)(6)

BAKER

(b)(6)

GSRC

(b)(6)

Kleinfelder

(b)(6)

BPSCC

(b)(6)

DHS

(b)(6)

CORPS OF ENGINEERS

(b)(6)

IBWC

(b)(6)

JTF-6

(b)(6)

AZ NATIONAL GUARD

(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

OTHER

NAME:

(b)(6)

AFFILIATION:

DHS

ADDRESS:

Washington D.C.

E-MAIL:

(b)(6)

PHONE:

FAX:

DATE: 17 February 2004 TIME: 10:00

**US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN**

LOCATION: HDR –

NAME: **(b)(6)** AFFILIATION: BLM
ADDRESS: **(b)(6)** E-MAIL: **(b)(6)**
Phoenix, Az. 85004 PHONE: **(b)(6)** FAX: **(b)(6)**

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

FY'04 TUCSON SECTOR DEPLOYMENTS

Task Name	2nd Quarter		3rd Quarter			4th Quarter	
	Feb	Mar	Apr	May	Jun	Jul	Aug
Naco, Az							
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0							
JTF-6 (307th Red Horse - 4 Miles of AM2 Matting Fence) JT-3998-04							
JTF-6 (MWSS 373 - 4 Caps for the LWC's) JT-4070-04							
Douglas, Az East of POE							
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04							
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04							
Nogales, Az							
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04							
Douglas, Az (Whitewater Draw - West of POE)							
Oregon National Guard 2 - 2 week deployments							
Alaska National Guard							
Douglas, Az (West of POE)							
Illinois National Guard (LWCs @ King Ranch Rd.)							

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

FOR CORRECTIONS PLEASE CONTACT

as of 8 December 2003

(b)(6)

Minutes – Teleconference
Whitewater Draw Mitigation
30 January 2004

Attendees:

(b)(6)

A potential mitigation site for the impacts to wetlands from the Whitewater Draw construction project was the main focus of the discussion. GSRC explained that the city of Douglas was interested in allowing the Office of Border Patrol (OBP) to assist with the restoration of an unnamed drainage that is a tributary to WWD and for which the City is interested in making a natural area. The city also intends to offset impacts to jurisdictional areas they will sustain while constructing the 3rd Street extension.

Everyone was in agreement that this was a good mitigation site, since OBP would not have to incur the cost of land acquisition, but only pay for the restoration efforts and the submission of the Mitigation and Monitoring Plan. Also, since the site was recommended by (b)(6) at the USACE, it will likely be easily approved.

(b)(6) suggested that a memorandum of understanding between OBP and the city of Douglas be drafted. He stated that this could take several months. GSRC stated that a permit might be obtained through the submission of a letter to the USACE stating the intentions of the OBP to follow through on the Mitigation and Monitoring Plan as soon as possible. GSRC will submit the letter for review to (b)(6) on the 30th of January. Once the comments are received by GSRC on the letter it would be submitted to (b)(6) at the USACE for approval.

(b)(6) suggested a call be placed to (b)(6) prior to sending the letter to inform him of the content of the letter and the urgency of this project. Also, a follow up call will be placed after (b)(6) has received the letter, and record of the conversation be mailed out to all.

Conference Call concluded

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 17 February 2004 – HDR Phoenix, 10:00 am
Meeting Location: HDR – Phoenix (Map Attached)
3200 E. Camelback, Suite 350

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b)(6) and HDR	HDR & (b)(6)
2. SWPPP training – need proposed dates and costs for training	(b) (6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
4. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
5. Rent 6” forms for next JTF-6 deployment	
6. 28 and 29 January 2004, the AzANG will tour the border with representatives from several units. Baker will provide technical support.	All
7. Follow up on fencing for (b)(6) property in Douglas	(b) (6)
8. Temporary Vehicle Barrier locations for EA development, Various stations	
9. (b)(6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway	
10. (b)(6) Property fence SOW to (b)(6)	
11. Lighting design test follow up with Castro Electric	
12. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe	
13. Materials in La Tune re-ship to Nogales	
14. ROEs for 10 February deployment copied to (b)(6)	
15. Corrected Ephraim Ridge Report	
16. NGL Schematic Design Alignments to (b)(6)	
17. Blanket ROE to USFS (b)(6)	Kleinfelder
18. Geotechnical Report on NGL 1 ½ mile to (b)(6)	(b) (6)
19. 60% DGL 3.6 miles due 27 April 2004	
20. 100% sealed DGL 4.3 miles due 23 March 2004	
21. 100% Naco 10 mile 23 March 2004	
22. 100% remainder of 5 miles East of POE 27 April 2004	
ACTION Environmental Working Group	RESPONSIBLE

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
1. Mitigation costs possible from BA to be provided to (b)(6) - Due 27 January	(b)(6)
2. Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation - Due 31 December	
3. (b)(6) to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	

10:15 – 10:20 RVS

Monthly report from IMC forwarded to interested parties via e-mail.

Access for RVS in the Douglas AO

10:20 – 10:45 MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6) updated the PDT:

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers, 1 to 15 May 2004

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)
- 28 and 29 January 2004, the AzANG tour of the border with representatives from several units. Baker provided technical support.

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Douglas, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Naco (Fence & Barriers) 15-Mar to 15-Apr
- Nogales, Az USBP (Patrol Roads) Jul & Aug

10:45 – 11:15 ENGINEERING

Baker Eng. - updates, discussion and map of projects

Douglas, 13 Miles of Roadway

Nogales, Tunnels, Preliminary & Final Design

Formal comment matrix pending. Comments from Union Pacific Rail Road are outstanding.

Nogales, 1-1/2 Miles Roadway, follow up on Geotech with (b)(6)

Douglas, Lighting

(5 Miles) Split East and West of the POE, Preliminary and Final Design.

Not started

Douglas, Construction Oversight, and Staking.

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

Note JTF-6 deployment
Douglas, International Ditch, Preliminary and Final Design
Not started
Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design
Not started
Naco, Primary Fencing, Preliminary and Final Design
Not started
Naco, Construction Oversight and Staking
Note JTF-6 deployment
Nogales, Construction Oversight and Staking
Not started
Nogales, Aerial West of Nogales
Not started
Nogales, Schematic Design
Not started
Sonoita, Preliminary Design
Not started
Permanent Survey Markers
Not started
Temporary Vehicle Barriers
Not started
Naco, 10-miles Roadway, Preliminary and Final Design

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
BA – Operations – Tucson & Yuma (AERC 51)
Whitewater Draw 404 Permit
Checkpoint (b) (7)(E)(AERC 227)
Checkpoints (b) (7)(E)(AERC 499)
Naco BA
Temporary Vehicle Barriers (Nogales & Sonoita Stations)
Sonoita
Nogales Schematic Design
RVS EA for Tucson and Ajo Station
Cabeza Prieta Road Report
ESA for the Ajo garage

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b)(6)
Douglas Lighting (5 Miles) Split East and West of the POE
No action at this time
Douglas, 13-Miles Roadway West of POE
Douglas, International Ditch
No action at this time

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Naco, Lighting (5 Miles) Split East and West of the POE

No action at this time

Nogales, 2-Miles Roadway East of POE

Nogales, Construction & ROW Acquisition (Pending Alignments)

No action at this time

Nogales, Schematic Design

All ROE's have gone out for 10 miles west and 5 miles east of POE

Sonoita, Preliminary Design, and Coordination

Permanent Survey Markers

No action at this time

Temporary Vehicle Barriers

No action at this time

Western Region – (b)(6)

Ephraim Ridge Reclamation

(b)(6) provided an incomplete report on Ephraim Ridge land acquisition. Report must be resent due to technical errors.

1:30 – 1:45 PROCUREMENT

Naco & Douglas deployments (JTF-6)

April deployment into Naco (JTF-6)

May deployment into Douglas at Whitewater Draw (National Guard)

1:45 – 2:00 CONSTRUCTION

Report From Kleinfelder

OTHER ITEMS

NEXT MEETINGS

23 March 2004 – Tucson Station, 10:00 am

27 April 2004 – HDR Phoenix, 10:00 am

25 May 2004 – Tucson Station, 10:00 am

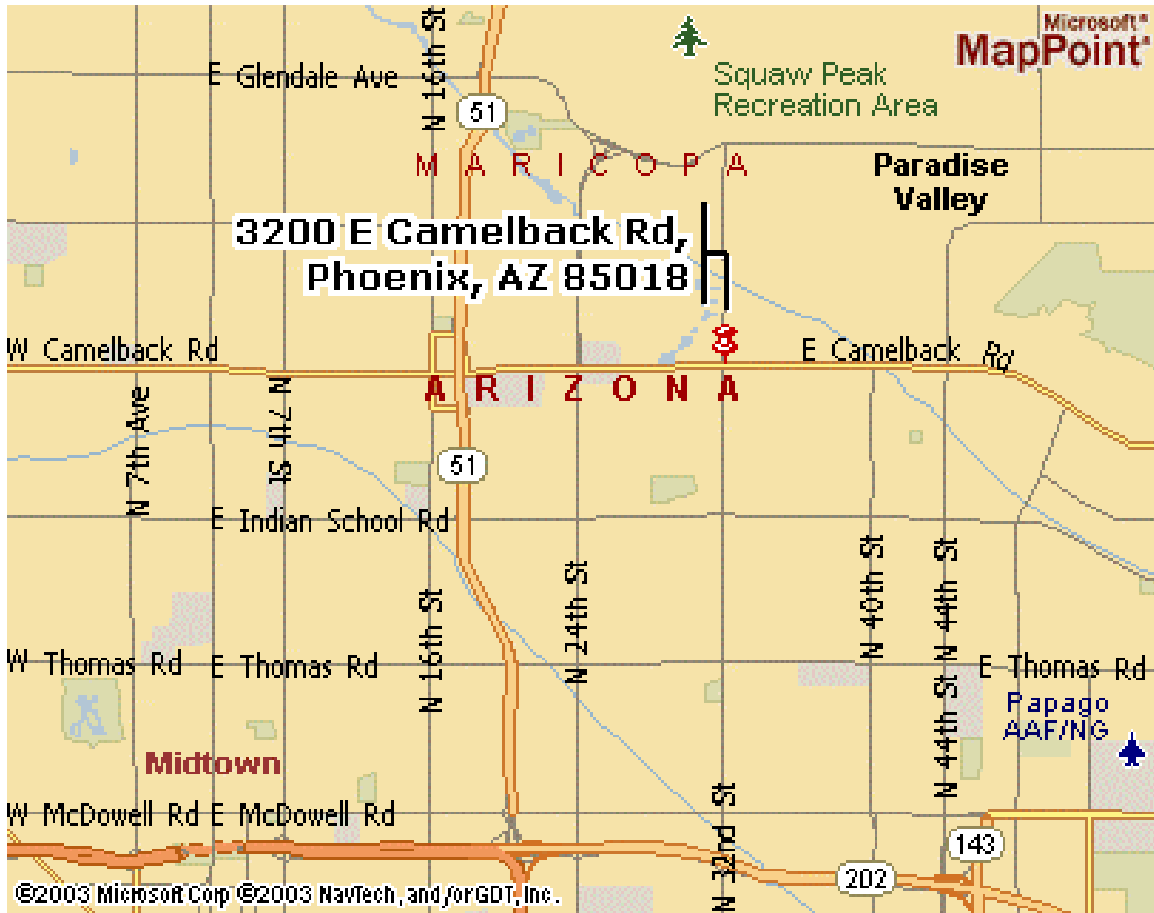
22 June 2004 – HDR Phoenix, 10:00 am

27 July 2004 – Tucson Station, 10:00 am

24 August 2004 – HDR Phoenix, 10:00 am

14 September 2004 – Tucson Station, 10:00 am

Phoenix – HDR Offices
Suite #350 3200 E. Camelback Road
Phoenix, AZ 85018-2311
(602) 522-7700



Located at the Northeast corner of 32nd St. & Camelback

There is not an off ramp on SR51 at Camelback. Suggested route is to take the 202 to 32nd Street north to Camelback Road.

Suite 350 is on the south end of the building, 3rd floor. Please use the elevator at the far southern end of the building.

FY'04 TUCSON SECTOR DEPLOYMENTS

Task Name	2nd Quarter		3rd Quarter			4th Quarter	
	Feb	Mar	Apr	May	Jun	Jul	Aug
Naco, Az							
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0							
JTF-6 (307th Red Horse - 4 Miles of AM2 Matting Fence) JT-3998-04							
JTF-6 (MWSS 373 - 4 Caps for the LWC's) JT-4070-04							
Douglas, Az East of POE							
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04							
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04							
Nogales, Az							
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04							
Douglas, Az (Whitewater Draw - West of POE)							
Oregon National Guard 2 - 2 week deployments							
Alaska National Guard							
Douglas, Az (West of POE)							
Illinois National Guard (LWCs @ King Ranch Rd.)							

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

FOR CORRECTIONS PLEASE CONTACT

as of 8 December 2003

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 17 February 2004 – HDR Phoenix, 8:30 am
Meeting Location: HDR – Phoenix (Map Attached)
3200 E. Camelback, Suite 350

MEETING PURPOSE

TCA PDT EWG Meeting

ACTION	RESPONSIBLE
Environmental Working Group	
Mitigation costs possible from BA to be provided to (b) (6) Due 27 January	(b) (6)
Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation – Due 31 December	
Mark to e-mail those items he needs GSRC and HDR to prepare for development of mitigation costs.	

NON-PDT

- a) PEIS Tucson & Yuma (AERC 225)
- b) Checkpoints (b)(7)(E)AERC 499
- c) Checkpoint (b)(7)(E) (AERC 227)
- d) BA – Operations – Tucson & Yuma (AERC 51)
- e) RVS EA for Tucson and Ajo Station

PDT

- a) Douglas Whitewater Draw
- b) Sonoita
- c) Nogales Schematic Design
- d) Temporary Vehicle Barriers (Nogales & Sonoita Stations)
- e) Naco BA
- f) Douglas Dip 5
- g) Strategy Document

NEXT MEETINGS

23 March 2004 – Tucson Station, 10:00 am
27 April 2004 – HDR Phoenix, 10:00 am
25 May 2004 – Tucson Station, 10:00 am
22 June 2004 – HDR Phoenix, 10:00 am
27 July 2004 – Tucson Station, 10:00 am
24 August 2004 – HDR Phoenix, 10:00 am
14 September 2004 – Tucson Station, 10:00 am

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

Conference Call in: please use AERC number (b)(7)(E) Pass code for all participants is (b)(7)(E) The regularly scheduled PDT begins at 10:00 am Mountain Time

Meeting Location

Phoenix – HDR Offices
Suite #350 3200 E. Camelback Road
Phoenix, AZ 85018-2311
(602) 522-7700



Located at the Northeast corner of 32nd St. & Camelback

There is not an off ramp on SR51 at Camelback. Suggested route is to take the 202 to 32nd Street north to Camelback Road.

Suite 350 is on the south end of the building, 3rd floor. Please use the elevator at the far southern end of the building.

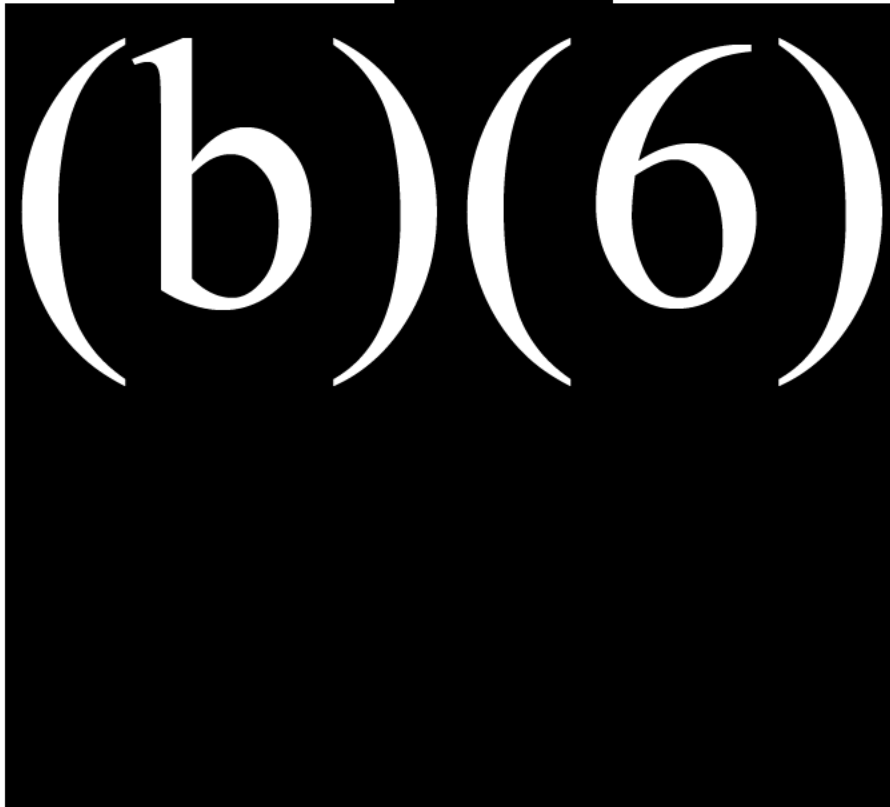
TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 22 February 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

Number
passcode

(b) (7)(E)



INTRODUCTIONS

(see attached sign-in sheet)

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Nogales schematic design re-alignment – Pending new contract	(b)(6)	Pending
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.		Pending
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Pending

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
4. Follow-up on Asphalt and stormwater issues	(b)(6)	Pending – Due in 5 working days
5. Sonoita Border Road PDEA internal comment deadline has been extended until 18 February.		Done
6. SOW and contract in place for construction admin. Support beginning with deployment into Whitewater Draw 12 February.		Done
Environmental Working Group		
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit		Pending RWA
2. SOW and fee proposal for TON permanent vehicle barriers	(b)(6) & GSRC	Pending

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b)(6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw

Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw (**subsequent information indicates this unit may be available**)

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N

(b)(6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March

Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

ENGINEERING

Baker Eng.

(b)(6)

Douglas, Lighting (5 Miles)

Coordination with APS and design are pending

Douglas, 13-Mile Roadway

Design of the western 2.5 miles is near complete. PDFs of the product will be forwarded by Baker to the PDT. This area is into Naco AO. (b)(6) need copies.

Douglas, International Ditch

Coordination meetings have begun between Baker and those associated with the project in Douglas including representatives from the Station. Proposed cross sections were presented.

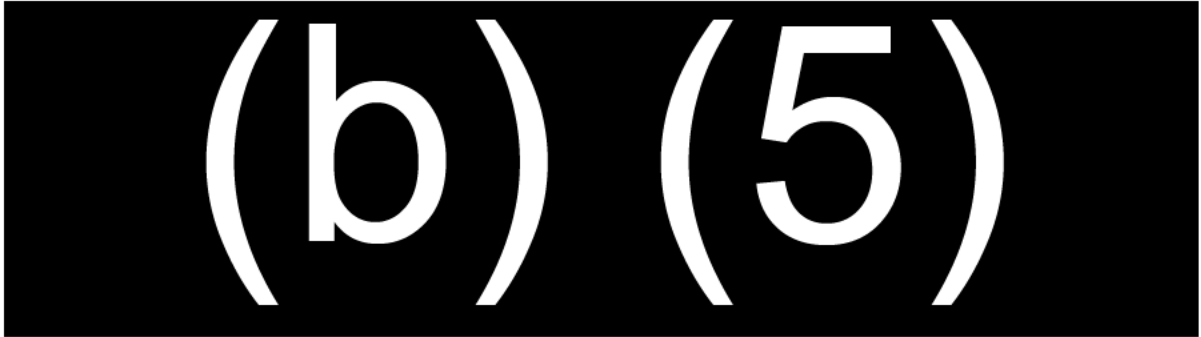
Naco, Lighting (5 Miles)

Lights have been located/depicted on construction drawings.

Nogales, Schematic Design

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Realignment is pending new SOW or possibly reduction of project to fit funding schedule. No firm recommendations were made, but (b)(6) recommended reducing the scope of the 10-mile schematic design because of extensive real estate issues, lack of funding to construct the entire 10-miles in the foreseeable future and this project is a hold over from 2003 when funding levels and processes were different (such as smaller compact fully designed projects as opposed to linear/large schematic designs). Subsequent to the meeting (b)(6) provided these comments:



Naco, 10-Mile Roadway

Final design completed. Copies of drawings will be distributed by Baker Eng.

FY'05 Engineering Projects

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita

(b)(6)

ENVIRONMENTAL

GSRC

PEIS Tucson & Yuma (AERC 225)

The public comment-response matrix for the Revised Draft PEIS for the Tucson/Yuma Sectors will be submitted for internal review on 4 March. Once the responses, and approach for proposed revisions, are approved, revisions to the Final PEIS can be initiated.

Tucson BA

The Tucson BA will be delayed until 25 March due to issues regarding the lack of ABCI enforcement data, per the Section 7 emergency consultation; (b)(6) and GSRC will have an off-line discussion with USFWS regarding how to present the data. (b)(6) suggested that we will at least have to present qualitative data (e.g., off-road occurred occasionally in X areas, frequently in Y area, etc.). The BA will also need to identify potential conservation measures, schedule for implementation of conservation measures, and expected range of yield from the conservation measures for the groundwater issues. The EWG agreed to use the Fort Huachuca mitigation numbers, instead of those generated by OSI, for the BA. (b)(6) stated that the BA would have to address the actions associated with the PEA and UVA; (b)(6) replied that OSI would have to provide that information, instead of GSRC generating it.

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

Ephraim Ridge ESA is still pending; the lease for the entire site might be required due to economic remnant issues- (b)(6) will check with (b)(6) about this issue. The EWG discussed the possibility of supplementing the Nogales Various Infrastructure EA to include

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

lease of this land, relocating permanent lights, and improving existing roads. No definitive decision was made.

Whitewater Draw 404 Permit

The WWD MOA is still under review and consideration by the City of Douglas and USACE Los Angeles District. (b)(6) has not received the RWA as yet. (b)(6) reported that Phelps Dodge has verbally agreed to deed the site to the city of Douglas, but the agreement will not be finalized until 60-90 days. (b)(6) reminded the group that the temporary impact areas will need to be restored and that once all construction within the WUS is complete, we will need to notify the USACE Los Angeles District.

San Pedro River LWC BA

No additional effort has been expended on the San Pedro River LWC BA. (b)(6) will provide more detailed conceptual designs for the LWC. If BA is completed soon, there will only be a need to address the Huachuca water umbel, since the Critical Habitat for the fishes was removed. The project will still need to be designed to reduce sediment or there would be the potential for re-initiating consultation if the CH is designated again. Subsequent to the meeting (b)(6) provided the concept design (attached).

Vehicle Barriers - Tohono O'Odham Nation (TON)

The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) is being staffed. (b)(6) will need to get any additional comments on the SOW from (b)(6) (b)(6) et al.

Temporary Vehicle Barriers, complete

Sonoita Border Road

The Sonoita border road preliminary draft EA comment deadline was 18 February. (b)(6) stated that he had provided comments to (b)(6) (b)(6) reported that no comments have been received from USFS to date. (b)(6) will check with (b)(6) about the comments.

Tactical Infrastructure for Western Arizona

The current plan for the TIWAZ is to conduct 2 separate EAs--one for the BMGR vehicle barriers and one for the CPNWR vehicle barriers (using the Roosevelt Reservation only). A subsequent EIS would be prepared for the remaining TIWAZ components. The BMGR is scheduled to be completed by 14 March.

USPP

(b)(6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca.

Nogales Schematic Design

GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project. The Nogales 10-mile road project may be reduced to 2-mile roadway since funding is not available for the entire reach and will probably not be available for the next 3-5 years. The EWG discussed the possibility of rolling this into the Supplemental EA for Various infrastructure Projects, discussed above. Also see discussion under engineering.

Misc.

The Ajo Station EA will be converted to an EA for acquisition of land and development of the horse corral (this issue was inadvertently omitted from the EWG discussion)

(b)(6) has requested that AZGFD be included as a cooperating agency for all future projects for planning purposes. The EWG agreed to include AZGFD and other agencies, as requested, to participate in the planning stages and solicit comments regarding the projects.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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(b)(6) will send a draft MOU to (b)(6) for review. The MOU should state that all pre-planning documentation and discussions will not be disclosed to outside parties.

GSRC has been requested to submit a cost estimate to re-write the preliminary draft EA (PDEA) for the Ajo Station, relocation of saguaro cacti, and prepare the Section 404 permit applications.

GSRC is submitting a cost estimate for the Papago Farm Camp Detail today. The camp is scheduled to be implemented in May 2005. (b)(6) reported that a 15-day public comment period is not reasonable and we will provide for a 30-day comment period.

REAL ESTATE

USACE - Sacramento

(b)(6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey

Nogales Schematic Design

Sonoita Roadway pending coordination with BLM

NLC - Laguna Nigel

(b)(6)(b)(7)(C)

Ephraim Ridge Report

(b)(6) has agreed to assist in procuring the lease for the entire property. Pending review of his report by CBP legal little action will be taken except to prepare the SOW for the required Phase 1 which will include section 106 considerations.

PROCUREMENT

AERC

(b)(6)

No Report, except (b)(6) requested the BOM for the JTF-N deployment ASAP. Presently, the BOM will be prepared by 5 March. This is within the 90 day window requested by AERC. Once the BOM is in place, current inventory and contract capacity will be correlated with other deployments and items procured accordingly.

CONSTRUCTION

Kleinfelder

(b)(6)

Whitewater Draw construction by the Alaska Army National Guard is going well by all accounts. The deployment ends this Friday and they should have the wearing surface to the west of box culvert in place.

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b)(7)(E)

-For a Password enter: (b)(7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

1. Nogales schematic design re-alignment – Pending new contract	(b)(6)
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
Environmental Working Group	
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit	(b)(6) & GSRC
2. SOW and fee proposal for TON permanent vehicle barriers	

NEXT MEETINGS

22 March 2005 @ 10:00 – Tucson Station

26 April 2005 @ 10:00 – Tucson Station

24 May 2005 @ 10:00 – Tucson Station

28 June 2005 @ 10:00 – Tucson Station

26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)

NOGALES STATION

(b)(6)

DOUGLAS STATION

(b)(6)

SONOITA STATION

(b)(6)

NACO STATION

(b)(6)

CASA GRANDE STATION

(b)(6)(b)(7)(C)

TUCSON STATION

(b)(6)

CONSULTANT TEAM

BAKER

(b)(6)

GSRC

(b)(6)

KLEINFELDER

(b)(6)

BPSCC

(b)(6)

CORPS OF ENGINEERS

(b)(6)

JTF- N

(b)(6)

DHS

(b)(6)

IBWC

(b)(6)

AZ NATIONAL GUARD

(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

BLM

(b)(6)

OTHER

NAME: _____ AFFILIATION: _____
ADDRESS: _____ E-MAIL: _____
PHONE: _____ FAX: _____

(b) (7)(E)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 February 2005 @ 10:00 am
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call In Number

(b)(7)(E)

INTRODUCTIONS

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)	
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.		
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
4. Follow-up on Asphalt and stormwater issues		
5. Sonoita border road PDEA internal comment deadline has been extended until 18 February.	All	
6. SOW and contract in place for construction admin. support beginning with deployment into Whitewater Draw 12 Febuary.	(b) (6)	
Environmental Working Group		
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit		
2. SOW and fee proposal for TON permanent vehicle barriers	GSRC	

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw (update attached)

Douglas 11 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected

Naco (only) 10 April to 20 May 2005 JT4159-05, 60 personnel expected

Naco east 1 to 2 miles patrol roadway construction

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

(b) (6)

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design Realignment is pending new SOW.

Naco, 10-Mile Roadway

FY'05 Engineering Projects

(b) (6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge (Phase I ESA for Ephraim Ridge)

Whitewater Draw 404 Permit

San Pedro River LWC BA

Vehicle Barriers - Tohono O'Odham Nation (TON)

Temporary Vehicle Barriers, complete

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

REAL ESTATE

USACE - Sacramento

(b) (6)

Douglas, International Ditch

Nogales, 2-Miles Roadway East of POE, pending new Baker contract

Nogales Schematic Design, pending boundary survey

Sonoita Roadway

NLC - Laguna Nigel

(b) (6)

Ephraim Ridge, Pursuing a lease for entire property (update attached)

PROCUREMENT

AERC

(b) (6)

Needs BOM for Deployment into Naco 1 April (inventory and contract capacity may be enough for this deployment, needs verification)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

CONSTRUCTION

Kleinfelder

(b) (6)

Update on construction at WWD in Douglas

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter (b)(7)(E)

-For a Password enter: (b)(7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

NEXT MEETINGS

22 March 2005 @ 10:00 – Tucson Station

26 April 2005 @ 10:00 – Tucson Station

24 May 2005 @ 10:00 – Tucson Station

28 June 2005 @ 10:00 – Tucson Station

26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Douglas - Whitewater Draw: Deployment of the Alaska Army National Guard

From: [REDACTED] (b) (6)

Sent: Monday, February 14, 2005 12:55 PM

To: [REDACTED] (b) (6)

[REDACTED] (b) (6)

Subject: AK ARNG Update As Of 02 14 05

Greetings attached you will find the operations order that I gave to the AK ARNG yesterday morning. The meat of the order is the "Mission" statement. It essentially tells the AK ARNG to finish the road 1,000 lf west of Whitewater and to grade the road out two miles west of Whitewater Draw. I told them that any deviation to this plan would have to be approved by me.

This morning we met and we were discussing the plans for the road. Due to extensive erosion on the south side of the road, I have ordered the Ak ARNG to construct a wing wall that ties in to the head wall of the first culvert. This idea was previously discussed with [REDACTED] (b) (6) of Baker Engineers. The wing hall will be approximately 10 feet in length 6 feet high and has a 19 inch base. The work effort for the crew is 30 hours and about 10 CY of cement. At this point the IRT will absorb the costs for the forming materials. We will order the cement from Maddox and Sons.

At this time AK has started the grading of the two miles of road.

Overall I am optimistic that the AK ARNG will perform in an admirable manner and they will accomplish their mission. Of course any and all of you are welcome any time on sight.

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Nogales: Ephraim Ridge Real Estate (lines removed not pertinent to Ephraim Ridge)

-----Original Message-----

From: (b) (6)

Sent: Friday, February 11, 2005 9:11 AM

To: (b) (6)

Cc:

Subject: Re:Ephraim Ridge

Importance: High

Hello (b) (6) Hope everything is well....

.....
Absolutely would afford all of you any assistance as well as coordinating
The lease for the entire property.

On this note let me provide you with an update as I think we maybe
Duplicating efforts already. We already sent the recommendation to counsel in
Indianapolis for the lease of the entire property, so we are well on our way. The adverse action that we have is that
the Land lord is looking compensation for previous years of use of his property for which we have already come to
an informal agreement but nothing can be done until we receive the go ahead from counsel. We had proposed a 5
year firm with a 5 year option for the property. I will keep you all informed to this effect. (FYI. The lease has to be
handled out of this office)

As to point 2; It would be more effective to achieve these task with a
Single point of contact and there really is no problem with the RVS as we have boiler plate leases that we have used
in the past. this task is much easier.

The overall intent is to make a single action lease that would afford us the
ability to perform all infrastructure required in support of DHS/CBP in the
area. Once we receive the go ahead from counsel things should move allot quicker than they have in the past.

Please feel free to call me if you have any further questions.

Thanks,

(b) (6)

United States, Department of Homeland Security
Bureau of Customs and Border Protection
National Logistics Center, Laguna Niguel
24000 Avila Road, (b) (6)
Laguna Niguel, CA 92677-3405

(b) (6) Office
(b) (6) fax
(b) (6) Cell

E-Mail: (b) (6)

Reply Separator

Subject: Ephraim Ridge

Author: (b) (6)

<SMTP
Date: 1/30/2005 2:54 PM

(b) (6) Can you provide us some assistance on Ephraim Ridge regarding two
Important issues.....

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
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- 1) Your relationship with the property owner has been very beneficial in the past, and the fact that the property has other CBP facilities on it... can you assist by contacting the property owner about a lease for the entire property?
- 2) Can you manage the lease along with your other project on the site. You need a lease for (RVS site) with assistance/resources from the PDT?

Your assistance and guidance in this real estate matter would be very helpful.

(b) (6)

Tactical Infrastructure Program Manager (Tucson Sector)

(b) (6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number

(b) (7)(E)

DISTRIBUTION

(b) (6)

INTRODUCTIONS

Welcome **(b) (6)** who will be replacing the retiring **(b) (6)**

(see attached sign-in sheet)

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Nogales schematic design re-alignment – Pending new contract	(b) (6)	No Report

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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ACTION	RESPONSIBLE	STATUS
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)	No Report
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Pending – sent to FW USACE Contracting
4. Follow-up on Asphalt and stormwater issues		Asphalt with volatiles not recommended – emulsified asphalt will be looked into
Environmental Working Group		
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit		Pending – RWA issued last Friday
2. SOW and fee proposal for TON permanent vehicle barriers	(b) (6) & GSRC	Pending – will be sent to GSRC this week

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel to complete Whitewater Draw

Douglas 5 to 25 June 2005 980th EnBN, Reserve Unit will source 50 personnel to repair erosion, complete previous deployments drainage features such as at the 10' cmp.

JTF-N

(b) (6)

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March

Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected from the 63rd EnBN out of Binning Georgia, Naco east 1 to 2 miles patrol roadway construction

(b) (6) noted that sourcing units for FY'06 was underway.

ENGINEERING

(b) (6)

Baker Eng.

Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway

Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues.

Douglas, International Ditch Data collection with the City of Douglas is ongoing, typical section developed and project lay out performed.

Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY'05 Engineering Projects

(b) (6)

The following SOW are developed and needing detail on project limits from the Stations. (b) (6)

(b) (6) to prepare fee proposal by next PDT:

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita

ENVIRONMENTAL

GSRC

(b) (6)

PEIS Tucson & Yuma (AERC 225) The public comment-response matrix for the Revised Draft PEIS for the Tucson/Yuma Sectors has been submitted for internal review. Draft responses, and approach for proposed revisions, will be issued for internal review by GSRC, then revisions to the Final PEIS can be initiated.

Tucson BA under informal consultation with USF&WS. BA should be back as a draft by 1 April 2005.

Ephraim Ridge SOW is to be forwarded to GSRC by (b) (6) Fee proposal will be due back. RWA 82J57FH will fund this effort.

Whitewater Draw 404 Permit The RWA for Whitewater Draw was received last Friday and the \$35,000 for mitigation can be obligated now. (b) (6) will follow-up with the City of Douglas on the status of the MOA for the wetland mitigation.

San Pedro River LWC BA (b) (6) provided an engineered schematic drawing of the project footprint in last months meeting minutes. Naco Station will comment on the operational requirements for the project to determine if the footprint needs to be changed.

Vehicle Barriers - Tohono O'Odham Nation (TON) looking at 45 miles of vehicle barrier out of a total border length of 65 miles. The TON wants permanent vehicle barrier. (b) (6) will process a SOW for GSRC to prepare an EA to perform this work. (b) (6) to be added to the distribution of TCA PDT meeting minutes and agendas

Temporary Vehicle Barriers, complete

Sonoita Border Road Revising pre draft EA and will be out for review shortly

Tactical Infrastructure for Western Arizona several documents will be prepared as noted below. For the current needs \$400,000 was to be programmed from the Tucson Sector and \$200,000 from the Yuma Sector to get started: 1) EIS for all roadway and infrastructure in the area; 2) EA for vehicle barrier on the Barry M Goldwater Range (BMGR) as a priority; 3) EA for vehicle barrier on the Cabeza Preita National Wildlife Refuge (CPNWR) as a priority; and 4) EA for roadway maintenance.

USPP (b) (6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca. Discussion of concerns with water usage by the Fort and possible impacts on Tactical Infrastructure.

Nogales Schematic Design GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project. The Nogales 10-mile road project may be reduced to 2-mile roadway since funding is not available for the entire reach and will probably not be available for the next 3-5 years.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

Cooperating Agency (AZF&G, etc.) (b) (6)
Sample MOA/MOU will be transmitted from (b) (6) at the Af&GD

REAL ESTATE

USACE - Sacramento (b) (6)
Douglas, International Ditch no report
Nogales, 2-Miles Roadway no report
Nogales Schematic Design no report
Sonoita Roadway no report

NLC - Laguna Nigel (b) (6)

Ephraim Ridge Report
Pending review of his report by CBP legal. (b) (6) to provide the legal reviewers contact information to (b) (6)

PROCUREMENT

AERC (b) (6)
1 and 10 April Deployments into Naco by JTF-N procurement underway and BOM material will be on-site for the deployments. Fort Worth contracting is handling the procurement at the direction of AERC.

CONSTRUCTION

Kleinfelder (b) (6)
Kleinfelder has (b) (6) lined up to inspect the 1 April deployment and (b) (6) for the 10 April deployment. Previous deployment updates can be found at the webpage below.

To access a website that has updates, go to:

- (b) (6)
- Click on the **Client Link** link at the left of the page.
 - Select **Border Patrol Construction Oversight** from the drop-down menu.
 - For a User Name enter: (b)(7)(E)
 - For a Password enter: (b)(7)(E)
(The User Name and Password are case-sensitive, so make sure you don't capitalize.)
 - Select the deployment you wish to view

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b) (6)
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3. Follow-up on Asphalt and stormwater issues	
4. NOI for deployments posted before 1 & 10 April deployments	
5. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	Information on POC doing legal review on Ephraim Ridge real estate report provided to (b) (6) for follow-up	(b) (6)
7.	Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b) (6)	
Environmental Working Group		
1.	Set aside \$35,000 for mitigation on Whitewater Draw 404 permit	
2.	SOW and fee proposal for TON permanent vehicle barriers	(b) (6) & GSRC
3.	Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b) (6) will follow-up with a broadcast e-mail on 12 April	GSRC & All DHS/USACE
4.	Tucson BA out for internal review by 1 April	GSRC
5.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	(b) (6)
6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	All
7.	Add (b) (6) of the TON to the PDT meeting distribution	(b) (6)

OTHER ITEMS

Roosevelt Proclamation attached to these minutes

NEXT MEETINGS

26 April 2005 @ 10:00 – Tucson Station

24 May 2005 @ 10:00 – Tucson Station

28 June 2005 @ 10:00 – Tucson Station

26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

(b) (7)(E)

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT

Secretary of State.

by the President of the United States.

A PROCLAMATION.

Whereas the inhabitants of the town of Nogales, which is situated within the Territory of Arizona, contiguous to the domain of the Republic of Mexico, are desirous of making entry as a townsite of the lands included within the limits of said incorporated town, under sections 2387, 2388 and 2389 of the Revised Statutes of the United States; and

Whereas it is necessary for the public welfare that a strip of land within said town, lying along the Mexican border, be reserved from the operation of the public land laws, and be kept free from obstruction, as a protection against the smuggling of goods between the United States and the Republic of Mexico;

Now, therefore, I, William McKinley, President of the United States, do declare and proclaim that there is hereby reserved from entry or settlement and set apart as a public reservation that certain strip, tract or parcel of land, belonging to the public domain of the United States, that lies within the Territory of Arizona, and is described as follows, to-wit:

Beginning at iron monument numbered one hundred and twenty-two (No. 122) on the International boundary line between the United States and Mexico; thence running west along said International boundary line one (1) mile; thence running north sixty (60) feet; thence running east on a line parallel to said International boundary line two (2) miles; thence running south sixty (60) feet to said International boundary line; thence running west along said International boundary line one (1) mile, to the place of beginning.

Provided that rights of way of railroads and other highways existing under present laws shall not be affected hereby; and

Provided further that the said strip, tract or parcel of land, reserved as aforesaid, may be used for a public highway, but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this twenty-fifth day of June, in the year of our Lord one thousand, eight hundred and ninety-seven, and of the Independence of the United States, the one hundred and twenty first.

SEAL

WILLIAM MCKINLEY

By the President:
John Sherman
Secretary of State.

As appears in Volume 30, United States Statutes at Large, pages 1763-66.

By the President of the United States of America,
A Proclamation.

WHEREAS, it is necessary for the public welfare that a strip of land lying along the boundary line between the United States and the Republic of Mexico be reserved from the operation of the public land laws and kept free from obstruction as a protection against the smuggling of goods between the United States and said Republic;

Now, therefore, I, THEODORE ROOSEVELT, President of the United States, do hereby declare, proclaim and make known that there are hereby reserved from entry, settlement or other form of appropriation under the public land laws and set apart as a public reservation, all public lands within sixty feet of the international boundary between the United States and the Republic of Mexico, within the State of California and the Territories of Arizona and New Mexico; and where any river or stream forms any part of said international boundary line, this reservation shall be construed and taken as extending to and including all public lands belonging to the United States which lie within sixty feet of the margin of such river or stream.

Excepting from the force and effect of this proclamation all lands which are at this date embraced in any legal entry or covered by any lawful filing, selection or rights of way duly of record in the proper United States Land Office, or upon which any valid settlement has been made pursuant to law, and the statutory period within which to make entry or filing of record has not expired; and also excepting all lands which at this date are embraced within any withdrawal or reservation for any use or purpose to which this reservation for customs purposes is repugnant; *Provided*, that these exceptions shall not continue to apply to any particular tract of land unless the entryman, settler or claimant continues to comply with the law under which the entry, filing or settlement was made, or unless the reservation or withdrawal to which this reservation is inconsistent continues in force; *Provided further*, that the said strips, tracts or parcels of land, reserved as aforesaid, may be used for public highways but for no other purpose whatever, so long as the reservation of same under this proclamation shall continue in force.

In WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 27th day of May in the year of our Lord one thousand nine hundred and seven, and of the Independence of the United States the one hundred and thirty-first.

[SEAL.]

THEODORE ROOSEVELT

By the President:

ELIHU ROOT

Secretary of State.

Name

Contact Info

EWG

(b) (6)

USACE
AGFD
CBP

(b) (6)

(b) (6)

USFWS
USBP
/m

(b) (6)

COL

NATIONAL GUARD

(b) (6)

SFC

National Guard

SSE

BAKER

BAKER

USIBWC

USBP Douglas

.. ..

USBP NACO

USBP SONORTA

USBP NACO

BLM

CBP

Kleinfelder

(b) (6)

BLM
USBP - Douglas
USBP - Douglas

Conference Call Line

EWG

(b) (6)

DHS

(b) (6)

ESRC

(b) (6)

AERC

(b) (6)

AZGF

(b) (6)

JTF-A

(b) (6)

BPSCC

(b) (6)

AIRC

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number (b) (7)(E)
passcode

INTRODUCTIONS

Welcome (b) (6) who will be replace the retiring (b) (6)

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
Environmental Working Group	
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit	(b) (6) & GSRC
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard (b) (6)
Scheduled Deployments FY'05
Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N (b) (6)
Scheduled Deployments FY'05
Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing
JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March
Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected
Naco east 1 to 2 miles patrol roadway construction

ENGINEERING

Baker Eng. (b) (6)
Douglas, Lighting (5 Miles)
Douglas, 13-Mile Roadway
Douglas, International Ditch

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Naco, Lighting (5 Miles)
Nogales, Schematic Design
Naco, 10-Mile Roadway

FY'05 Engineering Projects

2 additional miles of roadway in Douglas
relocation of lights in Nogales
2 additional miles of roadway in Nogales
4 miles in Sonoita

(b) (6)

ENVIRONMENTAL

GSRC

PEIS Tucson & Yuma (AERC 225)

Tucson BA

Ephraim Ridge

Whitewater Draw 404 Permit

San Pedro River LWC BA

Vehicle Barriers - Tohono O'Odham Nation (TON)

Temporary Vehicle Barriers, complete

Sonoita Border Road

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design

(b) (6)

Cooperating Agency (AZF&G, ect.)

(b) (6)

REAL ESTATE

USACE - Sacramento

Douglas, International Ditch

Nogales, 2-Miles Roadway

Nogales Schematic Design

Sonoita Roadway

(b) (6)

NLC - Laguna Nigel

Ephraim Ridge Report

Pending review of his report by CBP legal

(b) (6)

PROCUREMENT

AERC

1 and 10 April Deployments into Naco by JTF-N

(b) (6)

CONSTRUCTION

Kleinfelder

(b) (6)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

- Select **Border Patrol Construction Oversight** from the drop-down menu.
- For a User Name enter: **(b)(7)(E)**
- For a Password enter: **(b)(7)(E)**
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

NEXT MEETINGS

- 26 April 2005 @ 10:00 – Tucson Station**
- 24 May 2005 @ 10:00 – Tucson Station**
- 28 June 2005 @ 10:00 – Tucson Station**
- 26 July 2005 @ 10:00 – Tucson Station**
- 23 August 2005 @ 10:00 – Tucson Station**
- 13 September 2005 @ 10:00 – Tucson Station**

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 22 March 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting
Conference Call In Number
Number (b) (7)(E)
passcode

INTRODUCTIONS

Welcome (b) (6) who will be replace the retiring (b) (6)

ACTION ITEMS

1. Nogales schematic design re-alignment – Pending new contract	(b) (6)
2. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	
3. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
4. Follow-up on Asphalt and stormwater issues	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b) (6) & GSRC
2. SOW and fee proposal for TON permanent vehicle barriers	

MILITARY DEPLOYMENTS

Arizona Army National Guard (b) (6)
Scheduled Deployments FY'05
Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts, 125 personnel,

JTF-N (b) (6)
Scheduled Deployments FY'05
Naco (west) 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing
JT4000-05 - 307th Eng. Bn. 30 personnel expected. Back Brief scheduled for 3 March
Naco (east) 10 April to 10 May 2005 JT4159-05, 60 personnel expected
Naco east 1 to 2 miles patrol roadway construction

ENGINEERING

Baker Eng. (b) (6)
Douglas, Lighting (5 Miles)
Douglas, 13-Mile Roadway
Douglas, International Ditch

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

Naco, Lighting (5 Miles)
Nogales, Schematic Design
Naco, 10-Mile Roadway

FY'05 Engineering Projects
2 additional miles of roadway in Douglas
relocation of lights in Nogales
2 additional miles of roadway in Nogales
4 miles in Sonoita

(b)(6)(b)(7)(C)

ENVIRONMENTAL
GSRC

PEIS Tucson & Yuma (AERC 225)
Tucson BA
Ephraim Ridge
Whitewater Draw 404 Permit
San Pedro River LWC BA
Vehicle Barriers - Tohono O'Odham Nation (TON)
Temporary Vehicle Barriers, complete
Sonoita Border Road
Tactical Infrastructure for Western Arizona
USPP
Nogales Schematic Design

(b) (6)

Cooperating Agency (AZF&G, ect.)

(b) (6)

REAL ESTATE

USACE - Sacramento
Douglas, International Ditch
Nogales, 2-Miles Roadway
Nogales Schematic Design
Sonoita Roadway

(b) (6)

NLC - Laguna Nigel
Ephraim Ridge Report
Pending review of his report by CBP legal

(b) (6)

PROCUREMENT

AERC
1 and 10 April Deployments into Naco by JTF-N

(b) (6)

CONSTRUCTION

Kleinfelder

(b) (6)

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TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

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 - For a User Name enter: (b)(7)(E)
 - For a Password enter: (b)(7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

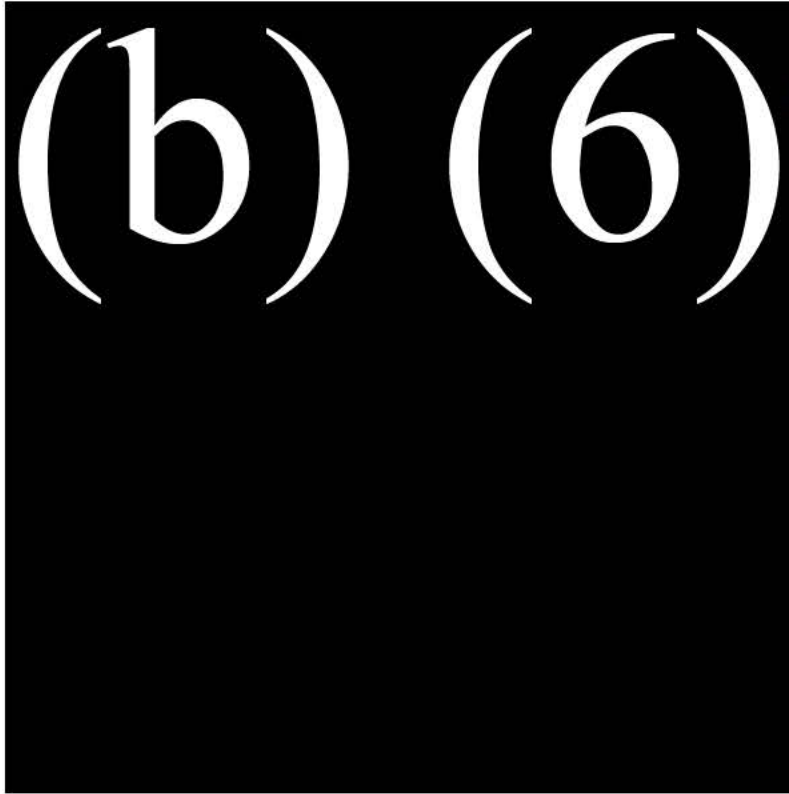
NEXT MEETINGS

- 26 April 2005 @ 10:00 – Tucson Station**
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**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING MINUTES

Meeting Date and Time: 23 March 2004 – 10:00 am
 Meeting Location: HDR Tucson
 Distribution Date: 24 March 2004
 Distributor: (b) (6)
 Distribution:



ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support – need purpose statement developed by HDR – access to sites reviewed by (b) (6) and HDR	HDR & (b) (6)	Pending, see action items from this PDT meeting
2. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	(b) (6)	Pending
3. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.		Pending
4. Follow up on fencing for (b) (6) property in Douglas		Done
5. Temporary Vehicle Barrier locations for EA development, Various stations		Done
6. (b) (6) to come up with acquisition plan and proceed with appraisals for Nogales 1 ½ mile roadway		Done

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	STATUS
7. Lighting design test follow up with Castro Electric	(b) (6)	Done, will use Baker Design instead
8. Fence details and BOM for Naco 4 Mile roadway deployment – redirected units from Organ Pipe	(b) (6) - Pending NTP	Done
9. Corrected Ephraim Ridge Report	(b) (6)	Pending
10. 60% DGL 3.6 miles due 27 April 2004		Pending
11. 100% sealed DGL 4.3 miles due 23 March 2004		Pending, due 27 April
12. 100% Naco 10 mile 22 June 2004		Pending
13. 100% remainder of 5 miles East of POE 27 May 2004		Pending
14. Follow up meeting with (b) (6) 2 March in Phoenix, conference call in legal	All	Done
15. Check on unit capability in Naco to see if they can move the 1" HDPEP waterline in the way.	(b) (6)	Done
16. Conference call on budgets within the next few weeks		Done
17. e-mail DGL & NCO deployment contacts		Done
18. Beau McClure to provide BLM ownership to (b) (6) (b) (6) for distribution to the PDT		Done
19. New roadway alignments in NGL to be provided to the USFS by (b) (6) once information is provided by (b) (6)		Done
ACTION Environmental Working Group	RESPONSIBLE	
1. (b) (6) to contact (b) (6) regarding draft BO	(b) (6)	Done
2. SOW development and processing for GSRC continued work on WWD		Done
3. Contact (b) (6) regarding 404 permit issuance on a government to government level		Done
4. Revised Sonoita alignments and possible SOW revisions ASAP		Done
5. Check on MOU / MOA and the Southwest Strategy, report back next PDT		Done

RVS

Monthly report from IMC not available. (b) (6) discussed sites they are attempting to have in place this summer. (b) (6) noted emphasis on TS's 106, 107, 108, 116, 129, 135, and 136.

AERC has not received any funding for Douglas/Wilcox RVS project. (b) (6) will check on status of funding for the RVS EAs in Douglas. Due by the next PDT.

MILITARY DEPLOYMENTS

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

Arizona National Guard (see attached schedule)

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 20 soldiers, 1 to 15 May 2004

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)

JTF-6

(b) (6) (no report)

Scheduled Deployments FY'04

- Naco, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Douglas, Az USBP (Patrol Roads) 10-Feb to 30-Mar
- Naco (Fence & Barriers) 307 Red Horse Canceled to be replaced, possibly with July deployment
- Nogales, Az USBP (Patrol Roads) Jul & Aug

ENGINEERING

Baker Eng. - updates and discussion by (b) (6)

Douglas, 3.6 miles 60% due 27 April 2004 (area east of the POE designated for JTF-6 deployments)

Douglas, 4.3 miles due 27 April 2004 (area west of POE designated for Army National Guard Deployments)

Douglas, Remaining 5-miles east of POE designated for JTF-6 due 27 May 2004

Douglas, Lighting (5 Miles) Split East and West of the POE, Pre. & Final Design.
Pending NTP

Douglas, Construction Oversight, and Staking.
Underway now, Note JTF-6 deployment

Douglas, International Ditch, Preliminary and Final Design
Pending NTP

Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design
Pending NTP

Naco, Primary Fencing, Preliminary and Final Design
Near Completion

Naco, Construction Oversight and Staking
Underway now, Note JTF-6 deployment

Nogales, 1-1/2 Miles Roadway, followed up on Geotech with (b) (6) remaining
outstanding report data to be provided to (b) (6) by Kleinfelder.

Nogales, Construction Oversight and Staking
Pending deployments and NTP, Not started

Nogales, Aerial West of Nogales
Example of photos presented by Baker Eng. in working drafts of deliverables

Nogales, Schematic Design
Preliminary layout presented last PDT

Sonoita, Preliminary Design
Preliminary layout presented, revised access determined due to property owners concerns.

Permanent Survey Markers

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Some started where survey has been performed for construction.

Temporary Vehicle Barriers

Not started

Naco, 10-miles Roadway, Preliminary and Final Design

100% due 22 June 2004

ENVIRONMENTAL

GSRC - updates and discussion

PEIS Tucson & Yuma (AERC 225)

The Revised Draft PEIS for the Tucson/Yuma Sector Operations is still under review by the CBP Legal Counsel. Some comments have been received from outside agencies, such as BLM, and have already been incorporated to the Revised Draft. GSRC can provide an estimate for delivery of the public-ready draft until receipt of the legal comments. In addition, there is an internal push to incorporate US Customs actions into the PEIS. (b) (6) was unavailable, so the EWG agreed to table the issue until a conference call can be conducted next week. The EWG decided to have a decision on the direction of the PEIS by 2 April 2004. (b) (6) asked if there any other operations that were planned or ongoing that needed to be included in the PEIS; (b) (6) reported that there were none to his knowledge.

BA – Operations – Tucson & Yuma (AERC 51)

The Tucson BA will need to be revised to include water usage by the Naco Station and to incorporate expanded ATV (if this is a real possibility) that (b) (6) (USFWS) reported was given to her. (b) (6) will continue to coordinate with USFWS to identify the source of the ATV information, since it was not identified in the ABC strategy report. (b) (6) also reported that the SW Border SPEIS had addressed UAV and manned reconnaissance missions and determined that no effect would occur. These missions are (b) (7)(E) (b) (7)(E) and would not impact T&E species in any way. (b)(6)(b)(7)(C) stated that JTF-6 probably prepares a CATEX or REC before each mission that is tiered to the SPEIS. (b) (6) requested that JTF-6 provide copies of these documents to CBP. (b) (6) will inform (b) (6) (b) (6) of this request.

Whitewater Draw 404 Permit

The Whitewater Draw permit has been received. The mitigation plan needs to be completed, reviewed and approved by the USACE Los Angeles /Phoenix Field Office 1 June. (b) (6) will get SOW and cost request to GSRC ASAP.

Checkpoints (b) (7)(E) (AERC 499)

The Tucson checkpoints (b)(7)(E) Final EAs and FONSI's have been distributed.

Cabeza Prieta Road Report

Cabeza Prieta Road Report has been finalized and submitted. Any additional work on the remaining 18 miles will need to be addressed in a NEPA document.

Tucson Phase I ESA

The Tucson Phase I ESA was revised and resubmitted last Friday; field work on the Ajo expansion area is on-going this week.

Naco BA

GSRC will need conceptual designs of the crossing at San Pedro to proceed

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

with the Naco BA. (b) (6) committed to have (b) (6) (HDR) complete his field trip assessment and provide some thoughts/ideas on the potential crossing designs.

The Temporary Vehicle Barriers EA

The Temporary Vehicle Barriers EA is being prepared. (b) (6) will provide additional locations for barriers within the Nogales Station.

Permanent Vehicle Barriers on the TON

GSRC provided a draft SOW for the permanent vehicle barriers on the TON. (b) (6) will obtain prior correspondence that CAG had with TON and forward to (b) (6)

Sonoita

Sonoita Station is now requesting a drag road be constructed next to the border road and to Forest Service Road 61. This additional effort will require a modification and additional ROEs, although the drag road along FS Road 61 should be entirely on USFS lands.

Nogales Schematic Design

The ROEs for Nogales are also dependent upon the 15% design from Baker. The current plan is to go 3 miles west of the commercial POE and 7 miles east of the east end of the planned 2 mile roadway improvements (i.e., total 9 miles east of the DiConcinni POE). The ROEs and design or footprint are needed prior to the conduct of GSRC's field surveys.

Ajo and Tucson Station RVS EAs

The Ajo and Tucson Station RVS EAs require ROEs in order to initiate the field surveys. (b) (6) reported that these ROEs have either been obtained, or should be by the end of the week. (b) (6) also reported that an alternate site for the Powerline Site has been identified as the 66 site. The Water Tank Site is good to go.

Additional items:

(b) (6) provided a copy of the MOU that was signed between USBP and various DOI and USDA agencies specifically for Arizona. (b) (6) will place an electronic copy on the AERC web page.

(b) (6) needs to resubmit the Tucson strategy document.

GSRC will develop a map of the completed environmental projects along the Arizona border.

TON emergency beacons is still on hold

REAL ESTATE

USACE – (b) (6)

2 March 2004 conference call with (b) (6) regarding Nogales RE issues and acquisition plan.

Douglas Lighting (5 Miles) Split East and West of the POE
No action at this time

Douglas, 13-Miles Roadway West of POE
This is now 8 miles west and 5 miles east for ROEs

Douglas, International Ditch
No action at this time

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Naco, Lighting (5 Miles) Split East and West of the POE

No action at this time

Nogales, 2-Miles Roadway East of POE (see notes above)

Nogales, Construction & ROW Acquisition (Pending Alignments)

No action at this time

Nogales, Schematic Design

ROE's have gone out for 3 miles west of the Mariposa POE and 9 miles east of Deconcini POE

Sonoita, Preliminary Design, and Coordination

Alignments must be revised due to private property owner issues. (b) (6)

(b) (6) to forward this new data to (b) (6) and GSRC

Permanent Survey Markers

No action at this time

Temporary Vehicle Barriers

No action at this time, pending location from (b) (6) and possible revised SOW for GSRC to work on the TON. (see action items)

Western Region – (b) (6)

Ephraim Ridge Reclamation

(b) (6) provided a draft report in December on Ephraim Ridge land acquisition. Pending

PROCUREMENT

Naco & Douglas deployments (JTF-6) (b) (6) requested an inventory be conducted of material on the ground before new orders are placed. The USBP stations will collect that data.

April deployment into Naco (JTF-6) no discussion

May deployment into Douglas at Whitewater Draw (National Guard) discussion on precast sole source – it was agreed to go with sole source as no one else but utility vault had responded. Discussion of cranes, water trucks, and office trailer.

(b) (6) will forward vendor information to (b) (6) on these items.

CONSTRUCTION

Report from Kleinfelder, deployments just rapping up. After Action Review is scheduled for 25 March 2004. Douglas deployment constructed 1.5 miles of aggregate roadway and installed access ramps where needed in the field. Naco deployment constructed roadway from sta. 81+00 east and bollard fence where needed for LWC.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO	(b) (6)
2. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
3. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
4. Lighting design test follow up with Castro Electric. Scope for Baker Design.	
5. Ephraim Ridge Report	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
6. 60% DGL 3.6 miles due 27 April 2004	(b) (6)
7. 100% sealed DGL 4.3 miles due 27 April 2004	
8. 100% Naco 10 mile 22 June 2004	
9. 100% remainder of 5 miles East of POE 27 May 2004	
10. Move the 1" HDPEP waterline in Naco	<small>(b)(6)(b)(7)(C)</small> - Design/ <small>(b)(6)(b)(7)(C)</small> scoping/ <small>(b)(6)(b)(7)(C)</small> - field coordination
11. Inventory of materials after deployments in Naco and Douglas, possibly by JTF-6, otherwise by local agent	(b) (6)
12. Copies of BLM ownership data to Baker Eng., <small>(b) (6)</small> <small>(b) (6)</small>	
13. Assist Baker Eng. On ROW for waterline relocation in Naco	
14. Data on Sonoita access to <small>(b) (6)</small> Sonoita Station, <small>(b) (6)</small> <small>(b) (6)</small>	
15. Check with <small>(b)(6)(b)(7)(C)</small> on sole source for WWD precast box.	
ACTION Environmental Working Group	RESPONSIBLE
1. San Pedro engineering recommendations	(b) (6)
2. Copies of Casa Grande Station communications with TON to <small>(b) (6)</small>	
3. Copies of UAV environmental documents for JTF-6 missions to <small>(b)(6)(b)(7)(C)</small>	
4. 2 April follow-up on PEIS with legal review	

NEXT MEETINGS

- 27 April 2004 – HDR Phoenix, 10:00 am**
- 25 May 2004 – Tucson Station, 10:00 am**
- 22 June 2004 – HDR Phoenix, 10:00 am**
- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

DATE: 23 March 2004 TIME: 10:00

US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN

LOCATION: HDR – Tucson

TUCSON SECTOR

(b)(6)

NOGALES STATION

(b)(6)

DOUGLAS STATION

(b)(6)

SONOITA STATION

(b)(6)

NACO STATION

(b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

HDR

(b)(6)

IMC

(b)(6)

BAKER

(b)(6)

GSRC

(b)(6)

Kleinfelder

(b)(6)

BPSCC

(b)(6)

DHS

(b)(6)

CORPS OF ENGINEERS

(b)(6)

IBWC

(b)(6)

JTF-6

(b)(6)

AZ NATIONAL GUARD

(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

BLM

(b)(6)

OTHER

NAME:

(b)(6)

AFFILIATION:

ADDRESS:

E-MAIL:

PHONE:

(b)(6)

FAX:

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 26 April 2005 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)	Pending
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Into Fort Worth Contracting - Pending
3. Follow-up on Asphalt and stormwater issues		Looking at emulsified asphalt only - Pending
4. NOI for deployments posted before 1 & 10 April deployments		Done
5. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.		Pending – Sonoita in for processing
6. Information on POC doing legal review on Ephraim Ridge real estate report provided to (b)(6) (b)(6) for follow-up		Done
7. Forward POC information regarding vendors on 1 & 10 April deployments for Naco, Arizona to (b)(6) (b)(6)		Done – 10 April Deployment Received Data late
Environmental Working Group		
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit		Pending
2. SOW and fee proposal for TON permanent vehicle barriers	(b)(6) & GSRC	Pending – Must ID Funding
3. Prepare draft response(s) to comments for the PEIS. GSRC will make available within a week and (b)(6) will follow-up with a broadcast e-mail on 12 April	GSRC & All DHS/USACE	Done
4. Tucson BA out for internal review by 1 April	GSRC	Pending (See environmental notes)
5. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	(b)(6)	Pending

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

6.	San Pedro BA – need comments and review of Low Water Crossing footprint (attached) by 12 April	All	Done –Pending comments from BLM field office
7.	Add (b)(6) of the TON to the PDT meeting distribution	(b)(6)	Done

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b) (6)

Scheduled Deployments FY’05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert.

Douglas 8 to 23 July 2005 980th EnBN from Texas. 2- 40 person 2 week deployments

JTF-N

(b)(6)

Scheduled Deployments FY’05

Naco (west) 1 to 30 April, 2005 west of POE JT4000-05 - 307th Eng. Bn.

Naco (east) 10 April to 10 May 2005 JT4159-05

(b)(6) reported that no other deployments have been scheduled this FY and sourcing of units for next FY is underway.

ENGINEERING

Baker Eng.

(b)(6)

Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway

Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues. These plans are at 90%.

Douglas, International Ditch Data collection with the City of Douglas is ongoing, typical section developed and project lay out performed. (b)(6) presented a water surface profile of the project that depicted reduced capacity of the culvert at the POE. This may be a constraint on the project (the culvert under the POE has less than 100-year capacity)

Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

Naco, 10-Mile Roadway complete

FY’05 Engineering Projects

(b)(6)

The following SOWs are developed:

- 2 additional miles of roadway in Douglas
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 4 miles in Sonoita (fee proposal received and in process)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

**ENVIRONMENTAL
GSRC**

(b)(6)

PEIS Tucson & Yuma (AERC 225) The responses to public comments on the Revised Draft PEIS were sent out for review. The PDT agreed to establish a deadline of 13 May for comments. **Tucson BA** (b)(6) will confirm that new ABCI II enforcement data has been received; if not, (b)(6) will forward information to GSRC. (b)(6) will coordinate with (b)(6) regarding additional funds to incorporate the data. GSRC needs to get a definitive decision regarding the methods to be used to assess the water mitigation (e.g., agents only versus agents and their dependents, use OSI quantifications versus FH quantifications, etc.).

Ephraim Ridge (b)(6) will begin negotiations with GSRC for contract for Ephraim Ridge ESA and EA. The project area will be 80 acres.

Whitewater Draw 404 Permit (b)(6) has requested that the WWD MOA be forwarded to ADEQ for review. The AERC has the (b)(5) mitigation money, but it needs to be obligated. (b)(6) suggested that if MOA, and thus implementation of mitigation, is delayed much longer, BP might want to consider paying the (b)(5) in lieu of mitigation to avoid having to mitigate for temporal impacts. GSRC (b)(6) will contact (b)(6) to determine which approach he would prefer/recommend.

San Pedro River LWC BA The San Pedro River LWC BA will be sent out early next week for internal review. USFWS and BLM indicated no major red flags with the footprint/design submitted by (b)(6). However, (b)(6) (BLM) will submit comments NLT Monday, 2 May. If there are major revisions suggested, the BA will be delayed.

Vehicle Barriers - Tohono O'Odham Nation (TON) The vehicle barriers on the TON is being negotiated; (b)(6) requested more funding from CBP; (b)(6) and (b)(6) will coordinate to send the funds to AERC.

Temporary Vehicle Barriers, complete

Sonoita Border Road The Sonoita border road draft EA will be sent out for internal review again next week. GSRC was provided a SOW for Baker's design of the first 4.4 miles of roadway. GSRC (b)(6) will review to determine if and how these designs will affect the EA.

Tactical Infrastructure for Western Arizona GSRC has submitted the BMGR EA for review. Comments are due 6 May 2005. Initial efforts on the CPNWR EA is on-going; public scoping meetings will be conducted in May or June. (b)(6) stated that additional monies have been received for the BMGR, CPNWR and portion of the EIS. (b)(6) stated that he also wants to conduct an EA for improvements to Growler Valley Road and Camino de Diablo. (b)(6) and (b)(6) suggested that the TIWAZ team conduct a special TIWAZ conference call the Friday or Thursday before Tucson and Yuma PDT meetings and report back to the PDTs. (b)(6)(7)(C) will coordinate this conference call.

USPP (b)(6) reported on this issue, reviewing of options present for water use mitigation and the nexus to Ft. Huachuca. Discussion of concerns with water usage by the Fort and possible impacts on Tactical Infrastructure.

Nogales Schematic Design The Nogales 10-mile road project is on-hold. Might be rolled into another project

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
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OFFICE OF BORDER PATROL - TUCSON SECTOR

REAL ESTATE

USACE - Sacramento (No Report) (b)(6)

Douglas, International Ditch
Nogales, 2-Miles Roadway
Nogales Schematic Design
Sonoita Roadway

NLC - Laguna Nigel (b)(6)

Ephraim Ridge Report

(b)(6) reported that document is into CBP legal review)

PROCUREMENT

AERC (b)(6)

Status of Procurement for deployments (current and June National Guard deployments into Whitewater Draw) JTF-N and the National Guard indicated the projects are moving ahead. No reported procurement concerns.

June National Guard Deployments are under procurement with 1 LWC to be procured. Existing inventory on the ground will be checked for WWD. A revised Inventory from Douglas must be prepared. (b)(6) will prepare inventory

CONSTRUCTION

Kleinfelder (b)(6)

(b)(6) reported on construction progress. Inspector's reports have been timely. One issue regarding construction of a LWC in west Naco was resolved last week and the placement on concrete continued with modified design.

Updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b)(2)

-For a Password enter: (b)(2)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

TRACKING SYSTEM UPDATE

Update for tracking system Maintained by (b)(6)

(b)(6)

AERC NO	<i>RWA</i>	<i>PROJECT NAME</i>
(b) (7)(E)		Ajo EA for 10 RVS
		Douglas Acquire F&WS Property
		Douglas Complete White Water Draw
		Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
		Douglas 10' CMP, Erosion Control/Monsoon Repair
		Naco Roadways East & West of the POE
		Nogales Construct 1.5 Miles of Roadway
		Ajo, Tuc, Cag Temporary Vehicle Barriers
		Nogales Ephriam Ridge Reclamation
		Nogales 2 Additional Roadway Miles
		Nogales Relocate Lighting Between POEs
		Nogales Tunnels
		Sonoita 5 Miles of Roadway Design
		Tucson PDT Coordination
		Naco Temporary Vehicle Barrier
		Papago Farms
	Tactical Infrastructure Western Arizona (TIWAZ)	

ACTION ITEMS

1.	GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)
2.	Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
3.	Follow-up on Asphalt and stormwater issues	
4.	Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)	
Environmental Working Group		
1.	Set asid (b)(5) for mitigation on Whitewater Draw 404 permit	(b)(6)
2.	SOW and fee proposal for TON permanent vehicle barriers	
3.	Need funding for TON Vehicle Barrier. (b)(6) suggested using existing RWA because the vehicle barrier will be in Casa Grande Station AO. Temporary or permanent to be determine in Environmental Document	
4.	Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC	
5.	Tucson BA needs funding for GSRC contract modification.	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

NEXT MEETINGS

24 May 2005 @ 10:00 – Tucson Station

28 June 2005 @ 10:00 – Tucson Station

26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

DISTRIBUTION

(b) (6)

26 April 2005 PDT

Name

Contact

EWS

(b)(6)

USACE
CBP/BP
US National Park Service
USFWS
USACE
BLM
GSRC
AZ GTF
CBP
CBP/BP Conf//

(b)(6)

Yuma

(b)(6)

USACE
US Forest Service (Coronado)
USBP NACO, AZ.
USBP NACO, AZ
as above
USBP Douglas AZ
USBP SONORA, AZ
USBP Douglas, AZ
USIBWC
HUNT-ZOLLARS
Kleinfelder
BLM, Tucson
IRT Douglas
ITC PHOENIX
GSRC
Baker
CBP
JTF-N Conf.
BPSCC Conf.
DHS D.C. Conf.

(b)(6)

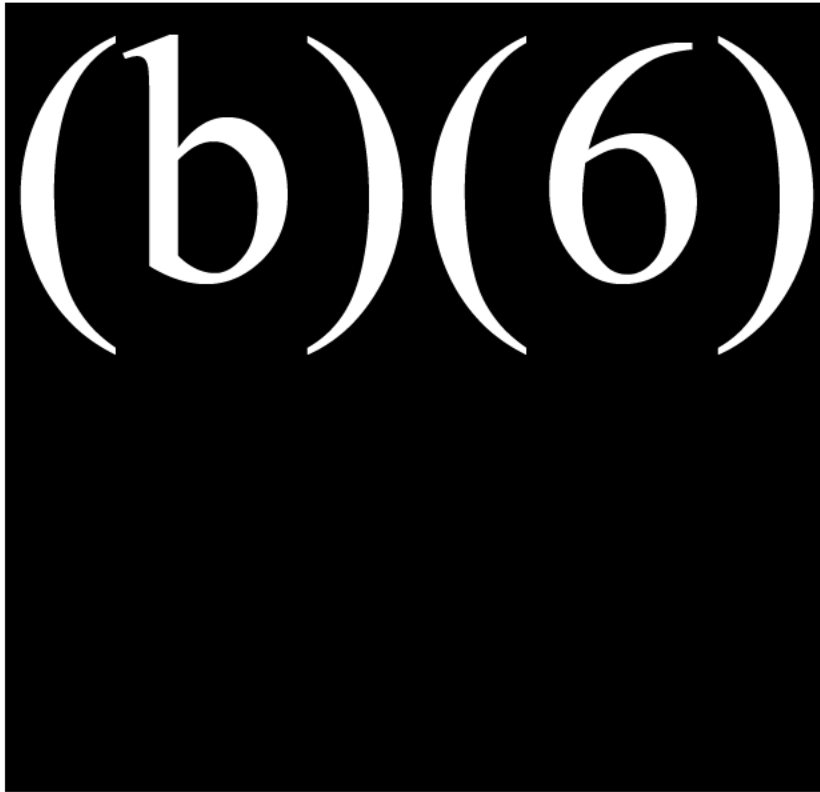
Email:

(b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING MINUTES

Meeting Date and Time: 27 April 2004 – 10:00 am
 Meeting Location: HDR phoenix
 Distribution Date: 3 May 2004
 Distributor: (b)(6)
 Distribution:



MEETING PURPOSE

TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)	Pending - reassigned to (b)(6)
2. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit		Done
3. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.		Pending UPRR comments
4. Lighting design test follow up with Castro Electric. Scope for Baker Design.		Pending
5. Ephraim Ridge Report		Pending

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
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TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	STATUS	
6. 60% DGL 3.6 miles due 27 April 2004	(b)(6)	Done	
7. 100% sealed DGL 4.3 miles due 27 April 2004		Done	
8. 100% Naco 10 mile 22 June 2004		Pending	
9. 100% remainder of 5 miles East of POE 27 May 2004		Pending	
10. Move the 1" HDPEP waterline in Naco		Pending direction on if we can move the line, or lower it	
11. Inventory of materials after deployments in Naco and Douglas, possibly by JTF-6, otherwise by local agent		Done, Inspector on the job will inventory when job is done	
12. Copies of BLM ownership data to Baker Eng., █ (b)(6) █ █ (b)(6) █		Done	
13. Assist Baker Eng. On ROW for waterline relocation in Naco		Pending item 10	
14. Data on Sonoita access to █ (b)(6) █ Station, █ (b)(6) █		Done	
15. Check with █ (b)(6) █ on sole source for WWD precast box.		Done	
ACTION Environmental Working Group		RESPONSIBLE	
1. San Pedro engineering recommendations		(b)(6)	Pending, due 11 May
2. Copies of Casa Grande Station communications with TON to █ (b)(6) █			Done
3. Copies of UAV environmental documents for JTF-6 missions to █ (b)(6) █			Pending
4. 2 April follow-up on PEIS with legal review			Done

RVS

No Monthly report from IMC. They no longer provide monthly reports. Distribution of meeting agendas and minutes will be forwarded to █ (b)(6) █
█ (b)(6) █

MILITARY DEPLOYMENTS

Arizona National Guard

█ (b)(6) █

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 23 soldiers, 1 to 15 May 2004

Douglas Roadway West of POE

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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TUCSON SECTOR - U.S. BORDER PATROL**

- Illinois National Guard 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)
- Arizona National Guard paving WWD 6 August

(b)(6) requested survey support on 3, 7, and 12 May, and twice in June. (b)(6) said he could provide the support requested.

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 18 Jun
- Douglas (LWCs 11, 12, & 13 and Bollard Fence) MWSS 373 1-30 Jun
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Patrol Roads) 10 Jul - 23 Aug
- Possible October deployment into Douglas for roadway construction

ENGINEERING

Baker Eng. - (b)(6) delivered the following products at the PDT meeting:

Sonoita Station US/Mexico Corridor Report (Later downloaded from

(b) (7)(E)

Utility Contact Report

100% Design 4.3 Miles West of Douglas POE

60% Douglas 3.6 Miles West of Douglas POE (West of above ref. Project)

Revised Whitewater Draw foundation plans

Geotechnical Study Report Whitewater Draw Crossing

Project Completion Report Naco Border Road (March Deployment Sta. 104+72W to 75+40W)

Project Completion Report Douglas Border Road (March Deployment Sta. 68+36E to Sta. 153+00E)

Geotechnical Study Report Douglas 5 Miles (Sta. 68+36E to Sta. 334+00E)

Geotechnical Study Nogales 2 Miles Roadway (Sta. 10+00E to Sta. 115+00E)

The maps below depict the active projects and where these deliverables pertain to:

Douglas, Lighting, pending NTP

Douglas, Construction Oversight, and Staking. (see project completion reports and pending deployments)

Douglas, International Ditch, Preliminary Design to begin

Naco, 10-miles Roadway, Final Design due 22 June

Naco, Lighting (5 Miles) Split East and West of the POE, Pending NTP

Naco, Primary Fencing,

Naco, Construction Oversight and Staking (see project completion reports and pending deployments)

Sonoita, Preliminary Design (see Sonoita Station US/Mexico Corridor Report)

Nogales, 1-1/2 Miles Roadway (design complete, note Geotech report)

Nogales, Construction Oversight and Staking (pending deployment)

Nogales, Aerial West of Nogales (done)

Nogales, Schematic Design under development, alignments determined and geotechnical report under development

Permanent Survey Markers, being placed with deployments

Temporary Vehicle Barriers, note EA development below

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION

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(b) (7) (E)

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL

ENVIRONMENTAL

(b)(6) from GSRC updated the PDT

PEIS Tucson & Yuma (AERC 225)

The comments from the CBP Legal Counsel on the Revised Draft PEIS for the Tucson/Yuma Sector Operations have been received and incorporated.

(b)(6) has given GSRC notice to proceed with the PEIS and to incorporate US Customs Service (i.e., BP at the POE) actions into the PEIS as cumulative impact analyses. The UAV will also need to be included in the PEIS; OSI will distribute a supplemental EA this week addressing the UAV operations and will forward a copy to GSRC for incorporation. (b)(6) confirmed that he has been preparing CATEX/REC for his files for all UAV missions; and will provide copies of examples to (b)(6). The ABC plan will be incorporated into the PEIS as well. (b)(6) will coordinate with the affected stations to provide the necessary information to be included in the PEIS. Any infrastructure that will be associated with the ABC will be discussed as a cumulative effect; the PEIS will commit that site-specific NEPA documents/BAs will be prepared once such infrastructure is identified, planned, and funded.

BA – Operations – Tucson & Yuma (AERC 51)

Comments on the Tucson BA were received; the major issues include water usage by the Naco Station, its agents and dependents. Inclusion of the effects of the ABC plan will also need to be addressed. (b)(7)(E) (b)(5)

[REDACTED]

(b)(6) provided a heads-up that USFWS will probably request that OBP construct vehicle barriers on the CPNWR as mitigation.

Whitewater Draw 404 Permit

The Whitewater Draw mitigation plan needs to be completed, reviewed and approved by the USACE Los Angeles/Phoenix Field Office by 1 June or OBP will need to pay an in-lieu compensation of \$32,960. The City of Douglas expects to resolve on going land issues this week and the mitigation plan can be finalized. We will need to get the plan to the Phoenix Field Office by mid-May in order to allow adequate time for review and approval. (b)(6) will get SOW and cost request to GSRC ASAP. (b)(6) requested that the development of the mitigation plan should also include a cost estimate for implementation and monitoring.

Ephraim Ridge Reclamation

(b)(6) will revise the SOW for a Phase I ESA for Ephraim Ridge and forward it to (b)(6) for staffing. The ESA will address the entire 70-acre parcel.

Checkpoints (b)(7)(E) (AERC 499) and (b)(7)(E) (AERC 227)

The Tucson checkpoints ((b)(7)(E)) Final EAs and FONSI's have been distributed. However, Ajo Station has reported that there is a need to relocate the (b)(7)(E) checkpoint to a totally different site.

Naco BA

GSRC will need conceptual designs of the crossing at San Pedro to proceed with the Naco BA. (b)(6) committed to have (b)(6) (HDR) complete

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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his field trip and provide some thoughts/ideas on the potential crossing designs by 11 May.

Temporary Vehicle Barriers (Nogales & Sonoita Stations)

The Temporary Vehicle Barriers EA is being prepared and is expected to be submitted for internal review by mid-May. GSRC has requested drive-through and other enforcement statistics for inclusion to the EA.

GSRC provided a draft SOW for the permanent vehicle barriers on the TON and is waiting for directions to proceed. (b)(6) will check with (b)(6) to determine if the JTF-6 1992-1993 CR surveys are still valid. (b)(6) provided copies of prior correspondence that CAG had with TON and to (b)(6)

Nogales Schematic Design

The ROEs for Nogales are also dependent upon the 15% design from Baker. Baker plans to have these designs completed by 11 May. The ROEs and design or footprint are needed prior to the conduct of GSRC's field surveys.

RVS EA for Tucson and Ajo Station

The Ajo and Tucson Station RVS EAs ROEs have been obtained; however, 3 new alternate sites for the Ajo Station were proposed at a meeting at the OPCNM yesterday (26 April).

Cabeza Prieta Road Report

The Cabeza Prieta road report has been finalized and submitted. A SOW for an EA to complete the work on the remaining 18 miles has been forwarded to (b)(6) for staffing. (b)(6) will conduct an off-line conference call to discuss the possibility of using the USFWS CATEX for road maintenance, as suggested by (b)(6) (CPNWR). (b)(6) stated that any roads that are currently and routinely maintained by OBP could continue to be maintained without NEPA documentation or Section 106 evaluation.

ESA for the Ajo garage

The Ajo Phase I ESA are expected to be submitted next week--one for the 5 acre site and one for the 30-acre site. The draft EA for the expansion will be postponed until official coordination with the BLM and TON can be completed. GSRC had intended to submit the preliminary draft for internal review on 12 May. (b)(6) reported that if the 5-acre site is selected, a BA would probably be required; (b)(6) wants to retain this alternative, but to address the potential impacts to CFPO.

Sonoita EA

GSRC recommended that the Sonoita border road EA address the additional work efforts as separate alternatives to avoid further delay. The alternatives would be Minor Grading, Major Improvements, Major Improvements with New Road Construction, and Major Improvements with New Road Construction and New Drag along Forest Service Road 61. The EA would include site specific surveys for the first two alternatives, but only secondary data for the latter two. This would allow the OBP to proceed with the latter two at some point in the future, if and when funding is available, by supplementing this EA. It will also provide several alternatives to the EA. Baker provided a CD of the proposed access roads, border roads, RVS, etc.

REAL ESTATE

USACE – (b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Douglas Lighting (5 Miles) Split East and West of the POE, pending NTP
 Douglas, 13-Miles Roadway West of POE, ROEs out for signature and (b)(6)
 (b)(6) is coordinating with BLM. Deployments have ROEs in place for FY'04
 Douglas, International Ditch, pending NTP
 Naco, Lighting (5 Miles) Split East and West of the POE, pending NTP
 Nogales, 2-Miles Roadway East of POE, (b)(6) beginning acquisition
 process, boundary surveys and legal description due from Baker Eng.
 Nogales, Construction & ROW Acquisition (Pending Alignments)
 Nogales, Schematic Design, USFS ROEs in place, private property pending final
 alignments
 Sonoita, Preliminary Design, and Coordination, USFS in place, continuing ROE
 issues on private property, see Sonoita Station US/Mexico Corridor Report
 Permanent Survey Markers, pending NTP
 Temporary Vehicle Barriers, Pending NTP
 (b)(6)
 Ephraim Ridge Reclamation, Final report pending, (b)(6) assigned
 development of an appraisal for the entire property.

PROCUREMENT

Naco deployment (JTF-6), BOM in place, material ordered or on hand
 May deployment into Douglas at Whitewater Draw (National Guard), BOM in place
 material ordered and should be delivered on time.

CONSTRUCTION

Kleinfelder inspectors ready for WWD deployment.

OTHER ITEMS

The USBP TCA plans to construct landing mat fence in DGL with its own forces as
 needed. Procurement will be provided a BOM to begin work.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	
3. Ephraim Ridge Report	
4. Move the 1" HDPEP waterline in Naco	
5. 100% Naco 10 mile 22 June 2004	
6. 100% remainder of 5 miles DGL East of POE 27 May 2004	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)
8. BOM and order for USBP landing mat fence construction in DGL	
9. 3.6 Miles Douglas comments due 11 May	All
10. Corridor Report comments due 11 May	All
11. 15% Nogales Design due 11 May	(b)(6)
12. SOW for GSRC to do a Phase I on Ephraim Ridge property	
ACTION Environmental Working Group	RESPONSIBLE
1. San Pedro engineering recommendations, due 11 May	(b)(6)
2. Copies of UAV environmental documents for JTF-6 missions to (b)(6)	
3. Narrow down options on San Pedro water mitigation plans	
4. WWD 404 permit mitigation plan – GSRC contract to contracting.	

NEXT MEETINGS

- 25 May 2004 – Tucson Station, 10:00 am**
- 22 June 2004 – HDR Phoenix, 10:00 am**
- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 27 April 2004 – HDR Phoenix, 10:00 am
 Meeting Location: HDR – Phoenix
 3200 E. Camelback Road, Suite 250
 Map Attached

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO	(b)(6)
2. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	
3. Baker needs official comment resolution sign off on Nogales Tunnels from the PDT.	
4. Lighting design test follow up with Castro Electric. Scope for Baker Design.	
5. Ephraim Ridge Report	
6. 60% DGL 3.6 miles due 27 April 2004	
7. 100% sealed DGL 4.3 miles due 27 April 2004	
8. 100% Naco 10 mile 22 June 2004	
9. 100% remainder of 5 miles East of POE 27 May 2004	
10. Move the 1” HDPEP waterline in Naco	
11. Inventory of materials after deployments in Naco and Douglas, possibly by JTF-6, otherwise by local agent	
12. Copies of BLM ownership data to Baker Eng., (b)(6) (b)(6)	
13. Assist Baker Eng. On ROW for waterline relocation in Naco	
14. Data on Sonoita access to (b)(6) Sonoita Station, (b)(6) (b)(6)	
15. Check with (b)(6)(b)(7)(C) on sole source for WWD precast box.	
ACTION	RESPONSIBLE
Environmental Working Group	(b)(6)
1. San Pedro engineering recommendations	
2. Copies of Casa Grande Station communications with TON to (b)(6)	
3. Copies of UAV environmental documents for JTF-6 missions to (b)(6)	
4. 2 April follow-up on PEIS with legal review	

BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
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TUCSON SECTOR - U.S. BORDER PATROL

10:15 – 10:20 RVS

No Monthly report from IMC

10:20 – 10:45 MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6)

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers, 1 to 15 May 2004

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)

JTF-6

(b)(6) :

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 18 Jun
- Douglas (Low-water crossings and Bollard Fence) MWSS 373 1-30 Jun
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Patrol Roads) 10 Jul - 23 Aug

10:45 – 11:15 ENGINEERING

Baker Eng. - updates, discussion and map of projects

Douglas, 13 Miles of Roadway

Nogales, 1-1/2 Miles Roadway

Douglas, Lighting

Douglas, Construction Oversight, and Staking.

Douglas, International Ditch, Preliminary and Final Design

Naco, Lighting (5 Miles) Split East and West of the POE,

Naco, Primary Fencing, Preliminary and Final Design

Naco, Construction Oversight and Staking

Nogales, Construction Oversight and Staking

Nogales, Aerial West of Nogales

Nogales, Schematic Design

Sonoita, Preliminary Design

Permanent Survey Markers

Temporary Vehicle Barriers

Naco, 10-miles Roadway, Preliminary and Final Design

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion

PEIS Tucson & Yuma (AERC 225)

BA – Operations – Tucson & Yuma (AERC 51)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

Whitewater Draw 404 Permit
Checkpoint (b) (7)(E) (AERC 227)
Checkpoint (b) (7)(E) (AERC 499)
Naco BA
Temporary Vehicle Barriers (Nogales & Sonoita Stations)
Sonoita
Nogales Schematic Design
RVS EA for Tucson and Ajo Station
Cabeza Prieta Road Report
ESA for the Ajo garage

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b) (6)
Douglas Lighting (5 Miles) Split East and West of the POE
Douglas, 13-Miles Roadway West of POE
Douglas, International Ditch
Naco, Lighting (5 Miles) Split East and West of the POE
Nogales, 2-Miles Roadway East of POE
Nogales, Construction & ROW Acquisition (Pending Alignments)
Nogales, Schematic Design
Sonoita, Preliminary Design, and Coordination
Permanent Survey Markers
Temporary Vehicle Barriers
(b)(6)
Ephraim Ridge Reclamation

1:30 – 1:45 PROCUREMENT

Naco & Douglas deployments (JTF-6)
May deployment into Douglas at Whitewater Draw (National Guard)

1:45 – 2:00 CONSTRUCTION

OTHER ITEMS

NEXT MEETINGS

**25 May 2004 – Tucson Station, 10:00 am
22 June 2004 – HDR Phoenix, 10:00 am
27 July 2004 – Tucson Station, 10:00 am
24 August 2004 – HDR Phoenix, 10:00 am
14 September 2004 – Tucson Station, 10:00 am**

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 24 May 2005 @ 10:00
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)	Pending Meeting w/ NGL Station
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
3. Follow-up on Asphalt and stormwater issues		Tabled Until FY'06 Deployments
4. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)		Pending
Environmental Working Group		
1. Set aside \$35,000 for mitigation on Whitewater Draw 404 permit		Processing, into AERC
2. SOW and fee proposal for TON permanent vehicle barriers	(b)(6) & GSRC	Tabled Pending FY'05 Funding
3. Need funding for TON Vehicle Barrier. (b)(6) suggested using existing RWA because the vehicle barrier will be in Casa Grande Station AO.	(b)(6)	Tabled Pending FY'05 Funding
4. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		Pending
5. Tucson BA needs funding for GSRC contract modification.		(b)(6) (b)(6) to Brief on Issue

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert.

(b)(6)

The Texas USAR unit will not be deploying to Arizona this year. This was to be a deployment into Douglas, west of Whitewater Draw for patrol road and barrier construction.

JTF-N

Scheduled Deployments FY'05

Naco (west) 1 to 30 April, 2005 west of POE JT4000-05 - 307th Eng. Bn. - Completed

Naco (east) 10 April to 10 May 2005 JT4159-05 - Completed

(b)(6)

Representing BPSCC

(b)(6) reported that no other deployments have been scheduled this FY. No reports on current sourcing of units, but subsequent information indicates 10 deployments are possible into the Tucson Sector in FY'06.

ENGINEERING

Baker Eng.

(b)(6)

Douglas, Lighting (5 Miles) Preliminary layout being performed and ground truthing underway

Douglas, 13-Mile Roadway 2.5 miles on the west end is ready for final. This is into the Naco AO and will need to be checked for EA compliance and real estate issues.

Douglas, International Ditch Coordination ongoing and design hydraulics revised, drainage report expected 3 June.

Naco, Lighting (5 Miles) west side of POE laid out and ground truthing underway

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed.

FY'05 Engineering Projects

(b)(6)

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225)

The responses to public comments on the Revised Draft PEIS were sent out for review. The PDT is scheduled to provide comments on these responses by 1 June. GSRC will provide a preliminary final EIS by 15 July.

Tucson BA

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

GSRC is proceeding with the preparation of the revised Tucson BA, based on additional ABCI II data provided by (b)(6) will coordinate with (b)(6) regarding additional funds to incorporate the data. GSRC needs to get a definitive decision regarding the methods to be used to assess the water mitigation (e.g., agents only versus agents and their dependents, use OSI quantifications versus FH quantifications, etc.). (b)(6) has requested opinion for OC.

Whitewater Draw 404 Permit

(b)(6) is still reviewing the WWD MOA. GSRC contacted (b)(6) to determine which approach he would prefer/recommend (i.e., mitigation vs. in lieu compensation) but no response has been received to date.

San Pedro River LWC

The San Pedro River LWC BA will be sent to BLM for review prior to submittal to the USFWS. No comments were received from (b)(6) regarding the design footprint. GSRC will send a copy to (b)(6) Ingram will also forward e-mail from (b)(6) regarding the LWC to USACE, (b)(6)

Vehicle Barriers - Tohono O'Odham Nation (TON)

The contract to develop the EA for vehicle barriers on the TON is being negotiated; (b)(6) has not received the requested more funding from CBP. (b)(6) stated that this project would be delayed until FY 05 funds are received (probably around September).

Sonoita Border Road

The Sonoita border road draft EA will be sent out for public review stating that the staging and bivouac sites will be determined later (surveys and supplemental NEPA might be required depending upon the size and location of these sites). (b)(6) stated that USFS had no further comments.

Tactical Infrastructure for Western

The BMGR EA was released for public review on 23 May. Initial efforts on the CPNWR EA is on-going; public scoping meetings are being coordinated, but GSRC needs a decision regarding the format of public meeting desired by BP.

USPP

No report this month on efforts to coordinate with the "Upper San Pedro Partnership" regarding water issues

Nogales Schematic Design

The Nogales 10-mile road project is on-hold. Might be rolled into another project

Ephraim Ridge Phase I

(b)(6) will begin negotiations with GSRC for contract for Ephraim Ridge ESA and EA. The project area will be 80 acres.

REAL ESTATE

USACE - Sacramento

(b)(6)

Little activity is taking place on the real estate front until project move farther along, such as the International Ditch and the repackaging of the Nogales Schematic Design. Projects under tasking will include 1) Douglas, International Ditch; 2) Nogales, 2-Miles Roadway; 3) Nogales Schematic Design; and 4) Sonoita Roadway

NLC - Laguna Nigel

(b)(6)

Ephraim Ridge Report

(document is into CBP legal review)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

PROCUREMENT

AERC

(b)(6)
June National Guard Deployments were discussed. (b)(6) will revise the BOM to correctly reference the geofabric needed for the deployment.

(b)(6) requested that rental equipment utilized for pedestrian fence and vehicle barrier construction be rented for another 90 days. (b)(6) will process if possible.

CONSTRUCTION

Kleinfelder

(b)(6) reported on the two deployments that just completed their work in Naco Arizona. Project completion reports can be found at the web page listed below and will be posted on the AERC web page by (b)(6)

Updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b)(7)(E)

-For a Password enter: (b)(7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)	
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others)		
4. Rental Equipment extended for Naco and Douglas fence crews		
5. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005		
6. Douglas, International Ditch drainage report expected 3 June 2005.		
Environmental Working Group		
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit		
2. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		
3. Tucson BA needs funding for GSRC contract modification.		

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

4. Provide (b)(6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed back on deployment operation and staging sites.	(b)(6)
5. Comments needed on PEIS by 15 July	All

TRACKING SYSTEM UPDATE

T. Montgomery

Update for tracking system Maintained by C. Parsons

AERC NO	<i>PROJECT NAME</i>
(b) (7)(E)	Ajo EA for 10 RVS
	Douglas Acquire F&WS Property
	Douglas Complete White Water Draw
	Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
	Douglas 10' CMP, Erosion Control/Monsoon Repair
	Naco Roadways East & West of the POE
	Nogales Construct 1.5 Miles of Roadway
	Ajo, Tuc, Cag Temporary Vehicle Barriers
	Nogales Ephriam Ridge Reclamation
	Nogales 2 Additional Roadway Miles
	Nogales Relocate Lighting Between POEs
	Nogales Tunnels
	Sonoita 5 Miles of Roadway Design
	Tucson PDT Coordination
	Naco Temporary Vehicle Barrier
	Papago Farms
	Tactical Infrastructure Western Arizona (TIWAZ)

NEXT MEETINGS

28 June 2005 @ 10:00 – Tucson Station

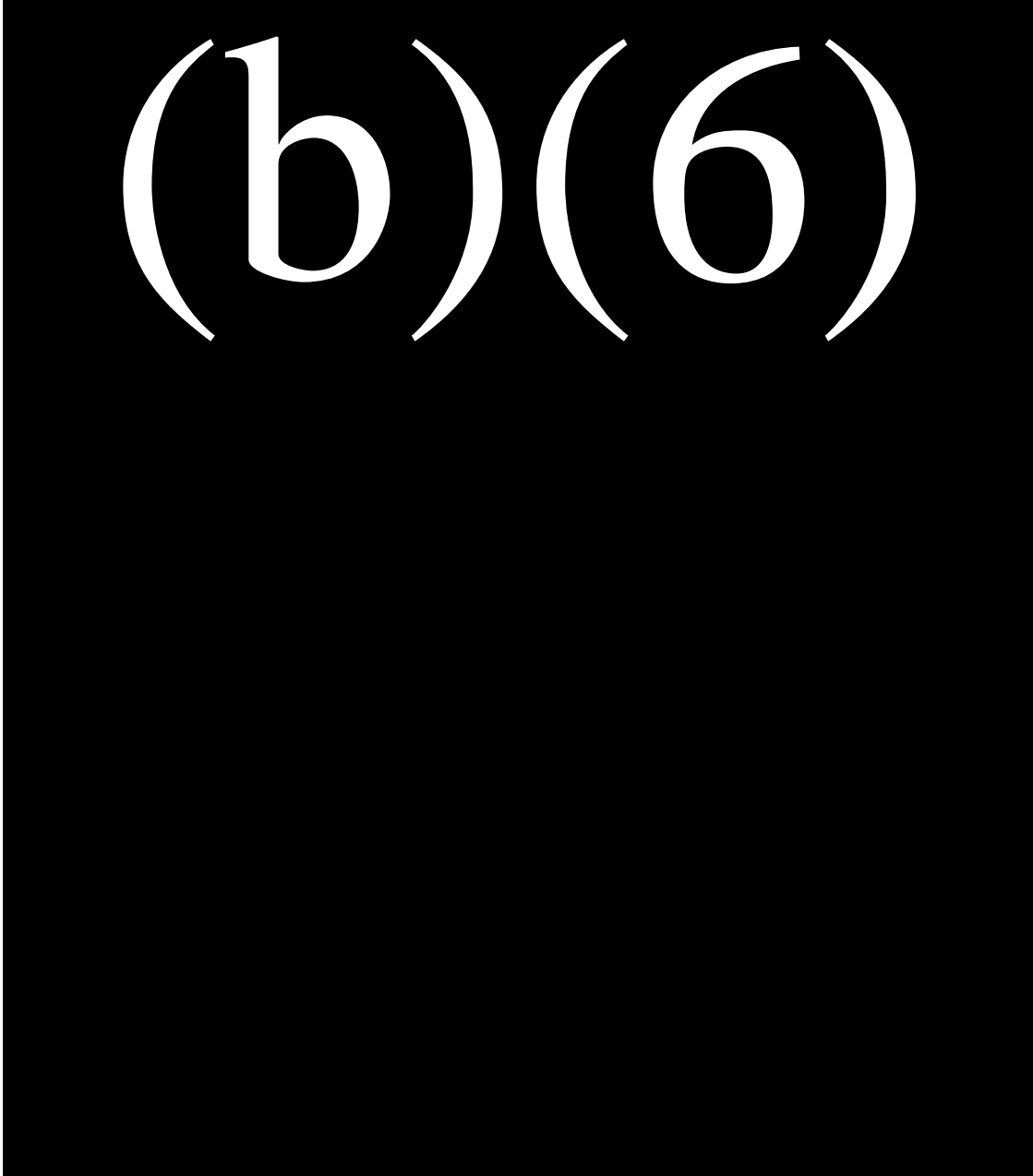
26 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



LOCATION: Tucson Station

TUCSON SECTOR

(b)(6)

DOUGLAS STATION

(b)(6)

NACO STATION

(b)(6)

NOGALES STATION

(b)(6)

CASA GRANDE STATION

(b)(6)

SONOITA STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

BAKER

(b)(6)

GSRC

(b)(6)

KLEINFELDER

(b)(6)

BPSCC

(b)(6)

CORPS OF ENGINEERS

(b)(6)

JTF- N

(b)(6)

DHS

(b)(6)

IBWC

(b)(6)

AZ NATIONAL GUARD

(b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

BLM

(b)(6)

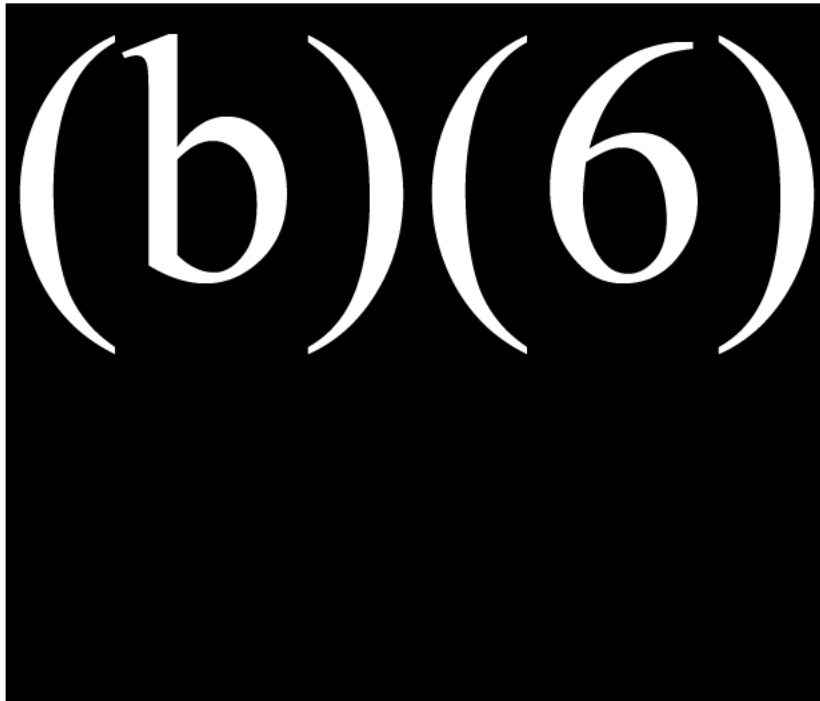
OTHER

NAME: _____ AFFILIATION: _____
 ADDRESS: _____ E-MAIL: _____
 _____ PHONE: _____ FAX: _____

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING MINUTES

Meeting Date and Time: 25 May 2004 – 10:00 am
 Meeting Location: Tucson Station
 Distribution Date: 28 May 2004
 Distributor: (b)(6)
 Distribution:



MEETING PURPOSE

TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)	Pending, (b)(6) (b)(6) to Check
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.		Done, Pending Baker Response
3. Ephraim Ridge Report		Pending
4. Move the 1" HDPEP waterline in Naco		Pending
5. 100% Naco 10 mile 22 June 2004		Pending
6. 100% remainder of 5 miles DGL East of POE 27 May 2004		Done

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE	STATUS
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)	Douglas contract in place, (b)(6) to provide quantity, (b)(6) to procure
8. BOM and order for USBP landing mat fence construction in DGL	(b)(6)	Done
9. 3.6 Miles Douglas comments due 11 May	All	Done
10. Corridor Report comments due 11 May	All	Done
11. 15% Nogales Design due 11 May	(b)(6)	Done (at PDT)
12. SOW for GSRC to do a Phase I on Ephraim Ridge property	(b)(6)	Done
ACTION Environmental Working Group	RESPONSIBLE	
1. San Pedro engineering recommendations, due 11 May	(b)(6)	Done (follow-up based on (b)(6) comments)
2. Copies of UAV environmental documents for JTF-6 missions to (b)(6)	(b)(6)	Pending
3. Narrow down options on San Pedro water mitigation plans	(b)(6)	Pending data from (b)(6)
4. WWD 404 permit mitigation plan – GSRC contract to contracting.	(b)(6)	Pending, (b)(6) to follow-up

RVS

IMC update attached to these minutes provided by (b)(6) (correction per (b)(6) IMC was purchased by L-3/GSI and is no longer in existence. All RVS activities are not under L-3/GSI; correction per (b)(6) noted that RVS was on hold pending contract resolution with GSA)

MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6)

WWD – West of DGL POE

- Successful mission by the Alaska National Guard in placing WWD foundation during May. Photos and reports of construction can be found at the Kleinfelder Webpage (SEE CONSTRUCTION FOR LINK)
- Oregon National Guard – 5 to 19 June, 30 soldiers

Douglas Roadway West of POE

- Illinois National Guard 10 July 2004 (70 troops to perform: 3 LWCs on Kings Ranch Road; 1000' of bollard and landing mat fence - possible backup on WWD)
- Arizona National Guard paving WWD 6 August

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 15 June

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

- Douglas (LWCs 11, 12, & 13 and Bollard Fence) MWSS 373 1-30 June. (b)(6) to arrange survey support prior to units arrival.
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Nogales 0.5 Mile Roadway just east of Deconcini POE) 10 Jul - 23 Aug
- Possible October deployment into Douglas for roadway construction

ENGINEERING

Baker Eng. - (b)(6) delivered the following products at the PDT meeting:

100% Douglas 3.6 Miles West of Douglas POE
Geotechnical Study Report Naco 10-Mile Roadway
Geotechnical Study Report Douglas 3.6 Miles (Sta. 487+40E to Sta. 618+61E)
Nogales Schematic Design (15% Design Nogales 10 Mile Roadway)

Discussions centered on the Nogales schematic design. Baker presented a GIS overview and detail of the design, including land ownership. This facilitated answers to questions on environmental survey corridors and real estate issues.

Maps at the end of these minutes depict the active projects and where deliverables pertain. (b)(6) requested maps depicting both facilities constructed and those under design. (b)(6) was tasked with development of this map.

- Douglas, Lighting, pending NTP
- Douglas, Construction Oversight, and Staking. (see project completion reports and pending deployments)
- Douglas, International Ditch, Preliminary Design to begin
- Naco, 10-miles Roadway, Final Design due 22 June
- Naco, Lighting (5 Miles) Split East and West of the POE, Pending NTP
- Naco, Primary Fencing,
- Naco, Construction Oversight and Staking (see project completion reports and pending deployments)
- Sonoita, Preliminary Design (see Sonoita Station US/Mexico Corridor Report)
- Nogales, 1-1/2 Miles Roadway (design complete, note Real Estate)
- Nogales, Construction Oversight and Staking (pending deployment)
- Nogales, Aerial West of Nogales (done)
- Nogales, Schematic Design (complete, pending comments from PDT)
- Permanent Survey Markers, being placed with deployments
- Temporary Vehicle Barriers (SON, NGL, TUC Stations). note EA development below

ENVIRONMENTAL

(b)(6) from GSRC updated the PDT
PEIS Tucson & Yuma (AERC 225)

The Revised Draft PEIS for the Tucson/Yuma Sector Operations is on hold pending receipt of information concerning expanded operations relative to the ABC Initiative. (b)(6) has requested this information from each line station and provided a deadline of 28 May. GSRC has received information regarding the number of ground sensors and agents assigned to each station. Schedule of the next version of the Revised Draft PEIS is dependent upon receipt of this information and the UAV documentation from OSI.

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

BA – Operations – Tucson & Yuma (AERC 51)

The Tucson BA is also on hold pending receipt of the information described above. (b)(6)

(b)(6) still needs information regarding agents and their dependents for the Naco Station in order to narrow down options for water mitigation within the San Pedro Basin. Conceptual designs of the crossing at San Pedro were provided by HDR. (b)(6) will provide comments to (b)(6) and the revised description will be distributed by 4 June. (b)(6) stated that the Naco Station would prefer to have a low water crossing at the border, with vehicle barriers to halt cattle traffic.

Whitewater Draw 404 Permit

(b)(6) is supposed to provide comments on the Whitewater Draw mitigation plan; his main concern was to remove the City of Douglas as an identified participant since there has been no Section 404 process started for the city as yet. (b)(6) reminded GSRC to include costs for the implementation of the mitigation plan. (b)(6) acknowledged that the mitigation would probably cost more than the in lieu compensation, but that the long-term "good environmental steward" would pay off bigger dividends.

Cabeza Prieta Road Report

The Cabeza Prieta road report has been finalized. A SOW for an EA to complete the work on the remaining 18 miles has been forwarded to (b)(6) for staffing, (b)(6) to follow up. (b)(6) is still attempting to get funds to construct vehicle barriers on the Cabeza Prieta NWR as a mitigation action. The PDT agreed to go forward with the Cabeza Prieta road EA (subsequent decisions were made to add the vehicle barriers to this EA as well). A SOW for an EA to complete the work on the remaining 18 miles has been forwarded to (b)(6) for staffing.

Ephraim Ridge Reclamation

The SOW for a Phase I ESA for Ephraim Ridge has been submitted to (b)(6) for staffing. The Phase I ESA will address the entire 82-acre parcel (expanded from 70 acres). (b)(6) reminded the PDT to use the term Phase I instead of ESA due to possible conflicting terminology.

Checkpoints (b)(7)(E) (AERC 499) and (b)(7)(E) (AERC 227)

The (b)(7)(E) checkpoint near (b)(7)(E) has not been started--AERC has not received the funds and GSRC has not been scoped to prepare a supplemental EA. (b)(6) stated that (b)(6) (Luke AFB/BMGR) will need to be coordinated with during the preparation of the EA.

Douglas/Willcox RVS project

AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status.

Nogales Schematic Design

The 15% design was received from Baker. GSRC will need to identify the proposed survey corridor and then Sacramento will obtain the ROEs.

Ajo Phase I ESA

Comments were received from (b)(6) on the Ajo Phase I ESA; revisions are being made. The draft EA for the expansion is still on hold pending coordination. (b)(6) reported that the BLM withdrawal application was submitted to BLM on 21 May.

Temporary Vehicle Barriers (SON, NGL, TUC Stations)

The Temporary Vehicle Barriers preliminary draft EA was sent out on 24

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Monday. The deadline for comments is 15 June. The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) has been forwarded to Fort Worth for staffing.

Sonoita Roadway

GSRC has completed the biological surveys for the Sonoita border road project; cultural resources surveys were scheduled to start but will now be on hold pending the receipt of a final ROE for access road A. GSRC had understood that all ROEs had been obtained.

The Ajo and Tucson Station RVS EAs are still on hold pending information regarding the access road and power ROWs, as well as any alternate locations. (per (b)(6) (b)(6) (BLM) stated that the 3 Points site was owned by BLM but that the School District has a Recreation and Public Purposes lease on the property and has two more years to prove up on it. Thus, the Tucson Sector needs to work out an arrangement with the school district.")

under Checkpoints, you need to complete the first sentence; 3) under Ajo Phase I ESA-

I would change the name to just Ajo Land or Ajo Expansion and it was the draft withdrawal application that was submitted for review by BLM.

REAL ESTATE

USACE – (b)(6)

Douglas Lighting (5 Miles) Split East and West of the POE, pending NTP
Douglas, 13-Miles Roadway West of POE, ROEs out for signature and (b)(6)
(b)(6) is coordinating with BLM. Deployments have ROEs in place for FY'04
Douglas, International Ditch, pending NTP

Naco, Lighting (5 Miles) Split East and West of the POE, pending NTP
Nogales, 2-Miles Roadway East of POE, (b)(6) beginning acquisition process, boundary surveys and legal description due from Baker Eng. And decision on aquastiion of land between the border and the roadway
Nogales, Construction & ROW Acquisition (Pending Alignments)
Nogales, Schematic Design, USFS ROEs in place, private property pending final alignments

Sonoita, Preliminary Design, and Coordination, USFS in place, continuing ROE issues on private property, one owner to be followed up with ASAP based on Baker GIS data, see Sonoita Station US/Mexico Corridor Report
Permanent Survey Markers, pending NTP

Temporary Vehicle Barriers, Pending NTP

(b)(6)

Ephraim Ridge Reclamation, Final report pending, (b)(6) assigned development of an appraisal for the entire property.

PROCUREMENT

Whitewater Draw (National Guard), BOM in place material ordered and ready for next deployment in June. (b)(6) requested that BOMs be placed into categories as defined in the cost matrix. (b)(6) will e-mail the cost matrix to the team again.

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CONSTRUCTION

Kleinfelder inspectors ready for WWD deployment (National Guard) for superstructure placement and for Douglas LWC deployments (JTF-6). Kleinfelder has a web site where reports and photographs can be viewed.

To access the site go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b) (7)(E)

-For a Password enter: (b) (7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

The USBP TCA plans to construct landing mat fence in DGL with its own forces as needed. Procurement is underway and this project will probably begin 1 June

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Willcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6) to Check
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	Pending Baker Response
3. Ephraim Ridge Report	(b)(6)
4. Move the 1" HDPEP waterline in Naco	
5. 100% Naco 10 mile 22 June 2004	All
6. 100% remainder of 5 miles DGL East of POE comments due 11 June	
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)
8. 15% Nogales Design comments due 22 June	All
9. (b)(6)(b)(7)(C) need to know if ROW for Nogales 1.5 mile will include area between roadway and border	(b)(6)
10. Project Maps – existing & in design to (b)(6) due 4 June	GSRC & Baker
ACTION Environmental Working Group	RESPONSIBLE
1. Cabeza Prieta EA SOW status – needs follow up w/ (b)(6)	(b)(6)
2. Temp. Vehicle Barrier EA comments due by 15 June	
3. Contract for GSRC (404 permitting issues)	

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ACTION	RESPONSIBLE
4. San Pedro Crossing Report revised based on (b)(6) comments, due 4 June	(b)(6)

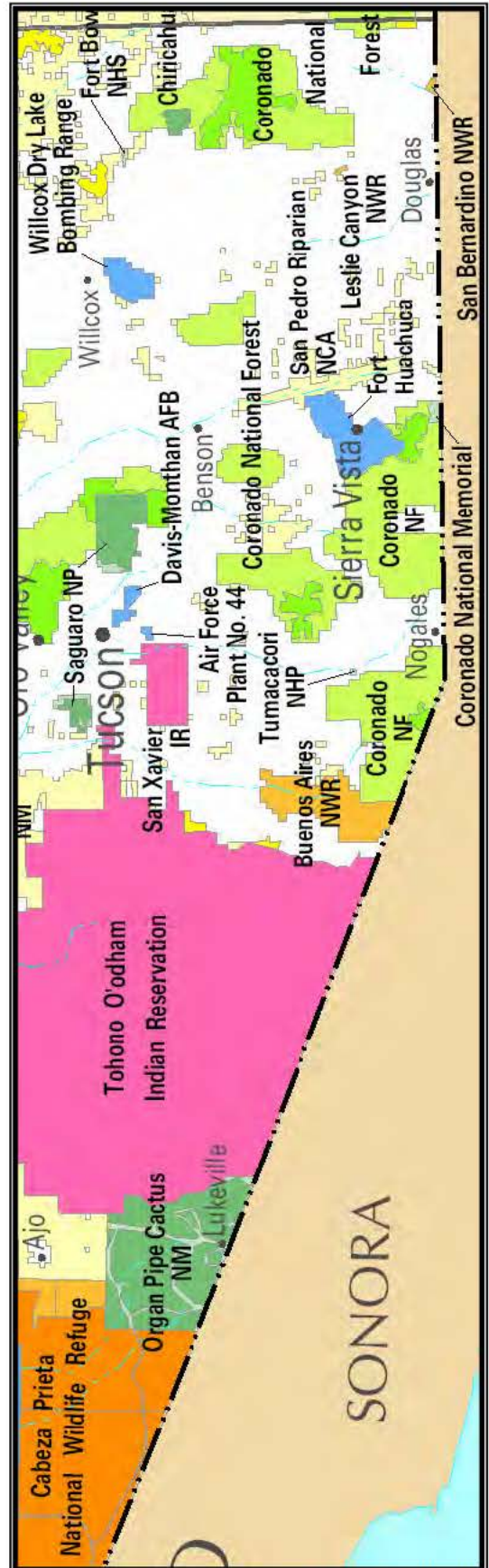
NEXT MEETINGS

- 25 May 2004 – Tucson Station, 10:00 am**
- 22 June 2004 – HDR Phoenix, 10:00 am**
- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

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(b) (7)(E)

(b) (7)(E)



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MEETING AGENDA

Meeting Date and Time: 25 May 2004, 10:00 am
Meeting Location: Tucson Station

MEETING PURPOSE

TCA PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE	
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)	
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.		
3. Ephraim Ridge Report		
4. Move the 1" HDPEP waterline in Naco		
5. 100% Naco 10 mile 22 June 2004		
6. 100% remainder of 5 miles DGL East of POE 27 May 2004		
7. Asphaltic Concrete arranged for August National Guard deployment		
8. BOM and order for USBP landing mat fence construction in DGL		
9. 3.6 Miles Douglas comments due 11 May		All
10. Corridor Report comments due 11 May		All
11. 15% Nogales Design due 11 May		(b)(6)
12. SOW for GSRC to do a Phase I on Ephraim Ridge property		
ACTION	RESPONSIBLE	
Environmental Working Group		
1. San Pedro engineering recommendations, due 11 May	(b)(6)	
2. Copies of UAV environmental documents for JTF-6 missions to (b)(6)		
3. Narrow down options on San Pedro water mitigation plans		
4. WWD 404 permit mitigation plan – GSRC contract to contracting.		

10:15 – 10:20 RVS

No report from IMC

10:20 – 10:45 MILITARY DEPLOYMENTS

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Task Name	2nd Quarter		3rd Quarter		4th Quarter		
	Feb	Mar	Apr	May	Jun	Jul	Aug
Naco, Az	[Redacted]						
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0	[Redacted]						
JTF-6 (917th Prime Beef - 2 Miles Primary Fence) JT-3998-04				[Redacted]			
JTF-6 (MWSS 371 - 4 Caps for the LWC's) JT-4070-04						[Redacted]	
Douglas, Az East of POE	[Redacted]						
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04	[Redacted]						
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04					[Redacted]		
Nogales, Az						[Redacted]	
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04						[Redacted]	
Douglas, Az (Whitewater Draw - West of POE)				[Redacted]			
Oregon National Guard 2 - 2 week deployments					[Redacted]		
Alaska National Guard				[Redacted]			
Douglas, Az (West of POE)						[Redacted]	
Illinois National Guard (LWCs @ King Ranch Rd.)						[Redacted]	

Arizona National Guard

(b)(6)

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Alaska National Guard – 15 soldiers, 1 to 15 May 2004 (Completed)

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004 (70 troops, LWCs on Kings Ranch Road – possible backup on WWD)

JTF-6

(b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 18 Jun (Underway)
- Douglas (Low-water crossings and Bollard Fence) MWSS 373 1-30 Jun
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Patrol Roads) 10 Jul - 23 Aug

10:45 – 11:15 ENGINEERING

Baker Eng. - updates, discussion and map of projects

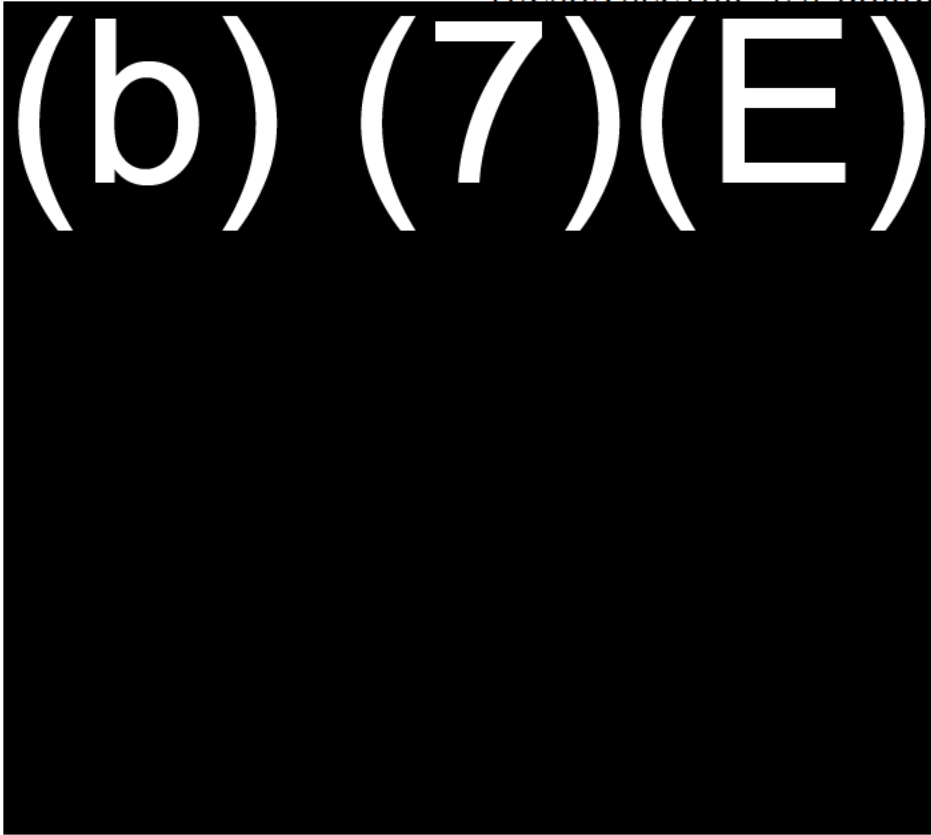
Douglas, 13 Miles of Roadway

Douglas, Lighting

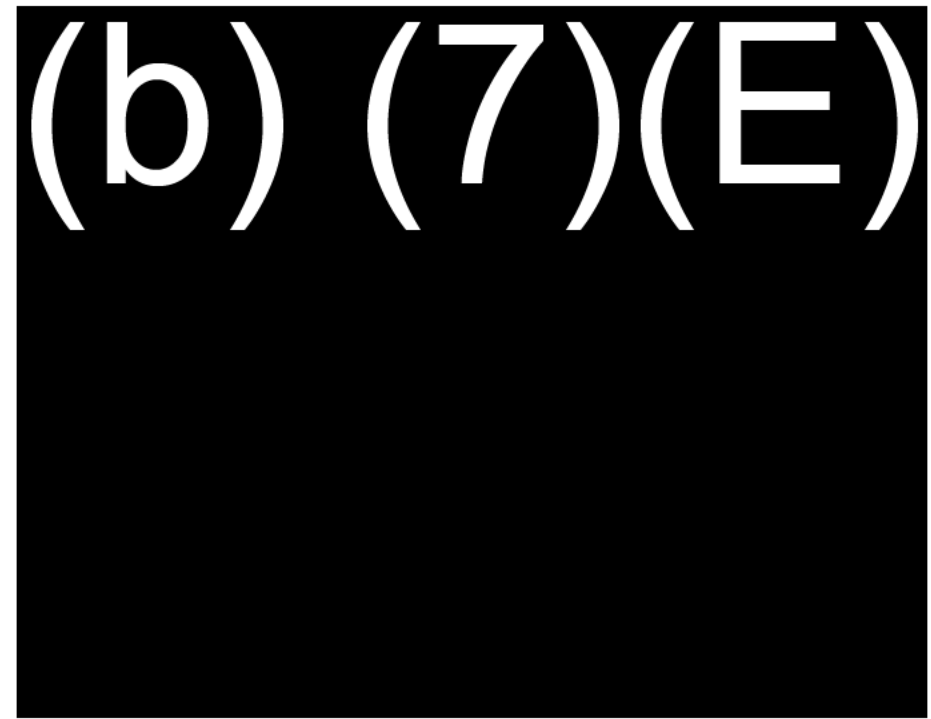
Douglas, Construction Oversight, and Staking.

Douglas, International Ditch, Preliminary and Final Design

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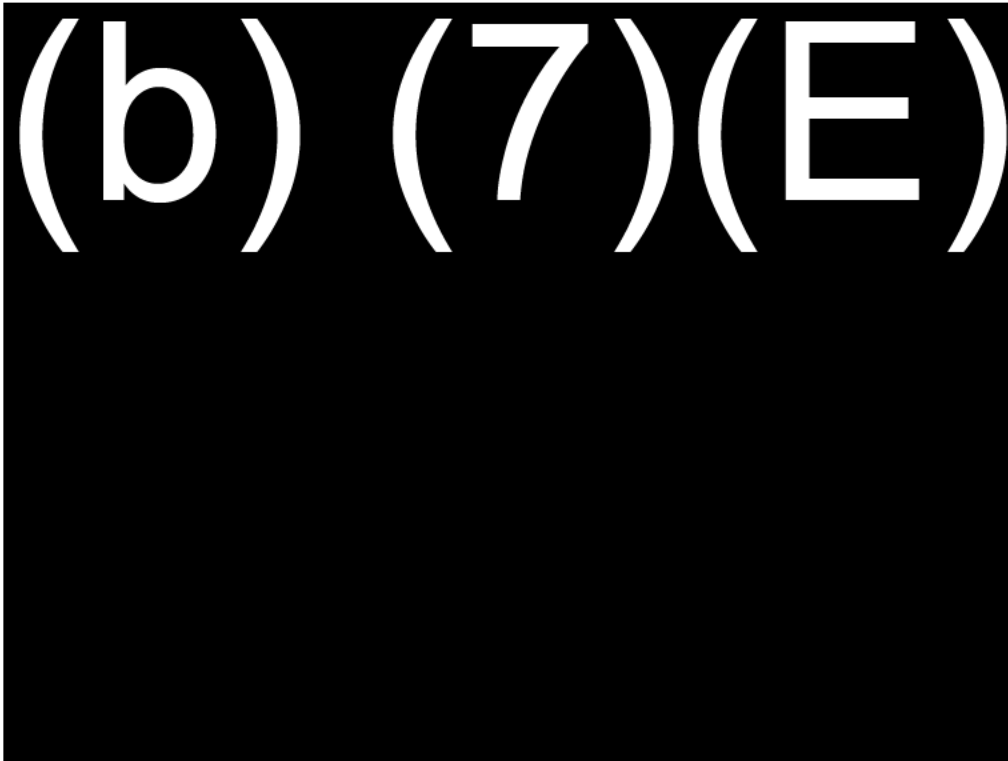


Naco, Lighting (5 Miles) Split East and West of the POE,
Naco, Primary Fencing, Preliminary and Final Design
Naco, Construction Oversight and Staking
Naco, 10-miles Roadway, Preliminary and Final Design



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Nogales, 1-1/2 Miles Roadway
Nogales, Construction Oversight and Staking
Nogales, Aerial West of Nogales
Nogales, Schematic Design



Sonoita, Preliminary Design (map not shown)
Permanent Survey Markers (all stations)
Temporary Vehicle Barriers (all stations)

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion
PEIS Tucson & Yuma (AERC 225)
BA – Operations – Tucson & Yuma (AERC 51)
Whitewater Draw 404 Permit
Checkpoint - (b) (7)(E) (AERC 227)
Checkpoints (b) (7)(E) (AERC 499)
Naco BA
Temporary Vehicle Barriers (AJO, TUC, CAG, NGL, & Son Stations)
Nogales Schematic Design
RVS EA for Tucson and Ajo Station
Cabeza Prieta Road Report
ESA for the Ajo garage

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12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b)(6)

Douglas Lighting (5 Miles) Split East and West of the POE

Douglas, 13-Miles Roadway West of POE

Douglas, International Ditch

Naco, Lighting (5 Miles) Split East and West of the POE

Nogales, 2-Miles Roadway East of POE

Nogales, Construction & ROW Acquisition

Nogales, Schematic Design

Sonoita, Preliminary Design, and Coordination

Permanent Survey Markers

Temporary Vehicle Barriers

(b)(6)

Ephraim Ridge Reclamation

1:30 – 1:45 PROCUREMENT

Naco & Douglas deployments (JTF-6)

Follow-up on Whitewater Draw (National Guard)

1:45 – 2:00 CONSTRUCTION

Follow-up on Whitewater Draw by Kleinfelder

OTHER ITEMS

NEXT MEETINGS

22 June 2004 – HDR Phoenix, 10:00 am

27 July 2004 – Tucson Station, 10:00 am

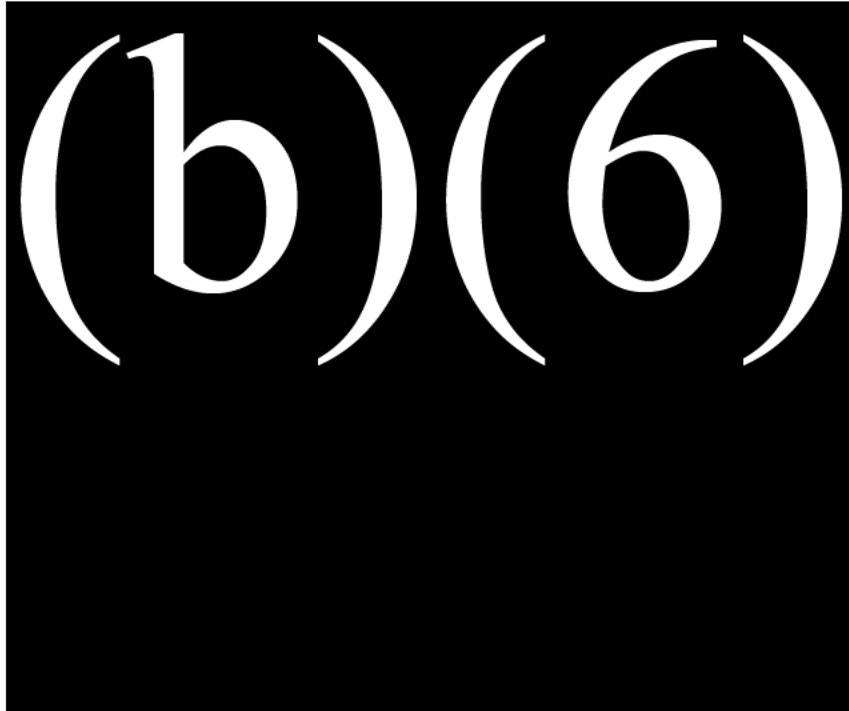
24 August 2004 – HDR Phoenix, 10:00 am

14 September 2004 – Tucson Station, 10:00 am

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MEETING MINUTES

Meeting Date and Time: 22 June 2004 – 10:00 am
 Meeting Location: HDR Phoenix
 Distribution Date: 25 June 2004
 Distributor: (b)(6)
 Distribution:



MEETING PURPOSE

TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6) to Check	Pending, Reassigned to (b)(6) (b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	Pending Baker Response	Pending Redesign from Baker/ Note Air Force Units May Want to Install in FY'05
3. Ephraim Ridge Report	(b)(6)	Pending Appraisal forwarded to (b)(6) (b)(6)

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ACTION	RESPONSIBLE	STATUS
4. Move the 1" HDPEP waterline in Naco	(b)(6)	Pending Baker Design
5. 100% Naco 10 mile 22 June 2004	(b)(6)	Done, Pending Those Areas East of POE
6. 100% remainder of 5 miles DGL East of POE comments due 11 June	All	Done
7. Asphaltic Concrete arranged for August National Guard deployment	(b)(6)	Small Quantity Ordered / Pending Larger Authorization
8. 15% Nogales Design comments due 22 June	All	Done
9. (b)(6) need to know if ROW for Nogales 1.5 mile will include area between roadway and border	(b)(6)	Done, Will Acquire Only What is Required for the Roadway
10. Project Maps – existing & in design to (b)(6) due 4 June	GSRC & Baker	Done
ACTION Environmental Working Group	RESPONSIBLE	
1. Cabeza Prieta EA SOW status – needs follow up w/ (b)(6)	(b)(6)	Pending 13 July Conference Call
2. Temp. Vehicle Barrier EA comments due by 15 June	All	Done
3. Contract for GSRC (404 permitting issues)	(b)(6)	Pending, in Contracting
4. San Pedro Crossing Report revised based on (b)(6) comments, due 4 June	(b)(6)	Done
5. Information on the number of agents at Naco for (b)(6)	(b)(6)	Done
6. UAVs Environmental Clearance information for (b)(6)	(b)(6)	Moot Point Per (b)(6)

RVS

The following message was received from (b)(6) prior to the PDT Meeting:

Kick-off Meetings for RVS Technical Directives are being established in Tucson Sector by the HQBOR Project Management Office (PMO). The need for RVS specific monthly PDT-type meetings involving all RVS team members is being discussed and will probably begin soon. The meetings will be chaired by as well as the agenda and resulting action items coordinated by the HQBOR-PMO. RVS coordination with the Border Barrier PDT is not being discontinued – however our current focus is on establishing a forum where support of RVS is its primary objective. At the present time L-3/GSI will attend the RVS Meetings in lieu of the PDT Meetings.

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MILITARY DEPLOYMENTS

Arizona National Guard

(b)(6)

WWD – West of DGL POE

- Successful mission by the Alaska National Guard in placing WWD foundation during May. Photos and reports of construction can be found at the Kleinfelder Webpage (SEE CONSTRUCTION FOR LINK)
- Successful mission by the Oregon National Guard in placing WWD approaches and superstructure. Roadway Open to USBP traffic with last course of fill placed temporary basis. The deployment stayed an extra week, sometimes working 24/7 with rotating shifts to complete the mission.

Douglas Roadway West of POE

- Illinois National Guard 10 July 2004 (70 troops to perform: 3 LWCs on Kings Ranch Road; 1000' of bollard and landing mat fence - possible backup on WWD)
- Arizona National Guard paving WWD 6 August
- Tentative May 2005 deployment from the Colorado National Guard

JTF-6

Milt Blankenship for (b)(6)

Scheduled Deployments FY'04

- Naco (Fence & Barriers) 917th Prime Beef Squadron 1 May - 15 June
- Douglas (LWCs 11, 12, & 13 and Bollard Fence) MWSS 373 1-30 June. (b) (6) to arrange survey support prior to unit's arrival.
- Naco (Low-water crossings) MWSS 371 6 Jul - 6 Aug (b)(6)
- Nogales, Az USBP (Nogales 0.5 Mile Roadway just east of Deconcini POE) 10 Jul - 23 Aug

Scheduled Deployments FY'05

- Possible 1 Oct. to 20 Nov. deployment into Naco and Douglas for roadway, fence, and electrical construction. Could be as large as 300 soldiers.

ENGINEERING

Baker Eng. - (b)(6) delivered the following products at the PDT meeting:

100% Plans Douglas 6 Miles west of Naco POE

Discussions centered on the Naco roadway design, especially east of the POE. Baker presented a GIS overview and detail of the design, including land ownership. This facilitated answers to questions on constructability and real estate issues.

- Douglas, Lighting, NTP issued, design need by September for October deployment by JTF-6
- Douglas, Construction Oversight, and Staking. (see project completion reports and pending deployments)
- Douglas, International Ditch, Preliminary Design to begin
- Naco, 10-miles Roadway, note deliverables above
- Naco, Lighting (5 Miles) Split East and West of the POE, NTP issued
- Naco, Construction Oversight and Staking (see project completion reports and pending deployments)
- Sonoita, Preliminary Design (see Sonoita Station US/Mexico Corridor Report from last months minutes)

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- Nogales, 1-1/2 Miles Roadway (design complete, Real Estate underway, some construction scheduled for July 2004 by JTF-6)
- Nogales, Construction Oversight and Staking (pending deployment)
- Nogales, Aerial West of Nogales (done)
- Nogales, Schematic Design (complete, comments from PDT received), (b)(6) had concerns regarding 1 to 1 slopes in the fill areas and erosion potential.
- Permanent Survey Markers, being placed with deployments
- Temporary Vehicle Barriers (SON, NGL, TUC Stations). note EA development below

ENVIRONMENTAL

- (b)(6) USACE and (b)(6) GSRC updated the PDT
- PEIS Tucson & Yuma (AERC 225), GSRC has received information from the Tucson Sector concerning the ABC Plan and is currently trying to obtain information from CBP regarding Customs operations along the Arizona Border. GSRC anticipates submitting a predraft PEIS 16 July 2004 pending receipt of Customs information.
- BA – Operations – Tucson & Yuma (AERC 51), The Tucson BA is on hold awaiting receipt of 2004 Cactus Ferruginous Pygmy-owl survey data from Arizona Ecological Services. GSRC anticipates submitting a predraft of the BA for internal review around 30 July 2004 pending receipt of survey data. (b)(6) will provide (b)(6) with personnel numbers for the Naco Station so (b)(6) can coordinate with the Upper San Pedro group concerning water conservation measures. Railroad rail will be used for the temporary vehicle barriers for the Tucson, Nogales, and Sonoita stations. (b)(6) (b)(6) wants to research the possibility of using the vehicle barriers as mitigation for the Tucson BA. (b)(6) will contact USFWS to discuss this possibility.
- Whitewater Draw 404 Permit, Whitewater Draw Mitigation Plan was submitted to (b)(6) on 18 June 2004. Contract modification for this project should be received by GSRC this week.
- Cabeza Prieta Road Report, The initial Cabeza Prieta Road Report has been finalized.
- Cabeza Prieta Vehicle Barrier (**New Item**), Fort Worth USACE is developing a SOW for the Cabeza Prieta road EA. There are still questions on what items should be included in the SOW to avoid segmentation issues. (b)(6) will check with (b)(6) (b)(6) (PAIC Ajo) to determine what admin. Roads and illegal trails the Ajo station has identified for maintenance. (b)(6) indicated preparation of the EA needs to begin ASAP because need to start vehicle barriers on Cabeza Prieta ASAP.M. (b)(6) will set up a conference call for 13 July 2004 to discuss and develop a SOW. Any EA involving a project on the Cabeza will have to include all actions currently proposed in that area. For instance the recent request for road maintenance, camp sites and in a cumulative manner, the off-road access. The need to include all "foreseeable" actions in the EA was discussed. Also discussed was funding since camp sites and road maintenance do not fall under the Border Barriers umbrella. The actions include Tucson and Yuma sectors. With respect to foreseeable actions, (b)(6) recommend that Ajo and Wellton stations identify all actions that may be proposed in the next 3-5yrs especially additional camps sites. The farther into the future the less detail is needed.
- Ephraim Ridge Reclamation, The SOW of work for Ephraim Ridge Phase 1 has been submitted to contracting office at Fort Worth USACE. Anticipate delivery order being delivered to GSRC the week of June 28.

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- Check Point (b) (7)(E) Near (b) (7)(E) (New Item), Funding has not been received by AERC for the (b) (7)(E) checkpoint (b) (7)(E) and GSRC has not been scoped to conduct the work at this time.
- Douglas/Wilcox RVS project, AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status.
- Nogales Schematic Design, GSRC has reviewed the Nogales 10-mile road ROW 15% designs and believes the bio/CR survey corridor should be 50 feet beyond the cut/fill areas in locations where the footprint is expanded and 100 feet either side of the road footprint where widening or cut/fill is minimal. (b)(6) questioned the need for a 100-foot survey corridor where widening or cut/fill is minimal. (b)(6) will check with (b)(6) concerning the 100 feet survey corridor. (b)(6) will review the equipment needed and the required turning radius of the equipment. (b)(6) will send e-mail to EWG concerning his conversation with (b)(6)(b)(7)(C)
- Temporary Vehicle Barriers, The Temporary Vehicle Barriers preliminary draft EA was sent out. The deadline for comments was 15 June. The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) has been forwarded to the Fort Worth USACE for staffing. The Notice to Proceed for the permanent vehicle barrier EA on the TON should be submitted to GSRC the week of June 28, 2004.
- Sonoita Roadway, GSRC field biologist will revisit some sites along the Sonoita road project on 24 June 2004. The AZ State Museum will remove the remains at the cremation site and contact the tribes known to occur in the area. The remains will be stored at the museum until they are claimed by a tribe.
- The Ajo and Tucson Station RVS EAs, the Ajo Station RVS EA is till on hold pending information regarding the access road and power ROWs, as well as any alternate locations. The kick-off meeting for the Tucson RVS EA is scheduled for 23 June 2004.
- Naco BA, San Pedro River low water crossing will be a concrete low water crossing located along the border. This is based on a report from HDR and the desire of the Naco Station.

REAL ESTATE

USACE – Sacramento USACE (Conference Call)

- Douglas Lighting (5 Miles) Split East and West of the POE, pending NTP
- Douglas, 13-Miles Roadway West of POE, ROEs coordination with BLM continues. Deployments have ROEs in place for FY'04
- Douglas, International Ditch, pending NTP
- Naco, Lighting (5 Miles) Split East and West of the POE, pending NTP
- Nogales, 2-Miles Roadway East of POE, (b)(6) beginning acquisition process. ROE in place to begin construction on the first 0.25 miles from the west on the 1 ½ mile project. The first 0.5 miles is within the 60' and ROEs have been obtained from adjacent property owners.
- Nogales, Schematic Design, USFS ROEs in place, private property pending
- Sonoita, Preliminary Design, and Coordination, USFS in place, continuing ROE issues on private property
- Permanent Survey Markers, pending NTP
- Temporary Vehicle Barriers, Pending NTP

(b)(6)

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BUREAU OF CUSTOMS AND BORDER PROTECTION
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- Ephraim Ridge Reclamation, Final report pending. (b)(6) assigned development of an appraisal for the entire property.

PROCUREMENT

(b)(6) reported no significant issues at this time and procurement was no track for the deployments into Naco and Nogales by JTF-6 and Douglas by the National Guard. The National Guard deployment will require procurement of steel for Bollard fence near WWD.

CONSTRUCTION

Kleinfelder inspectors have prepared daily field reports for WWD deployment (National Guard) for superstructure placement and for Douglas LWC deployments (JTF-6). Kleinfelder has a web site where reports and photographs can be viewed.

To access the site go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b)(7)(E)

-For a Password enter: (b)(7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

The USBP TCA is constructing landing mat fence in DGL with its own forces. Procurement continues and this project has constructed 1/4 mile of fence so far with an 8 person crew.

Next years engineering contracts, as presented in the previously approved spending plan, will be 2 additional miles of roadway in Douglas, 10 additional miles of roadway in Naco, relocation of lights in Nogales, 2 additional miles of roadway in Nogales, and 5 miles in Sonoita. Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit. Environmental clearances and 404 permitting may be required for these as well.

ACTION ITEMS

ACTION	RESPONSIBLE
1. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO - AERC still has not received any funding for Douglas/Wilcox RVS project. (b)(6) will follow up with HQ BOR to determine status. (b)(6)	(b)(6)
2. Lighting design test follow up with Castro Electric. Scope for Baker Design.	
3. Ephraim Ridge Report (pending appraisal)	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION	RESPONSIBLE
4. Move the 1" HDPEP waterline in Naco	(b)(6)
5. Asphaltic Concrete arranged for August National Guard deployment	
6. Need pictures and limits of project for "project description" forwarded to HDR	
7. Support Request for large contingent of soldiers into TCA, including Cabeza Preita	
8. Comments due 27 July 2004 on Naco Roadway – 6 Miles west on the Naco 10 Mile Roadway Project	All
9. Discussion should be started with Ephraim Ridge property owner regarding the appraisal.	(b)(6)
ACTION Environmental Working Group	RESPONSIBLE
1. Cabeza Prieta EA SOW 13 July Conference Call – include coordination with Yuma Sector / SOW / funding issues	(b)(6)
2. Contract for GSRC (404 permitting issues)	

NEXT MEETINGS

- 27 July 2004 – Tucson Station, 10:00 am**
- 24 August 2004 – HDR Phoenix, 10:00 am**
- 14 September 2004 – Tucson Station, 10:00 am**

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**



**Whitewater Draw in Douglas Arizona Placement of the Precast Box Culvert by the National Guard
Prior to Roadway Embankment Being Placed**

		FY04 TUCSON SECTOR DEPLOYMENTS							
Task Name	Start	2nd Quarter			3rd Quarter			4th Quarter	
		Feb	Mar	Apr	May	Jun	Jul	Aug	
Naco, Az		[Redacted]							
JTF-6 (MWSS 272 - LWC/Road/Bollard Fence) JT-3706-0	Tue 2/10/04	[Bar]							
JTF-6 (917th Prime Beef - 2 Miles Primary Fence) JT-399E	Mon 5/3/04				[Bar]				
JTF-6 (MWSS 371 - 4 Caps for the LWC's) JT-4070-04	Tue 7/6/04							[Bar]	
Douglas, Az East of POE		[Redacted]							
JTF-6 (B Co, 8th ESB - 1.5 Miles of Road) JT-2795-04	Tue 2/10/04	[Bar]							
JTF-6 (MWSS 373 - LWC's 10, 11 & 12) JT-4070-04	Wed 6/2/04					[Bar]			
Nogales, Az								[Redacted]	[Redacted]
JTF-6 (854th En. Bn. - CbtHvy) JT-2793-04	Mon 7/12/04							[Bar]	
Douglas, Az (Whitewater Draw - West of POE)					[Redacted]				
Oregon National Guard - 30 Soldiers	Sat 6/5/04					[Bar]			
Alaska National Guard	Mon 5/3/04				[Bar]				
Arizona National Guard - Paving WWD (Tentative)	Fri 8/6/04								[Bar]
Douglas, Az (West of POE)								[Redacted]	[Redacted]
Illinois National Guard (LWCs @ King Ranch Rd.)	Sat 7/10/04							[Bar]	

DATE: TIME: 22 June 2004 10:00am

US BORDER PATROL BORDER BARRIER PROJECTS
TUCSON SECTOR PROJECT DELIVERY TEAM
MEETING CHECK IN AND SIGN IN

LOCATION: HDR - Phoenix

TUCSON SECTOR

(b)(6)
 (b)(6)
 (b)(6)

NOGALES STATION

(b)(6)
 (b)(6)
 (b)(6)

DOUGLAS STATION

(b)(6)
 (b)(6)
 (b)(6)

SONOITA STATION

(b)(6)
 (b)(6)

NACO STATION

(b)(6)
 (b)(6)
 (b)(6)

CASA GRANDE STATION

(b)(6)

YUMA SECTOR

(b)(6)

CONSULTANT TEAM

HDR

(b)(6)
 (b)(6)
 (b)(6)

IMC

(b)(6)

BAKER

(b)(6)
 (b)(6)
 (b)(6)

GSRC

(b)(6)

Kleinfelder

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

BPSCC

(b)(6)
 (b)(6)
 (b)(6)

DHS

(b)(6)
 (b)(6)
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 (b)(6)

CORPS OF ENGINEERS

(b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)
 (b)(6)

IBWC

(b)(6)
 (b)(6)

JTF-6

(b)(6)(b)(7)(C)
 (b)(6)(b)(7)(C)
 (b)(6)(b)(7)(C)

AZ NATIONAL GUARD

(b)(6)
 (b)(6)

OTHER GOVERNMENT AGENCIES

USFS

(b)(6)
 (b)(6)
 (b)(6)

AG&FD

(b)(6)

USF&WS

(b)(6)

BLM

(b)(6)

OTHER

NAME: _____ AFFILIATION: _____

ADDRESS: _____ E-MAIL: _____

PHONE: _____ FAX: _____

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 28 June 2005 @ 10:00
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)	Pending
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available		Pending
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng.		Pending
4. Rental Equipment extended for Naco and Douglas fence crews		Pending
5. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005		Pending
6. Douglas, International Ditch drainage report expected 3 June 2005.		Done
Environmental Working Group		
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit	(b)(6)	Pending
2. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC		Done
3. Tucson BA needs funding for GSRC contract modification.		Pending
4. Provide (b)(6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed back on deployment operation and staging sites.		Done
5. Comments needed on PEIS by 15 July	All	Pending

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

Scheduled Deployments FY'05

Douglas 10 to 25 June 2005 101st Engineer Company from Massachusetts. 70 personnel into Whitewater Draw to complete approaches to box culvert. Unit did outstanding job on project.

(b)(6)

JTF-N

No Further Scheduled Deployments FY'05

Report on Potential FY'06 Deployments (see attached)

(b)(6)

ENGINEERING

Baker Eng.

Douglas, Lighting (5 Miles) Design in progress

Douglas, 13-Mile Roadway Design in progress

Douglas, International Ditch 60% complete, Drainage report submitted to (b)(6)

Naco, Lighting (5 Miles) Douglas/Naco plans issued to station reps.

Nogales, Schematic Design on hold pending resolution of real estate issues and funding to proceed. To be discussed in 29 July meeting in Nogales

(b)(6)

(b)(6)

FY'05 Engineering Projects

No Report

2 additional miles of roadway in Douglas
relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita (fee proposal received and in process, effort will not proceed until environmental documents are in place)

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225) –GSRC is on track to provide preliminary final EIS for Tucson/Yuma daily operations by July 15.

Tucson BA –GSRC is proceeding with preparation of the revised Tucson BA, based on additional ABCII data by (b)(6) need to coordinate additional data needs from various stations. (b)(6) acknowledged that additional funding is available, (b)(6) needs to request funding. Legal opinion regarding water mitigation requirements has not been received CBP legal counsel.

Whitewater Draw 404 Permit –Phelps Dodge is still reviewing WWD MOA. GRSC will draft letter for BP to city of Douglas with copies to Phelps Dodge and (b)(6) (USACE Los Angeles District) to identify a deadline of August 15, 2005 for final agreement. After that date, BP will provide (b)(5) in lieu compensation to the Los Angeles District..

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

San Pedro River LWC—The San Pedro River LWC BA was sent to BLM for review prior to submittal to the USFWS. (b)(6) (BLM) will contact (b)(6) and request his comments by July 11.

Vehicle Barriers - Tohono O’Odham Nation (TON) –conference call to be set-up for discussion on projects description, funding, etc. The contract with GSRC is being negotiated.

Sonoita Border Road –comment period will end July 20.

Tactical Infrastructure for Western Arizona

(From the Yuma Sector PDT Meeting Minutes of 17 June 2005)

FY05 TIWAZ

- The FY05 funds are expected to drop provide funding codes with the dollars
- There was significant discussion regarding funding. (b)(6) believes that the from being used to fund engineering to obtain written direction on the matter.
- TIWAZ funding from Indianapolis (b)(6) will draft an email requesting plan included nearly 40 projects.

Tactical Infrastructure for Western Arizona

- EA BMGR

Public meeting is scheduled for June 21st.

- EA CPNWR

Public meetings are scheduled for Tucson, Gila Bend and Yuma from July 19th through July 21st.

USPP—BMGR EA was released for public review on May 23. Initial efforts on the CPNWR EA is on-going, public scoping meetings are being coordinated.

Nogales Schematic Design –to be discussed on July 29 meeting in Nogales.

Ephraim Ridge Phase I –GSRC submitted estimate for Ephraim Ridge ESA/EA. (b)(6) will negotiate with GSRC this week.

REAL ESTATE

USACE - Sacramento

(b)(6)

No Report

NLC - Laguna Nigel

(b)(6)

Ephraim Ridge Report

(document is into CBP legal review)

PROCUREMENT

AERC

(b)(6)

Discussion of rental equipment utilized for pedestrian fence and vehicle barrier in Douglas & Naco. New vendor to be utilized.

CONSTRUCTION

Kleinfelder

(b)(6)

Updates (see web page below)

To access a website that has updates, go to:

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

www.kleinfelder.com

- Click on the **Client Link** link at the left of the page.
 - Select **Border Patrol Construction Oversight** from the drop-down menu.
 - For a User Name enter (b) (7)(E)
 - For a Password enter: (b) (7)(E)
- (The User Name and Password are case-sensitive, so make sure you don't capitalize.)
- Select the deployment you wish to view

TRACKING SYSTEM UPDATE No Report
 Update for tracking system Maintained by (b)(6)

AERC NO	<i>PROJECT NAME</i>
539	Ajo EA for 10 RVS
218	Douglas Acquire F&WS Property
218	Douglas Complete White Water Draw
218	Douglas Roadway, Temporary Vehicle Barrier and Pedestrian Fence
218	Douglas 10' CMP, Erosion Control/Monsoon Repair
218	Naco Roadways East & West of the POE
218	Nogales Construct 1.5 Miles of Roadway
218	Ajo, Tuc, Cag Temporary Vehicle Barriers
218	Nogales Ephriam Ridge Reclamation
218	Nogales 2 Additional Roadway Miles
218	Nogales Relocate Lighting Between POEs
218	Nogales Tunnels
218	Sonoita 5 Miles of Roadway Design
218	Tucson PDT Coordination
218	Naco Temporary Vehicle Barrier
218	(b)(6) Farms
	Tactical Infrastructure Western Arizona (TIWAZ)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE. To be discussed in July 29 Nogales meeting	(b)(6) (b)(6) Nogales staff & Baker
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b)(6)	(b)(6)
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. (Sonoita in , need others) Reviewing cost estimates, etc.	
4. Rental Equipment extended for Naco and Douglas fence crews, pending new vendor.	
5. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 28 June 2005. Baker is doing quality review of plan sets	
6. Douglas, International Ditch drainage report expected 3 June 2005. Submitted to PM (b)(6) for review.	
Environmental Working Group	
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit	(b)(6)
2. Ephraim Ridge Reclamation SOW and request for fee proposal for Phase I ESA to GSRC. GSRC & AERC to re-negotiate fees.	
3. Tucson BA needs funding for GSRC contract modification and up-dated maps from stations. Maps completed & at GSRC.	
4. Provide (b)(6) with a copy of the Preliminary Draft EA for the Sonoita Border Roads to obtain feed-back on deployment operation and staging sites.	
5. Comments needed on PEIS by 15 July	
	All

NEXT MEETINGS

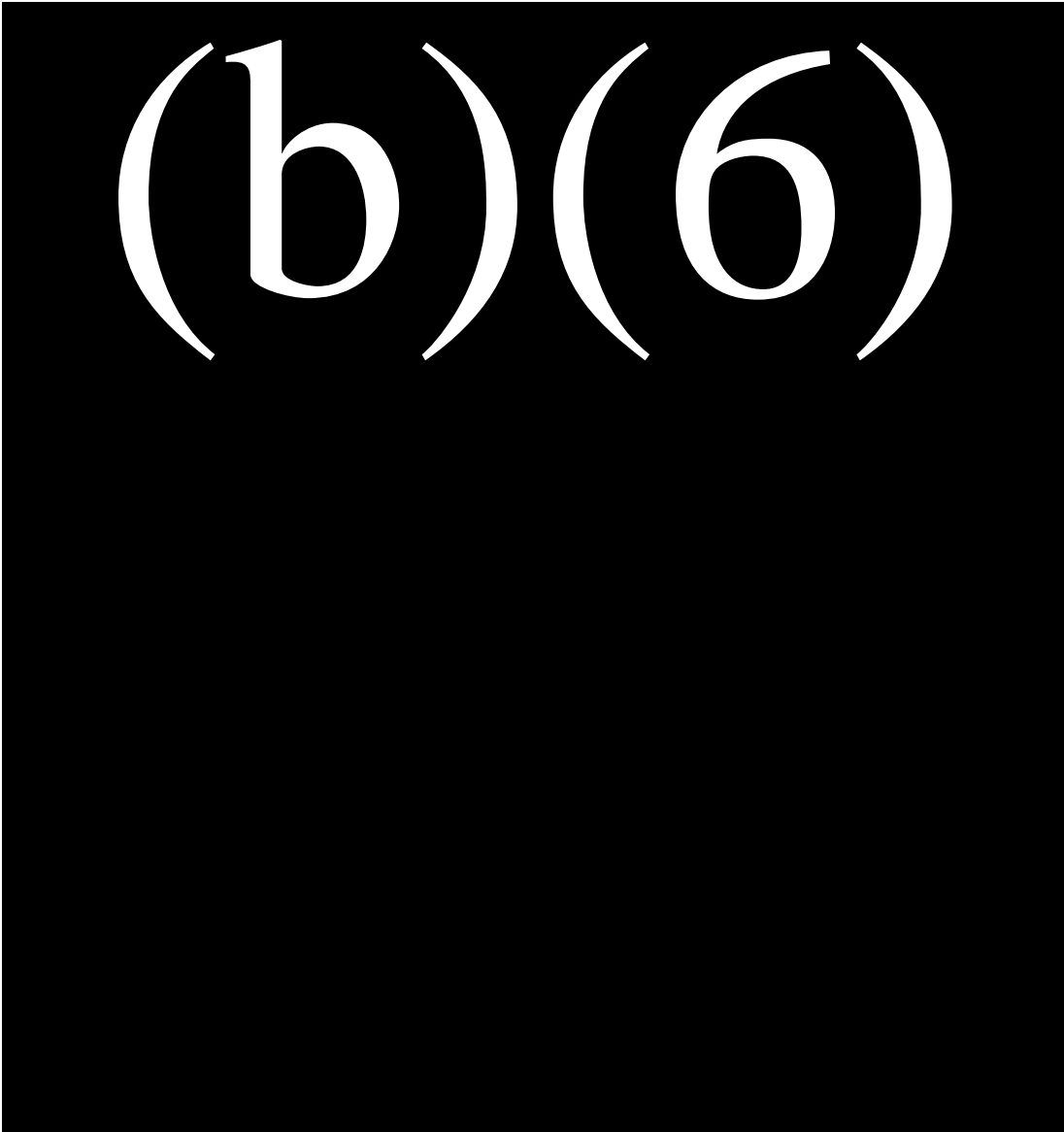
19 July 2005 @ 10:00 – Tucson Station

23 August 2005 @ 10:00 – Tucson Station

13 September 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



POSSIBLE JTF-N FY'2006 Engineer Missions

Engineer Missions 1st Quarter

- **ES4202** Road Laredo TX **CBP Laredo**
- **ES4201** Fence Laredo TX **CBP Laredo**
- **ES4156** Road Naco AZ (west) **CBP Tucson**
- **ES4155** Lights Naco AZ (east) **CBP Tucson**

Engineer Missions

2nd Quarter

- **ES4204** **Lights** **San Diego CA** **CBP San Diego**
- **ES4209** **Culverts** **San Diego CA** **CBP San Diego**

- **ES4150** **Road** **Douglas AZ (east)** **CBP Tucson**

- **ES4160** **Road** **Naco AZ (east)** **CBP Tucson**

- **ES4158** **Road** **Naco AZ (west)** **CBP Tucson**

Engineer Missions 3rd Quarter

- **ES4157** **Road** **Naco AZ (west)** **CBP Tucson**
- **ES4153** **Road** **Nogales (east)** **CBP Tucson**
- **ES4334** **Road** **Eagle Pass TX** **CBP Del Rio**
- **ES4145** **Road** **Douglas AZ (east)** **CBP**
Tucson

Engineering Initiatives 4th Quarter

- **ES4149** **Barrier Fence** **Tucson** **CBP Tucson**
- **ES4146** **Barrier Fence** **Tucson** **CBP Tucson**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
- **ESXXXX** **Road** **Yuma** **CBP Yuma**
-

TCA PBT

6/28/05

(b)(6)

(b)(6)

OSP/TCA
Baker
BACE
BLM
NACO BP
Naco BP
USTBWC
HUNT-ZOLLARS
BP/NOGLES
National Guard
IRT ARNG
BP. Douglas AZ
BP. Douglas, AZ
GSRC
KLEA FELDER

On telephone:

(b)(6)

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

MEETING AGENDA

Meeting Date and Time: 18 November 2003 10:00

Meeting Location: Tucson – USBP Station

MEETING PURPOSE

PDT Meeting

INTRODUCTIONS

10:00 – 10:15 REVIEW OF ACTION ITEMS

ACTION	RESPONSIBLE
Project Delivery Team	
1. Report on Ephraim Ridge Real Estate Issues - (b)(6) (b)(6) will follow up with Western Region.	(b)(6)
2. MOU developed for Bureau of prisons to fabricate fence extension for DGL	
3. Follow up on contract for GSRC to prepare EA for RVS in Douglas AO – need survey and engineering support	
4. Martial cost and delivery time matrix forwarded to PDT members	
5. Rail ordered for Temp. Vehicle Barriers in DGL & NCO	
6. Cost of military deployments from JTF-6 to determine asset value	
7. Working set of 4.4 miles of new roadway west of POE to the AzANG	
8. Final Plans Nogales first ½ mile of 2-Miles by 1 Dec.	
9. SWPPP responsibility for construction and ongoing reporting - Kleinfelder & Stations	Kleinfelder & Stations
10. SWPPP training – need contact to set up training	(b)(6)

ACTION	RESPONSIBLE
Engineering Working Group	
1. All Preconstruction BOMs through HDR before going to J. Easley	All
2. Fill material source located for February deployment to Douglas	(b)(6)
3. WWD foundation change to grouted rock – Baker to check on Geotech – AzANG to check with constructing unit	

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

ACTION Environmental Working Group	RESPONSIBLE
1. Mitigation costs possible from BA to be provided to (b)(6) (b)(6)	(b)(6)
2. Copy of the signed FONSI to (b)(6) and GSRC. GSRC will distribute the final EA ASAP	
3. The Naco-Douglas Corridor SEA internal review comments by 7 November. GSRC will revise the preliminary final and submit the final and FONSI to HQ CBP for staffing 24 November. Final EA and signed FONSI for 30 November.	All
4. Tucson checkpoint (b)(7) - GSRC still needs some information from (b)(6) (Ajo) (b)(7)(E) (b)(7)(E)	(b)(6)
5. Corrected document titles on update documents	(b)(6) & GSRC
Letter drafted to USF&WS Phoenix Field Office for CBP signature regarding Yuma BO and Tucson/Yuma BA; the letter should also acknowledge the USFWS cooperation	(b)(6) & GSRC

10:15 – 10:20 RVS

10:20 – 10:45 MILITARY DEPLOYMENTS

Arizona National Guard

WWD – West of DGL POE

- Oregon National Guard – June 2004, 30 soldiers for two 2-week deployments
- Oklahoma National Guard – last 2-weeks of May 2004 in preparation for box placement (deployment cancelled)
- Alaska National Guard – 15 soldiers May 2004
- Survey Crew from Idaho N.G.

Douglas Erosion Control

Tentative deployment of S. Carolina National Guard for June 2004.

Douglas Roadway West of POE

- Illinois N.G. 10 July 2004

JTF-6

LOCATION	PLANNER	START	END
NACO, AZ USBP (Patrol Roads)	(b)(6)	10-Feb	30-Mar
DOUGLAS, AZ USBP (Patrol Roads)		10-Feb	30-Mar
ORGAN PIPE, AZ, NPS (Vehicle Barriers)		15-Mar	15-Apr
NOGALES, AZ USBP (Patrol Roads)		Jul	Aug

10:45 – 11:15 ENGINEERING

Baker Eng. - updates and discussion

Douglas, New Roadway Designs

Nogales, Tunnels, Preliminary & Final Design

Nogales, 1-1/2 Miles Roadway, Preliminary & Final Design

FY'03 Contracts

11:15 – 12:00 ENVIRONMENTAL

GSRC - updates and discussion

**BORDER BARRIER SYSTEM PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
TUCSON SECTOR - U.S. BORDER PATROL**

PEIS Tucson & Yuma (AERC 225)
Checkpoints (b)(6) (AERC 499)
Checkpoint - (b)(6) (AERC 227)
Nogales BPS (AERC 503)
BA – Operations – Tucson & Yuma (AERC 51)
Naco-Douglas SEA (AERC 218)
Nogales Infrastructure EA (AERC #255 & 218 ENV #225)
 The FONSI for the Nogales Various Infrastructure Improvements final EA
 was signed on 17 October.
Douglas Whitewater Draw
Sonoita
Nogales Schematic Design
Temporary Vehicle Barriers (Nogales & Sonoita Stations)
Naco BA
Douglas Dip 5

12:00 – 1:00 LUNCH

1:00 – 1:30 REAL ESTATE

USACE – (b)(6)
 Douglas Lighting (5 Miles) Split East and West of the POE
 Douglas, 13-Miles Roadway (8 miles west & 5 miles east)
 Douglas, International Ditch
 Naco, Lighting (5 Miles) Split East and West of the POE
 Nogales, 2-Miles Roadway
 First ½ mile – ROEs 9work within 60'
 1 ½ miles - Construction & ROW Acquisition
 Nogales, Schematic Design
 Sonoita, Preliminary Design and Coordination
 Permanent Survey Markers
 Temporary Vehicle Barriers
Western Region (b)(6)
 Report on costs and viability of acquiring additional real estate near Ephraim
 Ridge
 Ephraim Ridge ROEs for surveys and construction access

1:30 – 1:45 PROCUREMENT




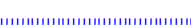


1:45 – 2:00 OTHER ITEMS

NEXT MEETINGS

**9 December 2003 – HDR Phoenix, 10:00 am
13 January 2004 – Tucson Station, 10:00 am**

FY'04 TUCSON SECTOR DEPLOYMENTS

ID	Task Name	3rd Quarter				4th Quarter		
		Feb	Mar	Apr	May	Jun	Jul	Aug
1	Naco and East of POE Douglas Large Deployment Split	■						
2	JTF-6 NACO, AZ USBP (Patrol Roads)	■						
3	JTF-6 DOUGLAS, AZ USBP (Patrol Roads)	■						
4	ORGAN PIPE - National Park Service		■					
5	JTF-6 ORGAN PIPE, AZ, NPS (Vehicle Barriers)		■					
6	Nogales First 1/2 Mile Roadway						■	
7	JTF-6 (Patrol Roads)						■	
8	Douglas White Water Draw - West of POE				■			
9	Oregon National Guard 2 - 2 week deployments					■		
10	Oklahoma National Guard				■			
11	Alaska National Guard				■			
12	Idaho National Guard - Survey Crew					■		
13	Douglas Erosion Control West of POE					■		
14	S. Carolina National Guard					■		
15	Douglas Roadway West of POE						■	
16	Illinois National Guard						■	

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

FOR CORRECTIONS PLEASE CONTACT
timothy.montgomery@hdrinc.com

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
(b)(6)	USBP Tucson Sector	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
	HDR Engineering					
	JTF-6					
	USACE-AERC					
	USBP - Sonoita					
	US Forest Service					
	Baker Engineering					
	Fort Worth USACE					
	AERC					
	HDR Engineering					
	USACE					
	USBP Tucson Sector Point of Contact					

Submit Changes to:
(b)(6)
HDR

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
					Pager	
(b)(6)	DHS-HQ	(b)(6)				
(b)(6)	HDR					
(b)(6)	USACE-Project Management Support for Others					
(b)(6)	USACE-Real Estate					
(b)(6)	JTF-6 USMC Eng. Plans Officer AZ ARNG					
(b)(6)						
(b)(6)	USBP San Diego Sector					
(b)(6)	USAED, Albuquerque					
(b)(6)	USBP Casa Grande Station					
(b)(6)	IBWC, United States Section					
(b)(6)	USBP Special Coordination Center					
(b)(6)	USBP Special Coordination Center Deputy Chief Patrol Agent					

Submit Changes to:

(b)(6)
HDR

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
(b)(6)	Gulf South Research Corporation Vice President JTF-6	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	USBP - Nogales	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	US Forest Service	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	USBP - Sonoita	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	DHS	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	Kleinfelder	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	USBP Naco Station	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	USBP Special Coordination Center	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	TF-6	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	GSRC	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	HDR Engineering	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)
(b)(6)	GSRC	(b)(6)	(b)(6)	(b)(6)	(b)(6)	(b)(6)

Submit Changes to:
(b)(6)
HDR

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
(b)(6)	Baker Engineering	(b)(6)				
(b)(6)	USACE-AERC					
(b)(6)	Phelps Dodge Mining Company Materials Management USBP Nogales Station					
(b)(6)	DHS - Western Region Environmental					
(b)(6)	USACE FW District					
(b)(6)	USBP Special Coordination Center					
(b)(6)	JTF-6					
(b)(6)	IMC					
(b)(6)	USBP Nogales Station					
(b)(6)	DHS					
(b)(6)	Kleinfelder - Tucson 6451 S. Country Club Rd. Tucson, AZ 85706 DHS - Program Manager Point of Contact					

Submit Changes to:

(b)(6)

HDR

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
(b)(6)	USBP Douglas Station	(b)(6)				
(b)(6)	Kleinfelder					
(b)(6)	JTF-6					
(b)(6)	USBP - Electronics					
(b)(6)	Phelps Dodge Mining Company Project Manager USACE-AERC					
(b)(6)	IBWC					
(b)(6)	HDR Engineering DHS Client Manager					
(b)(6)	US Border Patrol					
(b)(6)	Phelps Dodge Mining Company Land & Water Dept. AZ Army National Guard					
(b)(6)	USACE - Fort Worth District					
(b)(6)	DHS-AERC					

Submit Changes to:

(b)(6)

HDR

DHS - US BORDER PATROL BORDER BARRIER PROJECTS

TUCSON SECTOR

Name	Affiliation	Mailing Address	Phone #.	FAX #	Cellular # or Pager #	E-mail Address
(b)(6)	USBP Naco Station	(b)(6)				
	Phelps Dodge Mining Company Environmental Manager					
	DHS Space Management Specialist					

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 23 November 2004 @ 10:00 am
Meeting Location: Tucson Station
Meeting Purpose: TCA PDT Meeting

ACTION ITEMS

ACTION	RESPONSIBLE
1. Contract for GSRC to prepare EA for RVS in Douglas AO - AERC has not received any funding for Douglas/Wilcox RVS project. Follow up with HQ BOR to determine status. (b)(6)	(b)(6)
2. Ephraim Ridge Report & Discussion should be started with Ephraim Ridge property owner regarding the appraisal. Report due 14 September. Follow-up by (b)(6)	
3. ROEs for Nogales Schematic Design for environmental surveys – meeting scheduled for 4 November 2004 in Nogales, Ownership and ROEs that have come back in provided for the meeting by (b)(6)	
4. Nogales schematic design alignment meeting on 4 November 2004 at the Nogales station	
5. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)
6. Memorandum to File on Nogales Fence, removal of landing mat with replacement landing mat.	
7. Nogales - Rinker Materials bill follow-up	
8. Castro Electric follow-up and resolution to issues on Vandal shields	
9. SW Strategy concerns and follow-up on drainage issues in Agua Prieta.	
10. Publication notice in Douglas paper forwarded to (b)(6)	
11. JTF-North needs a current set of plans for Naco East. (subsequent discussions concerned the need for all the LWCs or if some could be deleted)	
12. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	(b)(6) (Baker)
13. (b)(6) will investigate the possibility of having Baker provide preliminary designs for San Pedro River LWC	(b)(6)
14. APS drop and meter in Douglas for deployment electric supply	
15. Follow-up on paving the Nogales ½ mile with a private contractor	
Environmental Working Group	
1. Sector Attorney to be provided with a copy of the PEIS	GSRC
2. Follow-up with legal council on FOI request	(b)(6)
3. Follow-up on (b)(7)(E) Checkpoint funding	(b)(6)
4. Temporary Vehicle Barriers EA comments due by 1 November 2004	All
5. PEIS and agency coordination meeting minutes forwarded to be included in the PDT meeting minutes. Also need draft GSRC SOWs.	(b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

MILITARY DEPLOYMENTS

Arizona Army National Guard

(b)(6)

Scheduled Deployments FY'05

- Douglas 1 February 2005 Alaska ANG in February @ Douglas Whitewater Draw
- Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw
- Douglas 1 June 2005 Alabama ANG in June and July (3 rotations) Douglas, West of POE, Patrol Roads & landing mat fence.

JTF-6

(b)(6)

Scheduled Deployments FY'05

- Naco (New Lighting East of POE, working east for 2.5 miles), the 917th ending 22 November 2004
- Naco (delayed until April, 2005) west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn
- Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05
 - Naco east 1 to 2 miles patrol roadway construction
 - Douglas 2 to 4 LWCs

ENGINEERING

Baker Eng.

(b)(6)

- Douglas, Lighting (5 Miles) Split East and West of the Port-of-Entry (POE), Preliminary and Final Design
- Douglas, Construction Oversight and Staking.
- Douglas, 13-Mile Roadway West of POE, Preliminary and Final Design
- Douglas, International Ditch, Preliminary and Final Design.
- Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design.
- Naco, Construction Oversight and Staking.
- Nogales, Schematic Design. Task 100% complete, needing Real Estate resolution to complete go to next level of design
- Permanent Survey Markers
- Naco, 10-Mile Roadway, Preliminary and Final Design.
- SWPP Training and Quarterly/Annual Report Preparation.
- Naco Waterline Relocation. 100% complete
- Temporary Retrofit of Existing Lights Douglas East. 100% complete
- Reset Nogales Property Corners Destroyed During Recent ½ Mile Const.

FY'05 Engineering Projects

(b)(6)

Development of the FY'05 design schedule is underway, current delays in the process include the need for FY'05 funding. A SOW for these items below has been submitted AERC for processing:

- 2 additional miles of roadway in Douglas
- 10 additional miles of roadway in Naco (may be deleted)
- relocation of lights in Nogales
- 2 additional miles of roadway in Nogales
- 5 miles in Sonoita (may be reduced to 4 miles)
- Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.
- Engineering support for Cabeza Prieta EA

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
BUREAU OF CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENVIRONMENTAL

GSRC

(b)(6)

- PEIS Tucson & Yuma (AERC 225)
- Ephraim Ridge (Phase I ESA for Ephraim Ridge)
- Whitewater Draw 404 Permit
- Naco BA
- The San Pedro River LWC BA
- Vehicle Barriers - Tohono O'odham Nation (TON) (AJO & CAG Stations)
- Temporary Vehicle Barriers
- Nogales Schematic Design
- The Ajo and Tucson Station RVS
- Ajo Station Expansion
- Sonoita Border Road
- (b)(7)(E) checkpoint
- Douglas/Wilcox RVS
- Interagency Coordination EWG
- Naco RVS
- Tactical Infrastructure for Western Arizona

NLC – Laguna

(b)(6)

- Upper San Pedro Partnership

REAL ESTATE

USACE - Sacramento

(b)(6)

- Douglas Lighting (5 Miles) Split East and West of the POE, No Activity
- Douglas, 13-Miles Roadway West of POE, No Activity
- Douglas, International Ditch, No Activity
- Naco, Lighting (5 Miles) Split East and West of the POE, No Activity
- Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.
- Nogales, Schematic Design
- Sonoita, Preliminary Design, and Coordination, No Activity
- Permanent Survey Markers, No Activity
- Temporary Vehicle Barriers, No Activity

NLC - Laguna Nigel

(b)(6)

- Ephraim Ridge Reclamation, rescheduled report due 24 September 2004, report was not delivered; (b)(6) will follow up on status.

PROCUREMENT

AERC

(b)(6)

- Lead time on BOMs

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

CONSTRUCTION
Kleinfelder

[REDACTED] (b)(6) [REDACTED]

Report on current Douglas deployments. To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: [REDACTED] (b) (7)(E) [REDACTED]

-For a Password enter: [REDACTED] (b) (7)(E) [REDACTED]

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

OTHER ITEMS

Revised Spending plan for FY'04 Funding

NEXT MEETINGS

21 December 2004 @ 10:00 – Tucson Station

25 January 2005 @ 10:00 – Tucson Station

22 February 2005 @ 10:00 – Tucson Station

22 March 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING MINUTES

Meeting Date and Time: 21 December 2004 @ 10:00 am
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Distribution:



ACTION ITEMS

ACTION	RESPONSIBLE	STATUS
1. Ephraim Ridge Report due 14 September	(b)(6)	Pending Legal Review
2. Nogales schematic design re-alignment GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)	Pending (b)(6) contacted - Pending
4. Memorandum to File on Nogales Fence, removal of landing mat with replacement landing mat.	(b)(6)	Done
5. SW Strategy concerns and follow-up on drainage issues in Agua Prieta.	(b)(6)	Done
6. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	(b)(6) (Baker)	Pending – (b)(6) (b)(6) will be copied on all communications
7. APS drop and meter in Douglas for deployment electric supply	(b)(6)	Pending Funding

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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OFFICE OF BORDER PATROL - TUCSON SECTOR

ACTION	RESPONSIBLE	STATUS
8. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	(b)(6)	Pending Funding
9. Determine who is the GSA contact person for Douglas regarding the International Ditch.	(b)(6)	Pending
10. Castro Electric to check/inspect Douglas & Naco lighting work	(b)(6)	Done
11. Fix gate at (b)(6) property	(b)(6)	Pending
12. Determine if cold mix asphalt can be used in LWCs	(b)(6)	Pending
Environmental Working Group		
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit	(b)(6)	Pending Funding
2. SOW and fee proposal for TON permanent vehicle barriers	GSRC	Pending Funding
3. (b)(6) to formalize acceptance of Alt. 2 for roadway in Sonoita Station	(b)(6)	Done
4. Data call and follow-up on access restrictions in the 1990 Wilderness Act	(b)(6)	Pending
5. PEIS and agency coordination meeting minutes forwarded to be included in the PDT meeting minutes. Also need draft GSRC SOWs.	(b)(6)	Done

MILITARY DEPLOYMENTS

Arizona Army National Guard

No Report

Scheduled Deployments FY'05

Douglas 12 to 26 February 2005 Alaska ANG in February @ Douglas Whitewater Draw

Douglas 15 May 2005 Colorado ANG in May @ Douglas Whitewater Draw

Douglas 1 June 2005 Wisconsin ANG in June and July (3 rotations) Douglas, West of POE, Patrol Roads & landing mat fence.

Alabama ANG tentatively rescheduled for FY'06.

Public notice needed minor correction by certifier at the Douglas Dispatch. (b)(6) has requested the correction, this is not considered an item that would slow the packet submittal.

JTF-N

(b)(6)

Scheduled Deployments FY'05

Naco 1 to 30 April, 2005 west of POE for 3 LWCs and associated bollard fencing JT4000-05 - 307th Eng. Bn. Request power supply needed by 1 April at the Douglas Airport.

Naco/Douglas (as noted) 10 April to 20 May 2005 JT4159-05

Naco east 1 to 2 miles patrol roadway construction

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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Douglas 2 to 4 LWCs

ENGINEERING

Baker Eng. (b)(6)

Douglas, Lighting (5 Miles) Split East and West of the Port-of-Entry (POE), Preliminary and Final Design. Retro-fit satisfactory Douglas. No activity

Douglas, 13-Mile Roadway West of POE, Preliminary and Final Design. Nearing completion, portion at 100% will go to construction in the spring. 2.5 miles of 60% design was submitted. This includes that area between the Naco and Douglas AOs.

Douglas, International Ditch, Preliminary and Final Design. Coordination and design beginning. (b)(6) will be copied by (b)(6) on all communications regarding the international ditch.

Naco, Lighting (5 Miles) Split East and West of the POE, Preliminary and Final Design. Construction of 2.5 miles east in Naco near complete, remaining design pending.

Nogales, Schematic Design. Task 100% complete, needing Real Estate resolution to progress to the next level of design. Meeting in Nogales with Station, (b)(6) from Sacramento USACE and Baker revealed we need to try and find another alignment to avoid hostile property owners. Realignment is pending new SOW and funding.

Naco, 10-Mile Roadway, Preliminary and Final Design. Nearing completion, portions will be constructed in the spring.

SWPP Training and Quarterly/Annual Report Preparation. Complete except delivery of annual report. Local POC at the Stations will need to do routine after storm reports.

Reset Nogales Property Corners complete

FY'05 Engineering Projects (b)(6)

Development of the FY'05 design schedule is underway, current delays in the process include the need for FY'05 funding. A SOW for these items below has been submitted AERC for processing:

2 additional miles of roadway in Douglas

relocation of lights in Nogales

2 additional miles of roadway in Nogales

4 miles in Sonoita

Construction management services will be required for at least a 90 day deployment of 300 soldiers by JTF-6 and a 2 week deployment by a National Guard Unit.

ENVIRONMENTAL

GSRC (b)(6)

PEIS Tucson & Yuma (AERC 225), The Revised Draft PEIS for the Tucson/Yuma Sectors comments due date of 29 January 2005.

Tucson BA GSRC needs the ABCI enforcement data, per the Section 7 emergency consultation, from (b)(6) to revise the Tucson BA. (b)(6) will contact (b)(6) to discuss. (b)(6) requested that GSRC send a copy of the BA to (b)(6) OSI.

Ephraim Ridge (Phase I ESA for Ephraim Ridge) GSRC's cost estimate for Ephraim Ridge ESA is at Fort Worth pending funding. (b)(6) sent an e-mail mandating the ESA to cover the entire 82 acres. The PDT has previously agreed to proceed with the entire site, but the project is still pending direction that is to be contained in the report being prepared by (b)(6)

Whitewater Draw 404 Permit. GSRC is awaiting comments from (b)(6) on the Whitewater Draw Mitigation plan. (b)(6) sent a copy of the MOA to CBP Office of Counsel

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(OC) for review; it is currently at Indianapolis. OC has requested that a copy of the MOA not be sent to City of Douglas until review is complete. MOA will need to be signed by the AERC as well. Commitment/obligation of the \$35,000 needed for mitigation should obligated.

San Pedro River LWC BA No additional effort has been expended on the San Pedro River LWC BA; GSRC will need more engineering designs prior to completing the BA and submittal to the BLM and USFWS. (b)(6) will investigate the possibility of having Baker provide preliminary designs.

Vehicle Barriers - Tohono O'odham Nation (TON) (AJO & CAG Stations) The draft SOW for the permanent vehicle barriers on the TON (which covers CAG and AJO) has been forwarded to Fort Worth for staffing. Mark will send the SOW to (b)(6) CAG and (b)(6) for review and approval, prior to developing the estimate.

Temporary Vehicle Barriers, The Temporary Vehicle Barriers Final EA and FONSI were distributed to the public on 21 December 2004.

The Ajo and Tucson Station RVS The Ajo and Tucson Station RVS EAs are still on holding pending new contract for RVS installation. All RVS projects are tabled at this time.

Ajo Station Expansion GSRC submitted the preliminary draft EA (PDEA) for the Ajo Station expansion; internal comments are due on 5 January.

Sonoita Border border road preliminary draft EA will be sent back out for preliminary review the first week of January. GSRC is having the document reviewed by an independent party over the holidays.

(b)(7)(E) **checkpoint** near (b)(7)(E) has not been started -- AERC has not received the funds and GSRC has not been scoped to prepare the supplemental EA. Per (b)(6) "According to (b)(6) (b)(6) this office has never funded checkpoint work. That has to be funded by HQ-BOR or sector."

Douglas/Wilcox RVS No indication has been provided regarding the funding for the Douglas/Wilcox RVS project. All RVS projects are tabled at this time. Interagency Coordination EWG meeting minutes from previous coordination meetings are pending from GSRC.

Naco RVS. (b)(6) is staffing the mod for this effort and the additional work items for the Tucson/Ajo RVS projects. All RVS projects are tabled at this time.

Tactical Infrastructure for Western Arizona (Cabeza Preita NWR, Barry M. Goldwater Bombing Range, etc.). An EIS will be developed for the TIWA for vehicle barrier and ancillary roads needed to construct the barrier and defend the barriers/border. GSRC has completed two surveys (portions of the border and Camino de Diablo) for the western Arizona infrastructure project (TIWAZ). No Federally protected species have been located; however, several state listed species, including new populations, have been recorded. Several large CR sites have been discovered.

USPP the Upper San Pedro Partnership will be providing a list or projects for review. Coordination by (b)(6)

Nogales Schematic Design GSRC needs ROEs and new engineering designs to initiate surveys in Nogales for the 10-mile road project.

REAL ESTATE

USACE - Sacramento

(b)(6)

Douglas Lighting (5 Miles) Split East and West of the POE, No Activity

Douglas, 13-Miles Roadway West of POE, No Activity

Douglas, International Ditch, No Activity

Naco, Lighting (5 Miles) Split East and West of the POE, No Activity

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Nogales, 2-Miles Roadway East of POE, pending new Baker contract for boundary survey, this is pending FY'04 money.

Nogales Schematic Design, pending boundary survey

Sonoita, Preliminary Design, and Coordination, working on BLM properties, appears to be going smoothly

Temporary Vehicle Barriers, No Activity

NLC - Laguna Nigel

(b)(6)

(b)(6) will follow up on status.

PROCUREMENT

AERC

(b)(6)

Neff equipment rental will be providing the fork lifts etc. to Naco and Douglas for the landing mat fence and vehicle barrier construction

CONSTRUCTION

Kleinfelder

(b)(6)

Project completion reports are being prepared for the three deployments that have just ended in Naco and Douglas. These reports will be posted to the link below and on the AERC web page once complete. They are pending completion of the 28 day breaks on concrete tests.

Report on current Douglas deployments. To access a website that has updates, go to:
www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: (b)(7)(E)

-For a Password enter: (b)(7)(E)

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

ACTION ITEMS

1. Ephraim Ridge Report	(b)(6)
2. Nogales schematic design re-alignment	
3. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6) (Baker)
4. International Ditch design and coordination as the project begins. GSA and IBWC needs to be notified and brought into the loop on design	
5. APS drop and meter in Douglas for deployment electric supply	(b)(6)
6. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available	
7. Fix gate at (b)(6) property	

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
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8. Determine if cold mix asphalt can be used in LWCs	(b)(6)	
9. Plans of Tunnel and access design forwarded to POE for additional comments		
10. Follow-up on Asphalt and stormwater issues		
11. Copy of Tucson BA to (b)(6)		
12. Enforcement data to (b)(6) for BA		
Environmental Working Group		
1. Set aside (b)(5) for mitigation on Whitewater Draw 404 permit		
2. SOW and fee proposal for TON permanent vehicle barriers		(b)(6) & GSRC

OTHER ITEMS

FY'04 monies have not been released to AERC. Previous years monies are almost expended.

NEXT MEETINGS

25 January 2005 @ 10:00 – Tucson Station
22 February 2005 @ 10:00 – Tucson Station
22 March 2005 @ 10:00 – Tucson Station

MINUTES

Teleconference for briefing and planning for Vehicle Barriers in Western AZ

Date: 8 November 2004

Time: 8:00-PST, 9:00-MST, 10:00-CST and 11:00-EST

Attendees:

(b)(6)

(b)(6)

Sidebar discussions while waiting for all participants:

(b)(6) stated that interest groups are using the media as a sounding board to get an extension of the revised draft PEIS for Tucson and Yuma.

(b)(6) said he had received numerous form letters as well as letters from CBD, and Sierra Club requesting a 60-day extension. The original Draft PEIS ultimately was out for review for 120 days.

(b)(6) agreed that 60 days would be sufficient but that (b)(6) should contact EPA to make sure this is adequate for them. EPA is mandated to review these documents and is the main reason the extensions were granted for the earlier PEIS.

(b)(6) recommended that the 60 day extension be granted and then not grant any further extensions. If this is adequate USACE/GSRC would send out notification letters to the commenters and recipients of the draft documents.

(b)(6) agreed that the 60-day extension was acceptable.

(b)(6) stated that any inquiries from reporters should be directed to a central POC. (b)(6) stated he directs inquiries to sector then to (b)(6) at HQ in DC. (b)(6) stated that (b)(6) handles all environmental document inquiries.

(b)(6) said that (b)(6) mentioned in the AZ Daily Star that BP admits to directing traffic into Flat Tailed Horned Lizard habitat and killing lizards. (b)(6) asked if BP participated in FTHL group. (b)(6) stated that he attends some meetings but that BP is not a signatory since it is not a land manager.

(b)(6) asked what the impacts were and likely to be mitigation for with the Uma infrastructure project. (b)(6) said the barrier construction will initially impact lizards but then the barriers should reduce impacts by illegal traffic.

(b)(6) stated that mitigation is not the right term for reducing impacts in this case.
Vehicle Barrier Project reconnaissance:

(b)(6) stated that on Friday the 29th a group flew along the border from San Louis to the Eastern end of the Cabeza and parts of the Camino Del Diablo. It was found that an

approximately 14 miles of border between the Tinajas Altas Mts. and Tule Mts. Is not accessible along the border from either the east or west. Access to build the barrier and patrol/defend this area will require use of illegal roads, through wilderness connecting the Camino to the Border.

(b)(6) briefed the group on the results of the reconnaissance: (b) (7)(E)

(b) (7)(E)

sometimes a two-track and sometimes obscured by blown sand. The fence is covered with sand in places. Farther east the Tule Mountains again prevent E-W travel along the border with access from Camino only. From the Tule mts East there are a few more hills requiring deviations from the border to circumvent as well as several deep washes that will require large culverts or other means to cross.

(b) (7)(E)

(b)(6) stated that the road building within the 60' easement would not present problems with significance; however building roads in wilderness would likely push the project into the EIS level of significance.

(b)(6) said access is needed from Camino to the border. The issue is not with NEPA but with the Wilderness Act. The issues under NEPA could be covered under the EIS and BA but the kicker is to have an amendment to the law (wilderness Act)

(b)(6) said the area south of the Camino was not considered for wilderness under the original act but was added later.

(b)(6) asked if we could verify what lands are wilderness and what are not.

(b)(6)(b)(7)(C) stated that the 60' easement was not wilderness. (b)(6) stated that the area 100' to either side of the centerline of the Camino and Popago roads were a non-wilderness buffer.

(b)(6) said there would be other way to reach the border other than the access roads and could they be considered the minimum tool to construct the barrier and patrol the area?

(b)(6) stated that the current admin and public roads were designated by congress and that not even (b) (6) could designate new roads.

(b)(6) suggested that these roads along with any roads on the Cabeza and Organ pipe should be identified and submitted to congress for designation as admin or law enforcement roads.

(b)(6) agreed that all roads needed by border patrol should be identified so that we don't go to congress more than once concerning this issue. The group agreed that although this strategy may not alleviate the current problem that the request was needed and the sooner we start the better.

(b)(6) suggested that the issue of roads in wilderness make the significance of the project such that it would be prudent to write an IES rather than EA to address the impacts. (b)(6) agreed.

It was agreed that if an EIS was required than there was no benefit from separating the barrier for the larger EIS, therefore one document would be produced.

(b)(6) stated that if it were to take 2-4 years to complete the environmental work and the portions of the barrier on the east and west ends that perhaps we would have the wilderness issue resolved before we need to construct between the mountain ranges.

(b)(6) Suggested the course of action to be: Ask congress to add roads for access into the wilderness act. The roads should be compiled for this and other projects so that one request is sent up the chain of command.

(b)(6) suggest coordinating with (b)(6) at Cabeza on the request for roads. In conversation with Cabeza we should obtain a point paper from their legal if they say we can use the roads without congressional involvement.

(b)(6) GSRC will work on verifying the roads for the Cabeza.

(b)(6) and (b)(6) will send in the GPS for coordinates impassable washes and mountains.

(b)(6) understood that the Organ Pipe barrier had been built with two parallel roads that appeared to be within the 60' easement. (b)(6) thought that to accommodate larger vehicle we would still need larger turnaround areas as well as bivouac and borrow areas. He said (b)(6) was working to identify these areas.

(b)(6) said that USFWS had suggested we integrate the Biological Assessment with the EA and asked if this is acceptable for the group. (b)(6) said there is sensitive data in the BA and that if we had to enter into formal consultation that he would suggest separate documents.

(b)(6) asked if we could place sensitive information in an appendix that could be removed for public distribution. The group agreed that for the larger EIS that separate documents is appropriate.

(b)(6) suggested that BP at HQ approach congressional staff about wilderness amendment and that (b)(6) request legal review of the act by Tucson Sector. (b)(6) suggested pushing issue and information up to (b)(6) agrees.

(b) (7)(E)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
 DEPARTMENT OF HOMELAND SECURITY
 CUSTOMS AND BORDER PROTECTION
 OFFICE OF BORDER PATROL - TUCSON SECTOR

MEETING AGENDA

Meeting Date and Time: 27 September 2005 @ 10:00
 Meeting Location: Tucson Station
 Meeting Purpose: TCA PDT Meeting
 Conference Call Number: (b) (7)(E)

DISTRIBUTION

See attached Distribution list.

ACTION ITEMS

1. GSA coordination on drainage tunnel access work. Follow-up with local contact at the POE.	(b)(6)
2. Follow-up on paving the Nogales ½ mile with a private contractor once funding is available. Pending with PM (b)(6)	
3. Finalize SOW and prepare fee proposal for FY'05 engineering services by Baker Eng. Reviewing cost estimates, etc. Need construction support for coming deployments.	
4. Douglas, 13-Mile Roadway 2.5 miles on the west into the Naco AO 100% plans expected by 13 September.	
5. (b)(6) will provide those ROE's he has received to GSRC to begin cultural and biological surveys on the Nogales Schematic Design.	
6. (b)(6) is preparing a shop drawing for procurement of rebar cages for lighting pole foundations. Due 26 August 2005	
Environmental Working Group	
1. Set aside (b) (5) for mitigation on Whitewater Draw 404 permit	(b)(6)
2. (b)(6) will prepare a project description and funding request to submit to (b)(6) will acquire the necessary funds.	
3. (b)(6) submitted the NEPA status matrix. GSRC will revise the matrix to include TIWAZ	
	GSCR

MILITARY DEPLOYMENTS

Arizona Army National Guard

JTF-N

(b)(6)

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

ENGINEERING

Baker Eng.

Douglas, Lighting (5 Miles)

Douglas, 13-Mile Roadway

Douglas, International Ditch

Naco, Lighting (5 Miles)

Nogales, Schematic Design

(b)(6)

ENVIRONMENTAL

GSRC

(b)(6)

PEIS Tucson & Yuma (AERC 225

Tucson BA

Whitewater Draw 404 Permit

San Pedro River LWC

Vehicle Barriers - Tohono O'Odham Nation (TON)

Tactical Infrastructure for Western Arizona

USPP

Nogales Schematic Design.

Ephraim Ridge Phase I

REAL ESTATE

USACE - Sacramento

(b)(6)

NLC - Laguna Nigel

Ephraim Ridge Report

(document is into CBP legal review)

PROCUREMENT

AERC

Naco West Lighting Deployment

(b)(6)

CONSTRUCTION

Kleinfelder

(b)(6)

Updates (see web page below)

To access a website that has updates, go to:

www.kleinfelder.com

-Click on the **Client Link** link at the left of the page.

-Select **Border Patrol Construction Oversight** from the drop-down menu.

-For a User Name enter: **(b)(7)(E)**

-For a Password enter: **(b)(7)(E)**

(The User Name and Password are case-sensitive, so make sure you don't capitalize.)

-Select the deployment you wish to view

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

OTHER ITEMS

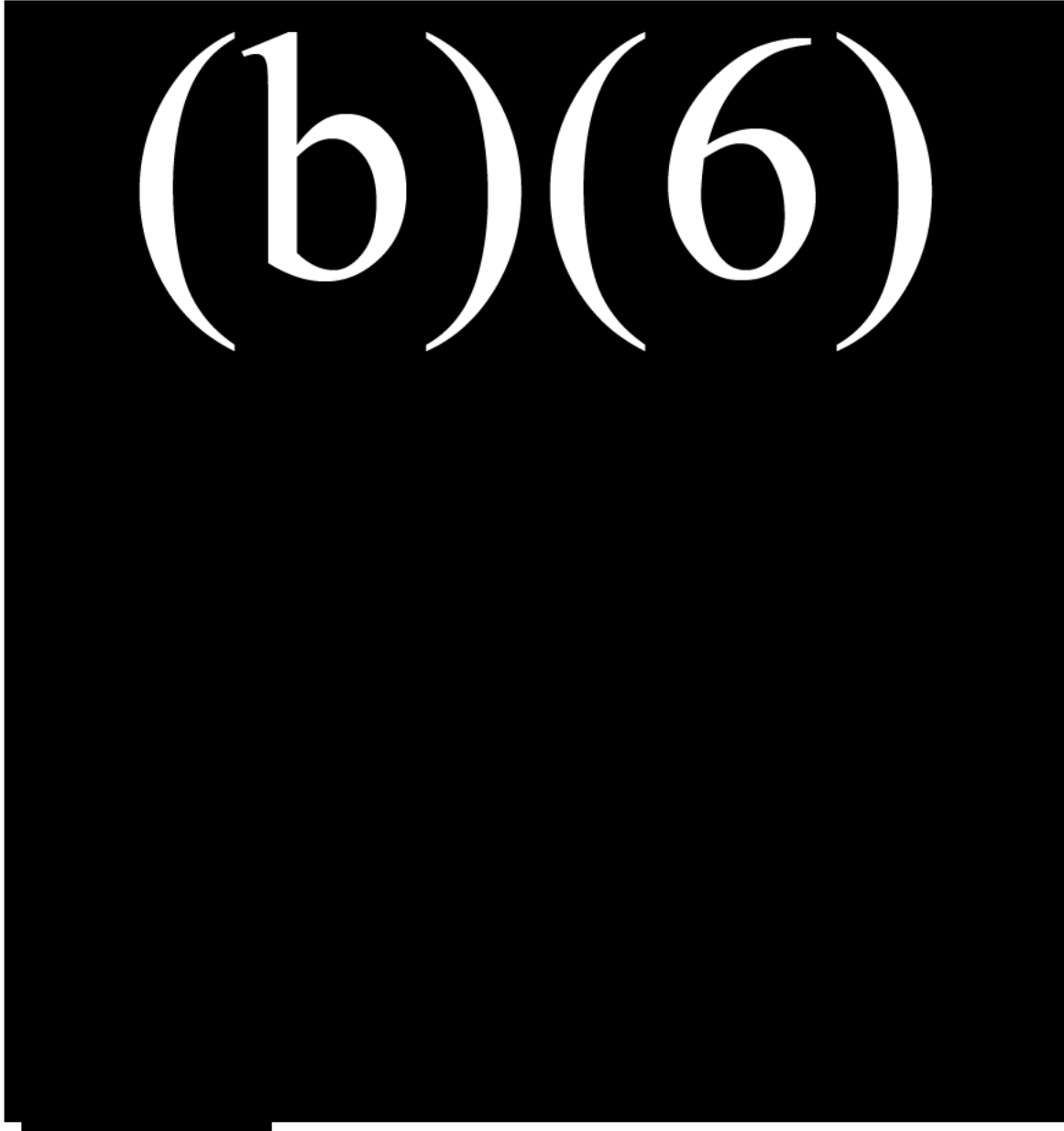
Next Meeting and FY'06 Schedule

NEXT MEETINGS

Proposed - 18 October 2005 @ 10:00 – Tucson Station

TACTICAL INFRASTRUCTURE PROGRAM MANAGEMENT
DEPARTMENT OF HOMELAND SECURITY
CUSTOMS AND BORDER PROTECTION
OFFICE OF BORDER PATROL - TUCSON SECTOR

DISTRIBUTION



**Tucson and Yuma Sectors Environmental Project Status Matrix
(as of 23 September 2005)**

Project Name	Project Description	Status	Issues (Affected Agency)
1. Supplemental EA for Infrastructure Along the Naco-Douglas Corridor	Project includes primary fencing along the entire Douglas AO border, secondary fencing in Douglas and Naco POE areas, vehicle barriers or fences along Naco western AO, lighting, and road improvements for Naco and Douglas	Final EA released to the public in November 2003. Construction has begun on some items around Douglas and Naco POEs.	1. A portion of the project transects the San Pedro National Riparian Conservation Area, which contains some of the critical habitat and is sensitive wildlife area (BLM). A BA is being prepared to address these issues (USFWS/BLM).
2. Tucson/Yuma Programmatic EIS	Programmatic evaluation of daily operations for both sectors--includes air reconnaissance, SAR, checkpoints, dragging, patrols (particularly off-road)	Preliminary Final EIS will be sent week of 18 July for internal review.	1. Still some confusion regarding whether infrastructure is included or not. 2. Lot of misperception that BP will go cross country over wilderness areas with no regard for the environment.
3. Tucson Sector BA	Addresses daily operations of USBP within Tucson Sector	Revised Final BA expected by the middle of August—need to include data from Full Court Press	
4. Yuma Sector BA	Addresses daily operations of USBP Tucson Sector	Received draft BO—need commitments from BP that they will implement the conservation measures	1. Need comments from CBP HQ 2. Sonoran pronghorn on brink of extirpation 3. Jaguar critical habitat still being pushed
5. Three checkpoint locations (b) (7)(E) (b) (7)(E)	Construct and operate 3 temporary checkpoints along state and Federal highways (b) (7)(E)	Final EA completed November 2003.	

Project Name	Project Description	Status	Issues (Affected Agency)
6. Nogales Various Infrastructure EA	Project includes 2 miles of major roadway improvements on east side of POE, primary fencing on east side to parallel new road, installation of 15 RVS sites and continuation of current use of 69 portable light generators	Final EA completed in October 2003.	
7. USBP Nogales Station EA and EBS	Acquisition of 30-acre site for permanent USBP station	Final EA completed in November 2003.	
9. Rescue Beacons EA (Tohono Nation)	Installation and operation of 10 rescue beacons on Tohono O'odham Nation	Preliminary draft completed; Tohono council has objected to the beacons so draft has not been released as yet	1. Tohono believe beacons will be used as staging area for smugglers; issue needs to be discussed in front of Council
10. 27-mile Road Improvements EA, Sonoita Station	Project expanded to include 43 miles of road improvements. Mostly road grading with some widening, straightening, and repair/installation of drainage structures.	Draft EA out for public comment. Comment period closes 20 July.	No significant issues yet, but most of the work is on National Forest
11. 10-miles Road Construction, Nogales Station	5 miles of major road construction and improvements on either side of Nogales POE	Need project description and footprint.	No issues yet
12. Installation of Temporary Vehicle Barriers, Tucson Sector	Installation of temporary vehicles at high traffic areas anywhere within the Tucson Sector—no ground disturbance	EA completed in December 2004	No issues—TVBs being installed at various locations
13. Cabeza Prieta NWR Road Improvements and Permanent Vehicle Barriers EA	38-45 miles of PVBs along the border with improvements to the border road; minor deviations out side of Roosevelt Reservation	Public meetings week of 18 July. Pre-draft is on hold until engineering surveys and preliminary plans are completed (anticipate November 2005)	1. Will affect wilderness areas—need to address use of minimal tools to affect these lands 2. Will affect SOPH, but PVBs are also considered a mitigation measures
14. BMGR Road Improvements and Permanent Vehicle Barriers EA	36 miles of PVBs and patrol and drag roads within the Roosevelt Reservation	Final EA released July 2005	1. Concerns that illegal traffic will shift to CPNWR 2. North-South access road located immediately east of the Tinajas Altas – potential to affect proposed cultural resources district 3. Flat-tailed horned lizard conservation area, need to mitigate for loss of habitat north of Roosevelt Reservation
15. West Arizona Tactical Infrastructure EIS	Approximately 400 miles of road improvements and construction on CPNWR, BMGR, and OPCNM	Surveys will be initiated this fall; preliminary draft to follow in the spring 2006. EA will need to be supplemented to address JTF-N and BMGR issues—see #20.	1. Wilderness areas 2. Effects to SOPH 3. Cultural Resources

Project Name	Project Description	Status	Issues (Affected Agency)
16. West Arizona Tactical Infrastructure Section 7 Consultation.	Separate or individual consultations regarding Projects 13, 14, and 15.	Expected to be initiated in fall of 2005.	Pronghorn, flat-tailed horned lizard, cactus ferruginous pygmy-owl. Vehicle barriers are considered mitigation measure for the first two species.
17. Yuma Lights and Border Infrastructure EA	Installation of permanent lights, secondary fence, all-weather patrol road, extension of the primary fence east of San Luis, and the installation of permanent lights only near Gadsden, AZ	Final EA and FONSI completed in December 2004; EA currently being supplemented—see #18 below	<ol style="list-style-type: none"> 1. Flat-tailed horned lizard conservation area east of Avenue E. Compensatory mitigation has been provided to the BLM 2. Southwest willow flycatcher habitat along the Colorado River
18. Yuma Lights and Border Infrastructure SEA	Extend enforcement zone 1.5 miles north along the salinity canal, realign enforcement zone west of Friendship Park, install 3 vehicle bridges over Bureau of Reclamation canals, and realign enforcement zone to avoid electrical station east of San Luis.	Anticipate completing EA in January 2006.	1. BLM cleared approximately 164 acres of riparian habitat along the Colorado River. OBP now desires to maintain the clearing. Potential issues associated with southwest willow flycatcher. Coordination with BLM, AZ Game and Fish, and USFWS
19. El Camino Del Diablo and Growler Valley Road Improvement and Maintenance EA	Repair impassable sections on the El Camino Del Diablo and Growler Valley Road and perform maintenance (e.g., grading) on the remainder of the roads.	GSRC is waiting for Notice to Proceed	<ol style="list-style-type: none"> 1. Wilderness areas - need to address use of minimal tools to affect these lands 2. Effects to SOPH – project area is located in current range of SOPH 3. Cultural Resources – cultural resources are numerous in the project area, in addition the El Camino Del Diablo is listed on the National Register of Historic Places
20. BMGR Road Improvements and Permanent Vehicle Barrier SEA	Establish new north-south access road to avoid proposed cultural resources district, add additional temporary lights for construction, and analyze additional construction turnarounds and staging areas.	GSRC is waiting for Scope of Work and Notice to Proceed	<ol style="list-style-type: none"> 1. North-South access road located immediately east of the Tinajas Altas – potential to affect proposed cultural resources district 2. Flat-tailed horned lizard conservation area, will need to coordinate mitigation for habitat losses with BLM and MCAS

November 2003 Arizona Environmental Actions Report

Aerc Number: 498/497

DOCUMENT ENV Number TBA

Action Type: EA

Document Title: EA For Installation and Maintenance of 10 Rescue Beacons on the Tohono O'odham Nation

Project Actions: Formerly part of Desert Grip II (ENV 145), Desert Grip (an operations related action) separated into 6 separate EA's including ENV 226, 227, 228 and others TBA. Beacons (AERC #497) off the TON (ENV 227) FONSI signed 19 June 2003

Project Details: EA for Ten Rescue Beacons on the Tohono O'odham Nation, USBP Tucson Sector, AZ

Current Status Summary: Preliminary draft complete. Tohono O'odham council has objected to the beacons so the draft has not been released yet.
On Hold

Draft: Holding due to pending discussions with the Nation.

Aerc Number: 498/497

DOCUMENT ENV Number TBA

Action Type: EA

Final:

FONSI: See Summary

ROD: NA

NOI: N/A

NOA: pending

Scoping: NA

Preliminary Draft: 30-May-03

AERC / USACE Review Dates: 6-Jun-03

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 255

DOCUMENT ENV Number 225

Action Type: EA

Document Title:

EA for Nogales Infrastructure Improvements, United states Border Patrol, Tucson Sector, Nogales Station, Santa Cruz County, Arizona

Project Actions:

EA for Nogales Various Infrastructure.

Project Details:

Combination of Nogales infrastructure and RVS projects. 18 RVS, 60 Portable lights. 1 mi. fence and 2mi road east of Nogales POE.

Current Status Summary:

Draft EA submitted for public comment on May 9, comment period extended to 30 June, See AERC # 218 RVS for TCA (AERC #255 ENV #225)
One EA was prepared for Naco and Douglas, FONSI issued. One EA was prepared for the Crawford Hill relay tower in Nogales, FONSI issued. The remaining Nogales RVS sites were rolled into the Nogales Various Infrastructure EA, after both the RVS and the Various Infrastructure EAs had been developed.

FONSI and Pre-Final staffed to HQ DHS.

FONSI signed 17 Oct 03

Draft:

Draft EA submitted for public comment on May 9, comment period extended to 30 June, pending comment resolution. Comment resolution matrix and/or preliminary Final EA is expected by 5 September 2003.

Final:

Aerc Number: 255

DOCUMENT ENV Number 225

Action Type: EA

FONSI: 17 Oct 03

ROD: N/A

NOI: N/A

NOA: Nogales Draft 5/9/03

Scoping: N/A

**Preliminary
Draft:** 25-Apr-03

**AERC / USACE
Review Dates:** 2-May-03

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 218

DOCUMENT ENV Number 139 (changed from 148)

Action Type: EA

Document Title:

Supplemental Environmental Assessment For Infrastructure Within U.S. Border Patrol Naco-Douglas Corridor, Cochise County, Arizona

Project Actions:

Environmental Assessment for 31-mile Enforcement Zone Infrastructure System, Naco, AZ and 26 miles in Douglas, AZ. A combination of infrastructure components

Project Details:

Environmental Assessment to address implementation of a 56-mile border enforcement system through a combination of infrastructure components (roads, fences and lights) in Naco and Douglas POE's. Formerly ENV 148 and one other.

Current Status Summary:

Project being coordinated through the Tucson PDT. Comments to the Preliminary Draft have been provided. Public scoping meeting held 18 November 2002. PDT decided, based on guidance from HQ, to combine Naco and Douglas into a Supplemental EA for the Naco-Douglas Corridor. Draft SEA was distributed for public review on 7 Feb 03; comment period was extended from 7 May to 30 June. PDT reviewed response matrix 23 Sept. 2003.

Pre-final sent to PDT; comments due 7 Nov 03. Final EA expected 24 Nov 03.

Draft:

Public Review Extended to June 30, 2003 by (b)(6) Letter sent by (b)(6) and USACE. PDT reviewed response matrix on 23 Sept 2003.

Final:

PFEA 7/10/03 FEA pending comment resolution
PFSEA expected mid Oct 2003
Final expected 24 Nov 03

Aerc Number: 218

DOCUMENT ENV Number 139 (changed from 148)

Action Type: EA

FONSI:

ROD: N/A

NOI: N/A

NOA: 5/7/2003

Scoping:

Preliminary Draft: Naco-Douglas EAs combined into one; Due 3-12-03

AERC / USACE Review Dates: PDEA 3/13/03 to 3/26/03; DSEA released 5/7/2003

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 503

DOCUMENT ENV Number 220

Action Type: EA

Document Title: EA/Phase I Environmental Site Assessment for the Purchase and Acquisition of 30 Acres of Property and Accompanying Buildings

Project Actions: EA/EBS for purchase of warehouse and land currently under lease in Nogales.

Project Details: Nogales BPS. Purchase of 30 Acres of Property. EA/Phase I Environmental Site Assessment for the Purchase of 30 Acres of Property ENV # 503 & 220

Current Status Summary: Final EA and FONSI sent to HQ for signature. FONSI was signed 17 October 2003. Phase One revealed a minor fuel contamination site. GSRC and USACE recommend Phase Two testing to determine extent of contamination and clean-up strategy. Phase Two awaiting funding.
Request for any additional funding must go through (b)(6)

Draft: Nogales Station Draft EA came off the public comment period on 30 June. GSRC expects to have a preliminary final within the next two weeks. There were issues on the ESA with WRO REO, but these have been resolved. GSRC will submit the revised SEA for the Nogales Station NLT August 1. The expanded record search did not reveal any additional sites beyond the original record search. Comment period extended to 29 August 2003.

Final: Any additional work must be approved by HQ BOR

Aerc Number: 503

DOCUMENT ENV Number 220

Action Type: EA

FONSI: Signed 17 October 2003

ROD: N/A

NOI: N/A

NOA:

Scoping: N/A

Preliminary Draft: Due 12 May 03

AERC / USACE Review Dates:

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 499

DOCUMENT ENV Number TBA

Action Type: EA

Document Title:

EA for the Operation of Three Temporary Checkpoints (b) (7)(E) USBP Casa Grande Station, Arizona

Project Actions:

Temporary USBP Checkpoints (b) (7)(E) in the Tucson Sector and Ajo and Casa Grande AO's.

Project Details:

1 of 2 EA's began as 4 checkpoints in Tucson Sector and part of Desert grip II. These checkpoints (b) (7)(E)

Current Status Summary:

The Draft Temporary Checkpoint EA (b) (7)(E) went out 7 July to the public. (b) (7)(E) checkpoint comments due 7 August 2003. The preliminary Draft EA for the checkpoints (b) (7)(E) has been completed, but we are waiting for approval from the (b) (7)(E) to release it to the (b) (7)(E). Both of these EAs were conducted under AERC # 499.

Draft submitted for review on (b) (7)(E) 15 Sept 2003. Pending approval by (b) (7)(E) Council.

Pending (b) (7)(E) Council decision; Public review on TOIN extended 30 days; Comment period to close 17 Nov 03.

Draft:

pending

Final:

Aerc Number: 499

DOCUMENT ENV Number TBA

Action Type: EA

FONSI:

ROD: N/A

NOI: N/A

NOA: On hold until uses issues are resolved (b) (7)(E)

Scoping: N/A

Preliminary Draft: The preliminary draft EA for one temporary checkpoint (b) (7)(E) submitted for internal review; Submitted to (b) (7)(E) 15 Sept 2003.

AERC / USACE Review Dates: Went out with comments due 14 August 2003.

USBP POC:

(b)(6)

AERC POC:

USACE POC:

States:

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 225

DOCUMENT ENV Number 90

Action Type: EIS

Document Title:

Programmatic Environmental Impact Statement for USBP Activitis within the Border Areas of the Tucson and Yuma Sectors, Arizona

Project Actions:

Programmatic EIS and Associated Tasks - USBP Yuma and Tucson Sectors, AZ (DO 007)

Project Details:

Programmatic Environmental Impact Statement for USBP Yuma and Tucson Sectors - focus is on expansion of operations.

Current Status Summary:

Public comments resulted in revision of document to remove specific references to actual infrastructure projects. Revised Preliminary Draft PEIS reviewed by PDT EWG 20-21 August 2003; Revised document distributed for review and comments due 29 October 2003.

Internal comments on final revision extended to 29 Oct 03. Comment matrix for review by participants to be prepared in 2-3 weeks; conference call to be held to discuss the matrix; final version to be circulated for minor checking in December.

Draft:

During a 22 April 2003 conference call it was decided to issue a revised draft PEIS that only address potential infrastructure in a cumulative manner. GSRC was tasked with preparing a comment resolution letter informing recipients of the USBP's decision. GSRC prepared and submitted a draft resolution letter on May 17, 2003 to (b)(6) for review. See comments on Final. The Tucson-Yuma PEIS revised draft went out 15 July. Comments due 7 August. The EWG conference in August in Phoenix to discuss any unresolved issues. Dates for the meeting are 20 & 21 August (the next PDT meeting is 19 August in Phoenix). HDR was assigned conference set-up duties.

Comments from the 20-21 August review session are now incorporated into a new draft distributed for review; comments to be returned by 29 Oct 2003. All data previously requested must be received by that date. A copy has been given to (b)(6) USBP, for CBP review.

Have CBP comments been received?

Aerc Number: 225

DOCUMENT ENV Number 90

Action Type: EIS

Final: Should be released early next year?

FONSI: N/A

ROD:

NOI: 01-Sep-00

NOA: 11/18/2002

Scoping: Oct-Nov 2000

Preliminary Draft: 4 preliminary drafts to date

AERC / USACE Review Dates: extended to 14 Feb; Current version internal review period ends 29 Oct 2003

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Aerc Number: 51

DOCUMENT ENV Number Yuma: 40, 141, 186 Tucson: 38

Action Type: BA

Document Title: Biological Assessments for USBP Daily Operations Tucson and Yuma Sectors, AZ

Project Actions: Biological Assessments for USBP Daily Operations Tucson and Yuma Sectors, AZ (DO 043) ENV. # Yuma= 40, 141, 186 / Tucson= 38

Project Details: Two Biological Assessments for USBP Daily Operations; one in Tucson(ENV 38) and one in Yuma(ENV 186) Sectors

Current Status Summary: According to (b)(6) at USFWS, we are at the top of the list once they complete the BO's for the military remanded BA's. FWS owes us a letter requesting an extension. Tucson BA being revised for changes in PEIS. Final QA/QC by USACE expected by 17 Nov 03.

Draft: Yuma--9/27/02; Tucson 10/24/02. Mike Coffeen has not completed the Draft BO for the Yuma Sector as of 6/12/03. Internal review 3 July 03. Internal comments due 25 July 03. Conference call scheduled 14 August. Pending BO from USF&WS in Yuma and Tucson.

Final:

Aerc Number: 51

DOCUMENT ENV Number Yuma: 40, 141,186 Tucson: 38

Action Type: BA

FONSI: N/A

ROD: N/A

NOI: N/A

NOA: N/A

Scoping:

Preliminary
Draft:

AERC / USACE
Review Dates:

USBP POC:

AERC POC:

USACE POC:

States:

(b)(6)

Contractor POC:

Contractor:

DHS Regional POC:

DHS FAE POC:

(b)(6)

Department of the Interior
Statement Concerning Real ID Act Waiver
Invoked by Secretary John Kelly
Department of Homeland Security

On July 26, 2017, the Department of Homeland Security (DHS), executed a waiver of certain laws, regulations and other legal requirements in order to ensure the expeditious construction of border security infrastructure along our Nation's southern border. Included in this waiver are environmental statutes and legal authorities associated with Department of the Interior (DOI) programs.

Since January 25th, Customs and Border Protection (CBP) has been working to implement President Trump's Executive Order 13767 - also known as Border Security and Immigration Enforcement Improvements. These efforts include planning for the construction of new infrastructure, the replacement of current border infrastructure with new and more effective systems, and the hiring of new agents and officers into the CBP ranks.

DOI and its constituent bureaus have been working very closely with DHS to facilitate planning associated with the replacement of existing infrastructure and construction of new border security infrastructure in an environmentally responsible manner. The waiver is intended to cover border infrastructure projects located within the US Border Patrol's San Diego sector including the replacement of approximately [REDACTED] miles of primary fence and construction of wall prototype. Although the waiver eliminates CBP's requirements under the National Environmental Policy Act (NEPA), CBP remains committed to responsible environmental stewardship and will continue to perform all important surveys for biological and natural resources, wetlands, culturally significant sites, and environmentally sensitive areas. In addition, CBP will continue to coordinate and consult with federal, state, and local stakeholders to identify and measure the potential for any impacts to resources present and develop appropriate mitigation strategies.

Border security infrastructure will decrease the adverse environmental effects of illegal activities upon fragile plant and animal communities located within Interior lands. As such, DOI will continue to strongly execute its mission to protect and manage the Nation's natural resources and cultural heritage by coordinating closely with CBP in its implementation of Executive Order 13767.

DRAFT
MEMORANDUM OF AGREEMENT
for
Environmental Coordination Between
U.S. Department of the Interior, U.S. Department of Agriculture
(USDA), and U.S. Customs and Border Protection
For Construction of Border Barrier Systems

This Memorandum of Agreement (MOA) is entered into by the U.S. Department of the Interior (DOI) on behalf of the following bureaus: the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and the Bureau of Indian Affairs, the U.S. Department of Agriculture (USDA) on behalf of the U.S. Forest Service (USFS), and U.S. Customs and Border Protection (CBP), a component of the Department of Homeland Security (DHS). The DOI, USFS, and CBP are collectively referred to herein as the Parties.

I. Purpose

The purpose of this MOA is to formalize the commitment among the Parties to work in a collaborative manner to expeditiously execute border security requirements under the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA), primarily in circumstances when the Secretary of the Department of Homeland Security has issued a waiver of environmental laws. The intent of this MOA is to recognize the importance of the missions of each agency and for each agency to agree upon the methods and means by which the Parties will consult to ensure individual missions and values are considered and, to the extent practicable, incorporated into the design, construction, replacement, repair, and maintenance of border barrier systems including but not limited to wall, fence, gates, bridges, lighting, and roads.

II. Background

Under Section 102(c) of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA), as amended, 8 U.S.C. § 1103 note, the Secretary of the Department of Homeland Security has authority to waive environmental laws and regulations associated with construction of border security requirements along the southwestern border. Under Section 564 (C) of the 2008 Omnibus Appropriations Act, IIRIRA was amended to require the Secretary of the Department of Homeland Security to consult

with the Secretary of the Department of the Interior, and the Secretary of Agriculture among other agencies and property owners. Border barrier systems that may be utilized for the purposes of securing the borders could include, but is not limited to: the construction, replacement, maintenance, and repair of new border fencing and wall, roads, gates, bridges, and lighting.

III. Missions

The mission of CBP is to safeguard the American homeland, protect the American public against terrorists and the instruments of terror, enforce the laws of the United States while fostering economic security through lawful international trade and travel, and serve the American public with vigilance, integrity and professionalism. In carrying out its mission, CBP constructs, maintains and operates various facilities and tactical and technological infrastructure along the coastlines and international borders of the United States.

The mission of DOI is to protect and manage the Nation's natural resources and cultural heritage; provide scientific and other information about those resources; and honor its trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities. DOI has a longstanding responsibility of preserving and protecting cultural and natural resources in the Nation's borderlands. In particular, an array of valuable fish, wildlife, and plant communities coexist with important archaeological sites that collectively contribute to the fabric of borderlands.

The USFS's mission is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations. The USFS manages lands along the international borders to assist in meeting these goals and, like DOI, has a longstanding responsibility for many cultural and natural resources in the Nation's borderlands within national forests along the international borders.

IV. Statutory and Regulatory Authority

WHEREAS, the Secretary of the Department of Homeland Security has the authority to execute a waiver of environmental laws for the expeditious construction of border barrier under the Illegal Immigration Reform and Immigrant Responsibility Act

WHEREAS, pursuant to Section 564 (C) of the 2008 Omnibus Appropriations Act, the Secretary of the Department of Homeland Security must consult with the Secretary of the Department of the Interior, and the Secretary of Agriculture among other agencies

and property owners.

V. Commitment of the Agencies

In the spirit of cooperation and collaboration, and with the mutual understanding that this is a flexible working agreement among the signatory agencies, the Parties hereby commit to the following responsibilities:

A. To facilitate preparation of NEPA documents, the Parties agree:

I. That CBP will serve as lead agency for CBP border facility and technological and tactical infrastructure projects and will, as appropriate, coordinate NEPA

document development and review and associated scoping and environmental impact assessments with DOI and/or USFS and/or, where appropriate, Indian tribes;

2. That when DOI or USFS have special expertise or jurisdiction by law related to a proposed CBP action, they may request to be designated as cooperating agencies, and CBP will promptly consider their requests;

3. That where DOI and/or USFS are involved in any CBP projects that DOI and/or USFS will, when requested by CBP, serve as cooperating agencies for such projects, or in appropriate cases as co-lead;

4. That DOI and/or USFS will ensure there is an appropriate level of coordination with CBP where DOI and/or USFS is acting as the lead agency for a project undergoing NEPA review that has the potential to affect CBP's border security mission, including the construction, operation, or maintenance of CBP facilities and/or technological and tactical infrastructure; and

5. That each party will assume responsibility for its own actions.

A. As lead agency, the Parties agree:

1. To provide project and policy information in a timely and thorough manner;
2. To invite cooperating agencies to coordination meetings and joint field reviews ; and
3. To provide cooperating agencies an opportunity to comment on draft documents.

C. When serving as a cooperating agency, the Parties agree:

- I. To promptly provide comments on draft documents and otherwise fulfill the role of a cooperating agency as set forth at 40 C.F.R. Part 150I , in accordance with established Departmental procedures ;
2. To provide technical assistance on tribal and non-tribal environmental and cultural resource issues; and
3. To the degree possible, seek ways to streamline, share data and facilitate the completion of environmental and cultural compliance processes.

IV. Miscellaneous Provisions

A. Nothing in this MOA may be construed to obligate the Parties or the United States to any current or future expenditure of funds in advance of availability of appropriations, nor does this MOA obligate the Parties or the United States to spend funds for any particular purpose, even if funds are available.

B. The Parties will, as appropriate, enter into specific reimbursable agreements pursuant to the Economy Act, 31 U.S.C. § 1535, when one party is to furnish materials or perform work or provide a service on behalf of another party.

C. The Parties shall retain all applicable legal responsibility for their respective personnel working pursuant to this MOA. This MOA is not intended to change in any way the individual employee status or the liability or responsibility of any party under Federal law.

D. Nothing in this MOA is intended to conflict with current law, regulation, directive, or other governing authority of any party to this MOA. If any term of this MOA is inconsistent with such authority, then that term shall not apply, but the remaining terms and conditions of the MOA shall remain in full force and effect.

E. This document is an intra-governmental agreement among the Parties and does not create or confer any rights, privileges, or benefits upon any person or entity not a signatory hereto. This MOA is not and shall not be construed as a rule or regulation.

F. Modifications within the scope of this MOU must be made by mutual consent of the parties, by the issuance of a written modification signed and dated by all properly authorized, signatory officials, prior to any changes being performed. Requests for modification should be made, in writing, at least 30 days prior to implementation of the requested change.

G. NON BINDING AGREEMENT. This MOA creates no right, benefit, or trust responsibility, substantive or procedural, enforceable by law or equity. The parties shall manage their respective resources and activities in a separate, coordinated and mutually beneficial manner to meet the purpose(s) of this MOA. Nothing in this MOA authorizes any of the parties to obligate or transfer anything of value.

Specific, prospective projects or activities that involve the transfer of funds, services, property, and/or anything of value to a party requires the execution of separate agreements and are contingent upon numerous factors, including, as applicable, but not limited to: agency availability of appropriated funds and other resources; cooperator availability of funds and other resources; agency and cooperator administrative and legal requirements (including agency authorization by statute); etc. This MOA neither provides, nor meets these criteria. If the parties elect to enter into an obligation agreement that involves the transfer of funds, services, property, and/or anything of value to a party, then the applicable criteria must be met. Additionally, under a prospective agreement, each party operates under its own laws, regulations, and/or policies, and any Forest Service obligation is subject to the availability of appropriated funds and other resources. The negotiation, execution, and administration of these prospective agreements must comply with all applicable law

H. This MOA shall be effective through December 31, 2017, and may be renewed for another five years upon mutual agreement of the Parties. Any party to this MOA may

terminate its participation in this MOA upon thirty (30) days written notice to the other Party.

I. This MOA becomes effective upon the date of signature by the last signatory.

V. Conclusion

In signing this MOA, the undersigned recognize and accept the roles and responsibilities assigned to each party. Each of the Parties agrees to pursue maximum cooperation and communication to secure our Nation's borders and to eliminate and mitigate the environmental degradation of DOI and USDA-administered lands by agency actions and persons illegally entering the United States.

AUTHORIZED REPRESENTATIVES. By signature below, each party certifies that the individuals listed below are authorized to act in their respective areas for matters related to this MOA. In witness whereof, the parties hereto have executed this MOA as of the last date written below.

U.S. DEPARTMENT OF THE INTERIOR

(b) (6)

Date: _

1

U.S. Forest Service

Date: _I _____

U.S. CUSTOMS AND BORDER PROTECTION

Date: /z /B o..... U>t3 The authority and format of this agreement have been reviewed and approved for signature.

(b) (6)

U.S. Forest Service Grants Management Specialist



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

FEB 05 2008

(b) (6)

Acting Executive Director
Asset Management
U.S. Customs and Border Protection
Department of Homeland Security
Marfa Sector Tactical Infrastructure EA

(b) (6)

Dear (b)(6)(b)(7)(C)

The Environmental Protection Agency (EPA) Region 6 has reviewed the Draft Environmental Assessment (EA) for the Proposed Construction, Operation, and Maintenance of Tactical Infrastructure, U.S. Border Patrol Marfa Sector, Texas, prepared by the U.S. Department of Homeland Security, U.S. Customs and Border Protection. The Draft EA contains insufficient information for an adequate review and does not provide a basis for a finding of no significant impact (FNSI). EPA suggests that USBP issue a Notice of Intent (NOI) to prepare an EIS on this project or circulate a revised Draft EA for stakeholder and agency review. Specific comments on the Draft EA are enclosed.

If you have any questions or would like to request assistance, please feel free to contact (b) (6) as primary point of contact for this project. She can be reached at (b) (6) or by email at (b) (6)

Sincerely yours,

(b) (6)

Office of Planning and
Coordination

Enclosures: Comments

Cc: (b) (6)

U.S. Army Corps of Engineers
Fort Worth District

♦

**Comments on the Draft Environmental Assessment for the Proposed Construction,
Operation, and Maintenance of Tactical Infrastructure, U.S. Border Patrol Marfa
Sector, Texas**

General Comments

The Draft EA contains insufficient information and analysis to enable informed review or to provide a basis for a finding of no significant impact (FNSI). In some instances, it provides no information on existing conditions in the project area, e.g., whether there are wetlands in the project area. In others, it draws conclusions that are unexplained, e.g., that project impacts will be mitigated without revealing any proposed mitigation measures. Impacts are acknowledged, but not identified, e.g., project effects on threatened or endangered species will be discussed in a Biological Assessment that has apparently not yet been drafted. Conclusions are stated without supporting analysis.

In several instances, the Draft EA states that missing information, e.g., the Biological Assessment, will accompany the Final EA. We understand, however, that USBP does not plan to make the Final EA available to State or federal resources agencies for review and comment prior to issuing the Final FNSI. From our perspective as a resource agency, the current Draft EA has been prematurely released. Unless USBP issues a Notice of Intent (NOI) to prepare an EIS on this project, we suggest a revised Draft EA be circulated for stakeholder and agency review.

The Draft EA has many of the same data and analytical gaps as well as some of the same potentially significant environmental impacts as the Lower Rio Grande Valley Fence EIS. Detailed comments, some of which parallel the Lower Rio Grande Valley EIS comments in many respects, appear below.

Purpose and Need. The EA describes Purpose and Need narrowly as “construction, operation, and maintenance of tactical infrastructure in the form of primary pedestrian fences, roads, lights, and supporting technological and tactical assets.” This appears to have limited the range of alternatives considered in the Draft EA and some readers may conclude that USBP has not integrated NEPA in its decisional process, but has instead written the Draft EA to justify an earlier decision.

Recommendation: One means of explaining Purpose and Need would be to summarize USBP discretion under the Secure Fence Act and other enabling authority, then explain how USBP applied that discretion to determine basic project needs. How, for instance, would the fence in the specific locations identified in the Draft EA deter crossings and provide Border Patrol with the tools it needs to carry out its mission?

Section 2 Proposed Action and Alternatives

40 CFR Section 1508.9(b) requires comparative analysis of the environmental impacts of the proposed action and alternatives. An EA need not consider alternatives to the same extent as an EIS, but it should look at various alternatives consistent with enabling

legislation. The Draft EA generally limits its analysis to the preferred design alternative and a "Secure Fence Act" design. The "no action: alternative appears to have been included because "inclusion of the no action alternative is prescribed by the CEQ regulations." Other alternatives the Draft EA identifies and dismissed without analysis as either not meeting project purpose or unidentified "screening criteria."

Other alternatives should have been evaluated. Even if project purpose and need are as limited as the Draft EA suggests, alternatives of constructing each tactical infrastructure section without the other should have been evaluated if they possess independent utility as suggested on pages 1-1 and 2-2 of the Draft EA. Even though Alternative 2.3.1 and 2.3.2 were eliminated, an alternative that combines aspects of these separate alternatives was not investigated. In addition, an alternative that uses strategic partnerships with cities, towns and other agencies with combination of fences, and technology should be investigated. The addition of permanent lighting also creates new alternatives that should be investigated.

Recommendation: Investigate further alternatives in detail, including:

Alt A: Combination of technology and increased number of USBP agents.

Alt B: Strategic partnerships for border enforcement. This alternative should include construction of fencing in areas where one or more landowners consent, plus technology, plus the development of memoranda of understanding (MOUs) or other multi-jurisdictional instruments to use local law enforcement resources. For example, a city may enter into an agreement with the Border Patrol (USBP) to provide a specified number of city law enforcement personnel dedicated to patrolling the border area within their jurisdiction. These types of agreements would alleviate the necessity for requiring a 150% increase in USBP agents and constructing fencing in areas that are sensitive environmentally (or for other reasons).

Alt C: A combination of the items listed in Alt A and B plus enforcing immigration laws designed at decreasing the job opportunities in the US. This may not prevent illegal drug operations, but may decrease the number of illegal border crossings for the purpose of obtaining employment in the US.

Alt 2A: Proposed Alternative 2 as described in the Draft EA, but without permanent lighting

Alt 2B: Proposed Alternative 2 as described in the Draft EA, but with permanent lighting

Alt 3A: Proposed Alternative 3 as described in the Draft EA, but without permanent lighting

Alt 3B: Proposed Alternative 3 as described in the Draft EA, but with permanent lighting

Alt 4: A "Lights Only" Alternative that describes the potential effects of the lighting without fence construction

Alt 5: L-1 (near the intersection of Quitman Pass Road and RR 192) tactical infrastructure only

Alt 6: Presidio area tactical infrastructure only

Section 3. Affected Environment and Environmental Consequences

There is no information describing Total Maximum Daily Loads (TMDLs) or how the fence would impact water quality. The Rio Grande is an impaired water body requiring a TMDL.

When describing the environmental consequences of a particular alternative, the majority of this section uses relative terms like minor, major, perceptible, short-term, and long-term (e.g., p. 3-5, lines 4-5). These terms are not defined within the document and it is difficult to determine the whether the potential impacts are significant or insignificant. For several resource areas (e.g., wetlands, wildlife, vegetation, aquatic resources, endangered species), there is a limited attempt to quantify potential impacts. Some potential impacts could be major, but not perceptible, unless field studies are conducted. For example, birds that do not optimally use edge habitat may experience a population decline if the fence is constructed. This could be a major impact, but not generally perceptible, unless ornithologists were actively monitoring.

Recommendation: USBP should provide more quantitative information throughout Section 3, including supporting information like technical studies, methods, and analysis.

There is no information describing the heating effects of the fence, either the fence heating to extreme temperatures and killing small animal species, or causing a heat “umbrella” and differentially heating soil or vegetation.

There is no information describing the effects of the fence on soil and soil organisms if the fence is a solid sheet below ground.

There is no information describing the magnitude of the construction staging areas or their approximate proximity to each segment.

There is no information or assessment describing the potential impacts of a fence to changes to animal movements, access to water resources, or maintenance of genetic diversity.

Section 3.9. There is no information describing the potential impact of the fence on migratory species or impact to their home ranges, in particular, large mammalian species (e.g., deer or carnivores) or avian rookeries.

Section 4. Cumulative Impacts

There is no information describing DHS Phase II (approximately 300 miles of fence in addition to the 225 miles listed on p. 4-1, line 32). Even though the cumulative total miles of fence is listed (225), there does not appear to be information describing the cumulative impacts of these proposed fence projects. For example, would wildlife, bird migration patterns, or endangered species foraging ranges shift based on the potential

impacts of the other proposed fencing (e.g., Lower Rio Grande Valley EIS, El Paso, Del Rio, etc.)?

Subsection headings do not match the headings in Table 4.0.1, making it difficult to review the information and make connections between the identified past, present, and future actions listed on pages 4-1 to 4-3 and to the subsections on the resource areas. For example, it is difficult to determine what the cumulative effect the Giant Reed Removal Project would have on the proposed project and the identified resource areas, since all of the potential impacts of future actions are lumped together.

“Cumulative” impacts in the sense of performing an assessment of the entire length of the project as a whole from California to Texas and the potential impacts project-wide are not considered.

Section 5. Mitigation and Best Management Practices.

There is a lack of specificity in Section 5. BMPs as well as other mitigation measures need to be approved before the Draft EA and FNSI become Final. In order to determine whether USBP has done this, EPA and other stakeholders need an adequate opportunity to comment on changes to mitigation. Most of the mitigation listed uses the language “would be incorporated.” In order for the mitigation to offset any significant impact, specific measures for specific resource areas need to be described. Using an electronic database and concluding that there is no significant impact because there was no data in the database does not lead to specific mitigation measures being developed.

Appendix A. There is no information indicating the type of fence that will be used or whether multiple types will be used and their locations. The potential impacts to wildlife could be very different based upon the design of each of the fence types. Figure A-4 shows a fence with openings for small animals (NOTE: there is no scale by which to judge the size of the opening). Figure A-2 could have a different or perhaps greater impact on wildlife. The use of portable or permanent lights is not addressed in the EIS. If they are assessed elsewhere, a short description and incorporation by reference would be helpful.

Appendix H. Biological Survey. Although the survey goes into detail on some of the vegetative characteristics of the proposed project, it does not describe any systematic or quantitative field investigations (particularly with reference to animals). It is unclear what methods were used to determine percentages of vegetative cover, height of vegetation, or habitat quality, etc. The biological survey relies on animal species sighted as surveyors performed “intuitive controlled investigations.” Predictably, the majority of species sighted are those that are common and seen during daylight hours (Table 5-2) with the exception of the Indigo snake. It is difficult to understand how Table 5-2 provides a general indication of species richness since nocturnal and more secretive species are not included. There is no invertebrate sampling.

Recommendation: USBP should conduct a scientifically rigorous, systematic sampling of the project corridor.

Environmental Justice. Related to the location of the fence and property of individuals, the maps created by USBP show that the fence could run very close to homes. Many families have lived at these locations for generations and have strong emotional ties to the family land and homes. The fence could cut farmers off from prime farmland close to the water. These impacts would be mitigated by fair compensation for the purchase or relocation assistance to any displaced family.

It would be helpful to encourage and make provisions for community input to monitor progress and identify potential community concerns by forming something such as a Community Advisory Board.

Also, USBP should consider alternative locations for fence placement that will result in the least impacts and cause less disruption on homes, landowners, and the livelihood of residents.

Specific Comments

The comments listed below are representative of the concerns EPA has in the information presented in the Draft EA. The comments are not exhaustive and do not list every instance in which similar language or text occurs.

p. 1-5, lines 23-26. *“The proposed locations of tactical infrastructure are based on a USBP Marfa Sector assessment of local operational requirements where such infrastructure would assist USBP agents in reducing illegal cross-border activities.”*

There is no information that describes what the assessment included, criteria for fence section placement and other information, analysis, and methods that would explain the placement of the sections.

Recommendation: USBP should provide an explanation of how the locations of each section were determined, including any criteria and methods.

p. 1-8, lines 20 *“...Step 5 relates to mitigation and is currently undergoing development.”*

USBP should provide information on possible mitigation measures and to what extent they would be implemented. Best-case and worst-case scenarios should be part of this analysis.

Recommendation: USBP should provide best- and worst-case scenarios and explain what mitigation would occur in each instance.

p. 1-9, lines 3-5 *“...also have decisionmaking authority for components of the Proposed Action and intend for this EA to fulfill their requirements for compliance with NEPA...”*

It is unclear what specific information is included in the Draft EA upon which these agencies can base a decision. NWI was used to assess potential wetlands impacts and was inconclusive. It is difficult to determine whether the estimates of potential impacts to these resources as listed in the Draft EA are accurate. EPA and other stakeholders need an adequate opportunity to comment on changes that address significant data gaps in the Draft EA.

p. 1-9, lines 19-26 *“The USFWS is a coordinating agency regarding this Proposed Action to determine whether any federally listed, proposed endangered...species of their...habitats would be adversely affected by the Proposed Action. As a coordinating agency, the USFWS has assisted in completing the Section 7 consultation process, identifying the nature and extent of potential effects, and developing measures that would avoid or reduce potential effects...”*

It is unclear what is meant by “developing the Biological Assessment in coordination with USFWS.” Is USFWS helping to prepare the Biological Assessment or is it a different level of involvement? Detailed biological information on both status and non-status species is essential in generating additional alternatives, in selecting the appropriate alternative, in receiving meaningful comments from the public and other agencies, and in determining whether the level of detail necessary for a FNSI has been achieved.

Recommendation: Detailed biological information on status (state or federally-listed species) and non-status species should be included in the Draft EA and evaluated by USBP. Inclusion of this information should be used to generate additional project alternatives and to determine the significance of potential impacts.

Section 2.1, Screening Criteria for Alternatives

On line 12, “screening criteria” were used to develop the proposed action and evaluate alternatives. There is no information describing the details of each criterion in Section 2.1. In nearly all of the topics listed in this section, USBP is working with a specific agency to identify mitigation measures, but there is no information describing what those mitigation measures might include and the extent of the mitigation required. Specific mitigation measures are necessary if significant potential impacts exist.

Recommendation: USBP should provide best- and worst-case scenarios and describe what mitigation would occur in each instance listed for USBP Operational Requirements, threatened and endangered species, Wetlands/Floodplains, Cultural/Historical Resources and Suitable Landscape. Technical studies upon which assessments and mitigation are based should be included as appendices.

p. 2-2, lines 22-25 *“...inclusion of the No Action Alternative is prescribed by the CEQ regulations implementing NEPA and will be carried forward for analysis in the EIS...”*

There is no information describing current operational activities.

Recommendation: Provide information to support the No Action Alternative. Current educational initiatives, successful prosecutions or convictions, surveillance, and other enforcement activities should be included.

p. 2-5, line 8 "Built (b) (7)(E) "

There is no information describing methods of construction or the depth to which the fence would be built.

Recommendation: The depth to which the fence would be built should be specified and the associated potential impacts on the soil and soil disturbance should be described in detail. Potential construction methods should be described in detail.

p. 2-5, line 14 "Designed to reduce or minimize impacts on small animal movements"

There is no information describing the impacts on small animal movements. No fence design (either single or multiple) has been selected. Impacts on biota could be different for each design (Appendix A). The color and materials used could also have an effect on biota. Large animals are not specifically mentioned, nor are "small" animals defined. Since the fence is likely made of metal and will be (b) (7)(E) it has the capacity to get very hot. It is unclear whether small animals, specifically amphibians, reptiles, and mammals would (b) (7)(E) Figures A-4 and A-5 do not have an identified scale and the (b) (7)(E) is unclear.

Recommendation: USBP should select specific fence designs for each segment and assess the potential impacts of those designs on biota, both large and small. There is a large body of scientific literature that addresses small animal movements, home ranges, and behavior. Technical studies should be initiated to determine the potential effect and significance of fence segments on biota.

p. 2-6, lines 1-2 "Section L-1... would be constructed as a (b) (7)(E) and placed atop the (b) (7)(E) ."

There is no information describing the reason this type of fence considered appropriate in this segment compared to other segments (this EA and other locations: Del Rio, Lower Rio Grande Valley, etc.).

Recommendation: Provide information describing the reason this type of fence was selected and its appropriateness in this instance and not in others (e.g., Del Rio, Lower Rio Grande Valley, etc.). Potential effects of this type of fence configuration should be described in the Environmental Consequences Section.

p. 2-6, lines 32-35 *“CBP is also proposing to construct and operate permanent lighting in both Presidio sections (L1-A and L-1B). Each light pole would be constructed approximately every (b) (7)(E) Standard design for permanent lights is further discussed in Appendix A.”*

The addition of permanent lighting creates new alternatives: alternatives with lights and alternatives without lights. The construction, maintenance, and operation of the lights should be described and the potential environmental impacts. Permanent lighting is not described in Purpose and Need.

Recommendation: The purpose and need for the addition of permanent lights should be described in Section 1. New alternatives should be developed based on the presence or absence of permanent lighting. Construction, maintenance, and operation of the lighting should also be described and potential impacts to resources and any mitigation measures, in appropriate sections.

p. 2-6, lines 37-39 *“Gates and ramps would be constructed to allow USBP, USIBWC and other landowner’s access to land, the Rio Grande, water resources, and infrastructure.”*

There is no information describing the number of gates per segment, locations of gates, and determination of priority access (e.g., will the gate be located for USBP priority, water access priority, or landowner priority). It is unclear whether the proposed action has been adequately assessed when the locations of the gates have not been determined.

Recommendation: Display the potential locations of the gates on maps similar to those in Appendix F. Indicate the location priority—Border Patrol, water access, landowner access, recreation access, etc. The process should be described so that stakeholders can determine whether they have gate access and a process of appeal if they do not have gate access. The potential impacts to those who do not have gate access on their property should be described in Section 3.

p. 2-10, lines 2-4 *“On a case-by-case basis, USACE might purchase the land between the fence and the Rio Grande on behalf of USBP, if operationally necessary.”*

It is unclear when and under what circumstances this would occur.

Recommendation: The EA should clarify the procedure USBP and USACE would use to determine whether USACE would purchase land.

p. 2-12, lines 9-10 Additional USBP agents in lieu of tactical infrastructure... *“ was determined not to meet the screening criteria of USBP operational requirements.”*

There is no information describing the “screening criteria” that led to this alternative being eliminated.

Recommendation: The EA should provide a description of the screening criteria used and the criterion this alternative did not meet in order to be eliminated.

p. 2-12, lines 12-14 *“...but the use of additional agents alone, in lieu of the proposed tactical infrastructure, would not provide a practical solution...”*

See the general comment above regarding information describing the law enforcement component in the Purpose and Need statement. Compare this to statements on page 2-12, lines 36-38. It would seem that each dismissed alternative contains the reason to dismiss the other (i.e., more agents not practical vs agents do the work, not technology).

Recommendation: Develop an alternative that combines technology and additional agents.

p. 2-12, lines 14-16 *“The use of physical barriers has been demonstrated to slow cross-border violators and provide USBP agents with additional time to make apprehensions.”*

There is no information describing the deterrence time or USBP response time in this document. A reference is provided to a 2000 USACE document. An interested stakeholder wanting to find more information would need to search for particular statements.

Recommendation: Estimate the amount of time each fence section is anticipated to slow a cross-border violator. Estimate the USBP response times to intercept cross border violators both with and without a fence (i.e., the no action alternative). If a reference is used, summarize the information from that document and provide a page reference so that interested individuals can find the information.

p. 2-12, lines 26-28 *“Increased patrols would aid in interdiction activities, but not to the extent anticipated by construction of primary pedestrian fence....”*

There is no information describing the levels DHS anticipates from the Proposed Action and comparing them to the No Action Alternative.

Recommendation: The EA should describe the anticipated extent DHS expects from the Proposed Action and compare it to the other alternatives, including those that were eliminated from further consideration.

p. 2-13, lines 18-21 *“CBP might need to implement this alternative at some point in the future depending on future USBP operational requirements. While CBP believes that this level of tactical infrastructure is not required at this time it is a viable alternative...”*

There is no information describing what USBP would do should this situation arise (i.e., Supplemental EA). Would Alternative 2 be removed and Alternative 3 be constructed? Would Alternative 3 be constructed instead of Alternative 2?

Recommendation: Describe the circumstances that would lead to Alternative 3 implementation and what actions USBP would take regarding NEPA.

p. 3-2, lines 7-15 *“Products containing hazardous materials (such as fuels, oils ...pesticides, and herbicides) would be procured and used during the proposed construction.... It is anticipated that the quantity of products containing hazardous materials used during construction would be minimal and their use would be of short duration. the quantity of hazardous and petroleum wastes generated from proposed construction would be negligible.”*

The potential impact on vegetation and animals is dependent upon the toxicity of the material and the exposure pathway of the organism. There is no information describing the potential long-term impacts of continual herbicide application. Accidental spills are not described. Additional analysis as to the potential materials to be used (e.g., examples of chemicals, name brands, etc) or the class of material (i.e., hydrocarbon, organochlorine) and the potential impact on resources should be provided.

Recommendation: USBP should discuss what compounds are likely to be used and their duration of use (e.g., during construction only or for long-term maintenance). USBP should provide specific information on the risk to biota, especially if use is long-term and occurs at regular intervals.

p. 3-2, lines 15-17 *“Construction contractors would be responsible for the management of hazardous materials and wastes...”*

p. 3-6, lines 13-15 *“...future maintenance...would be conducted by contractors...”*

The action agency is responsible for the conduct of its contractors. Descriptions of how contractors would be held responsible and the consequences for mishandling wastes or other inappropriate actions should be incorporated into the Draft EA, particularly in the mitigation sections. USBP could state what types of conditions would be required in contracting instruments along with consequences.

Recommendation: Describe what contractors are responsible for and the consequences of mishandling wastes, poor work practices, or in other sections, for contact with resources (e.g., endangered species, cultural resources, wetlands, etc.) and mitigation measures that will be implemented.

p. 3-5 line 40, p. 3-6, lines 4-5 *“...the effects would be temporary, fall off rapidly with distance from the proposed construction site, and not result in any long-term impacts.”*

Recommendation: USBP should include a graphical representation in order to aid stakeholders in visualizing the impacts of particulate matter.

Section 3.3.3 Environmental Consequences (Land Use)

There is no information describing the declines in this area and relating them to the number of illegal border crossings or similar statistics. There is no analysis in as to the estimated magnitude of property value decline or the projected property value decline or beneficial impacts (increases in property values) due to fence construction.

Recommendation: For each alternative, USBP should describe the potential impacts to land use and land value as described above, whether positive or negative.

p. 3-18, lines 1-2 *"CBP might be required to obtain a permit or zoning variance based on local restrictions and ordinances."*

There is no information describing zoning ordinances and the. USBP should provide detailed information on likely scenarios in terms of locations where permits or variances would be necessary and what would occur if a variance were not granted.

Recommendation: USBP should contact localities regarding zoning ordinances and the process of obtaining permits and variances and that information should be included in the Draft EA. USBP should provide maps and/or text indicating the locations of relevant segments. USBP should provide a description of what would occur if a variance or permit were denied.

p. 3-22, lines 36-38 *"...cumulative short- and long-term adverse impacts related to the compaction of soils and increased erosion due to the use of the area by cross-border violators would be expected."*

It is unclear what information is provided to support this conclusion. CBP has not provided information in earlier sections with regard to the number of cross-border violators or the number of people intercepted in order to provide a basis for comparison to the other alternatives.

Recommendation: Provide current interdiction statistics as part of the No Action Alternative. Compare current interdiction statistics of areas of "high" traffic to areas of "low" traffic with erosion effects in each area.

p. 3-23, lines 3-6 *"...Grading, contouring, and trenching associated with the installation of the fence...would alter the existing topography."*

There is no information describing the effect on flooding. If grading, etc. changed the slope then floodwater could potentially flow into Mexico or other areas that may or may not currently be subject to flooding.

Recommendation: USBP should provide a description, including maps that show potential water flow, anticipated changes in topography (e., best and worst case scenarios) for fence segments and any potential impacts to humans and the environment.

p. 3-23, lines 19-26 *“Short-term minor direct adverse impacts on soils would be expected... Soil disturbance and compaction due to grading ...associated with the installation of the fence...”*

There is no information describing soil disturbance or the amount of soil displacement and where it would be taken.

Recommendation: USBP should provide information on the potential impacts to soil, including the depth that would be disturbed, the amount of soil displaced, and the location that displaced soil would be taken. If soil is to be removed, potential impacts of the additional soil should be assessed.

p. 3-25, line 20-25 *“Substantial quantities of surface water are diverted from the Rio Grande to meet municipal, industrial, and agricultural demands in Texas and Mexico. A significant portion of the Rio Grande flow is used in the Upper Rio Grande Valley for...”* different applications.

Recommendation: The EA should provide Rio Grande flow rates, water usage by sector (i.e., urban, agriculture, industrial, etc.) and seasonal variations and any other relevant, specific information to describe the Hydrology and Groundwater.

p. 3-31, lines 1-16 Surface Water Quality.

Recommendation: In addition to the qualitative descriptions, it would be helpful to have a table (similar to that provided in the Air subsection) that shows measured values that USBP collected and compare it to the water quality standard. This would provide stakeholders and decision makers with a quantitative analysis of the water quality data.

p. 3-30, lines 21-22 *“Potential adverse effects associated with water contamination due to cross-border violators would continue.”*

It is unclear what information is included in the EA or in Section 3.6.1 that describes cross-border violators as the source or cause of water quality concerns in the area. Lines 1-3 describe the communities of Ojinaga and Presidio as major contributors, but cross-border violators are not mentioned.

Recommendation: Provide information demonstrating the link between cross-border violators and water contamination.

p. 3-31, lines 6-8 *“Fences installed in washes/arroyos would be designed and constructed in a manner to ensure that water flow during excessive rain events would not be impeded or ponded.”*

There is no information describing whether the designs in Appendix A would meet this criteria or whether some other design would be used.

Recommendation: Schematics of a potential designs should be included in the EA along with any benefits or limitations of the design. Environmental consequences of the design should be evaluated.

p. 3-33, lines 21-22 *“Hydraulic studies and modeling would be conducted to confirm this assessment.”*

Recommendation: Hydraulic studies and modeling should also include the effects of increased imperious cover and loss of vegetation on groundwater recharge, nutrient cycling, and water quality.

p. 3-39, lines 1-4, 32-33 *“Dust generated from the existing access roads... would result in insignificant to minor, short- and long-term adverse effects on downwind vegetation due to interference with pollination and photosynthesis.”*

There is no information describing the potential effects on photosynthesis and pollination.

Recommendation: USBP should provide support for this conclusion with scientific literature reference, field studies, and the like.

p. 3-42, lines 35-37, p. 3-43, lines 1-2 *“Some wildlife deaths, particularly reptiles and amphibians could increase due to the improved accessibility of the area and increased vehicle traffic. Although some loss of wildlife could occur, wildlife populations within the proposed project corridor would not be significantly affected through the implementation of the Proposed Project Alternative.”*

There is no information describing the method USBP used arrive at this conclusion. There is a large body of scientific literature regarding animal movements across roads and the effects of roads on many different species. “Incidental take” is a term of art used in Endangered Species Act determinations. There is no indication whether this section includes endangered species.

Recommendation: If USBP performed quantitative assessments to arrive at these conclusions, the text should reflect those investigations. If USBP did not do these types of studies, then USBP should perform the necessary analysis to support these conclusion. USBP should review the scientific literature regarding roads and their effects on species and incorporate those findings in the EA.

p. 3-42, lines 30-31 *“...wildlife species and their habitat would continue to be indirectly impacted through habitat alteration and loss due to illegal trails and erosion.”*

There is no information quantifying the current levels of illegal cross border activity (i.e., the “no action alternative”) on wildlife.

Recommendation: USBP should document the current illegal border activity and address what types of potential impacts could occur. USBP should conduct scientific biological field studies to determine what changes in biota may occur.

p. 3-43, lines 21-24 *“Lights along the fence corridor could behaviorally exclude nocturnal wildlife from the illuminated zone, while potentially providing additional food sources for insectivorous bats. As such, lights would have minor to moderate, adverse and beneficial impacts on nocturnal wildlife depending on the species examined.”*

There is no data, either field studies or citations from the scientific literature, to support the conclusion of minor effects. The lights, while providing an additional food source for bats, could have greater community-wide (i.e., food chain impacts), depending on the species. By increasing the food source for bats, one might expect the number of bats in the area to increase or to be aggregated around the lights. This could lead to animals that prey on bats to increase. If the predators are generalists and had been using a different food source, those populations (e.g., rodents) may increase. If the bats are migratory, there could be significant impacts to creating a permanent food source. There are no operational details regarding the lights in the Draft EA.

Recommendation: Provide data, from field studies, scientific literature, or both, to support the conclusion that the lights will effect (both adverse and beneficial) on biota. Information on type of lights, duration, location, and species affected should be included. This type of information is essential to determine the specific effects and their significance.

p. 3-43, lines 36-38, p. 3-44, lines 14-21 *“The following is a list of BMPs recommended for reduction or avoidance of impacts on migratory birds: ...Because not all of the above BMPs can be fully implemented due to time constraints of fence construction, a Migratory Bird Depredation Permit will be obtained from USFWS. Assuming the implementation of the above BMPs to the fullest extent feasible, adverse impacts of the Proposed Action on migratory birds is anticipated to be short- and long-term, and minor due to construction disturbance and associated loss of habitat. Long-term, minor, beneficial impacts would occur due to reduction of foot traffic through migratory bird habitat north of the impact corridor.”*

This portion of the Draft EA lists potential BMPs, but does not indicate that USBP will perform them. A draft of the permit should be included or a description should be included as to the impacts to migratory birds that USBP anticipates in best-case and worst-case situations.

Recommendation: USBP should list the migratory species that could be impacted. USBP should explain why “time constraints” are a limitation (instead of stopping construction until migration is over). USBP should discuss best-case and worst-case scenarios regarding potential impacts to migratory birds and what USBP will do in each case. This provides for a range of mitigation options.

p. 3-44, lines 22-24, 31-33 *“Removal of vegetation and grading during construction could temporarily increase siltation in the river and therefore have short-term minor adverse effects on fish within the Rio Grande.”*

The duration of the direct impact of construction may be “short” in comparison of the length of time the fence is in place, but the effects on aquatic resources and fish could be longer in duration. There may be effects on the food base of fish, ability to reproduce, and the ability of offspring to survive when young. The Rio Grande is listed as an impaired water body. There is no information describing the additive effect of siltation on the current level of water quality in the Rio Grande.

Recommendation: Investigate best- and worst-case scenarios of increased siltation and other factors on aquatic resources. Provide and analyze data from field studies, scientific literature, technical reports, or a combination of these to quantitatively assess the potential impacts of the Proposed Project on aquatic resources.

p. 3-74, lines 37-41 *“Some adverse disproportionate impacts on minority or low-income populations could be expected. Direct beneficial impacts on safety and the protection of children are expected from the projected deterrence of cross-border violators, smugglers, terrorists, and terrorist weapons from entering the United States...”*

What are the expected impacts to minority or low-income populations? DHS should describe them. Current data on the number of smugglers and cross border violators interdicted, and weapons confiscated are not provided in the Draft EA. Since this baseline information is not present, it is unclear how the environmental consequences, both negative and beneficial, were assessed.

Recommendation: DHS should provide baseline statistics of the current level of USBP interdiction activities and its affect on the community (i.e., number and type of crimes, environmental damage, etc.). DHS can compare this to estimates or projections of USBP interdiction activities associated with the operation of a fence, both adverse and beneficial.

Section 4. Cumulative and other Impacts

Phase II of border fencing, mining operations, TXDOT projects, NADB projects, South Orient Rail Line.

Recommendation: USBP should display these actions on a map so that the public and agencies can visualize their proximity to the proposed project.

p. 4-2, line 35 *SBLnet*

It's not clear whether SBInet is an activity completely initiated in the future, or if it is going to be used in concert with the fence. It would seem that aspects of SBInet could be incorporated into additional alternatives.

Wall IPT Update

BACKGROUND

As part of the Secure Fence Act (SFA), CBP was tasked with constructing hundreds of miles of “two-layer” fencing along specific segments of the Southwest border. In 2007, Congress repealed SFA with section 102 of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA). Having completed hundreds of miles of fence in 2009, Congress was not appropriating large sums for new fence, and rather the focus became on maintenance and repair of existing fence and deploying other border infrastructure (towers and radar).

In support of the recent Executive Order signed by President Trump, CBP is in the initial planning phases of refining ‘wall’ requirements and developing appropriate plans to support these requirements.

CURRENT STATUS

- Requested (b) (5) in funding in support of the Executive Order
- Focus is on Phase I and developing schedule, acquisition strategy and appropriate docs to support USBP wall requirements.

Requirement Type	Estimated New Miles
Phase IA: New Primary PF	(b) (7)(E)
Phase IB: New Primary PF RGV (R/E planning only)	
Phase II: New Primary PF	
Phase II: Replacement Primary PF And VF to PF	
Phase II: Secondary Fence	
Phase III: New Primary PF	

NEXT STEPS

- Market Research being conducted by USACE for potential reqs.
- Continuing to work with OCC, OPA, OCA, Office of Acquisition and others to develop a path forward
- Continue to coordinate with USACE on MATOC requirements
- Construction award can begin as early as July 2017 for a first segment. This assumes funding and a waiver of applicable environmental and land management laws by the Secretary of DHS will be granted timely.
- Site visits for Phase IA in San Diego and El Paso Sectors scheduled (early to mid February)

FOR DISCUSSION or EAC ACTION

- A waiver(s) of applicable environmental laws by the Secretary of DHS is necessary in order to execute tactical infrastructure improvements along the border
- Exemptions on hiring freeze and direct hire authority



MEMORANDUM FOR:

(b) (6)
DIRECTOR, LAGUNA FACILITY CENTER

FROM:

(b) (6)
Environmental Planning Branch Chief

(b) (6)
Environmental Planning Program Manager

(b) (6)
Environmental Officer, Laguna Facility Center

SUBJECT: Programmatic Environmental Impact Statement for Border Patrol Operations in Yuma and Tucson Sectors

BACKGROUND:

In 1999, legacy INS and its successor Customs and Border Protection (CBP) initiated a Programmatic Environmental Impact Statement (PEIS) for Border Patrol operations within Tucson and Yuma sectors. The document included facilities and operations. However, in 2002 and after the initial public review and comment period, (b) (5)

The public asked questions (e.g., you need to address impacts resulting from new border patrol stations), which could not be answered because INS had no plans or station locations at that time.

The PEIS was rewritten and resubmitted to public review. During public and the U.S. EPA review, additional questions were raised regarding why facilities were no longer included as part of the analysis. Shortly thereafter, legacy INS was disestablished by establishment of the Department of Homeland Security and Office of Border Patrol and Asset Management were integrated into the CBP.

The completion of the PEIS was further delayed when the Office of Border Patrol (OBP) initiated new and more complex operations such as the Arizona Border Control Initiative (ABCI) and the subsequent ABCI II which required additional rewrites. In addition, the PEIS was only focused on addressing legacy INS operations and did not include existing Customs operations. Subsequently, the PEIS was revised to include ABCI, excluding facilities considerations and Customs operations, and sent to CBP legal for review in late

2005. (b) (5) [redacted]
[redacted] Since the CBP legal review the OBP has initiated ABCI II and Operation Jump Start, and the Secure Border Initiative.

DISCUSSION:

Joint discussions between CBP legal, Environmental Programs Branch (b) (6) and Laguna Facilities Center (b) (6) (b) (5) [redacted]

(b) (5) [redacted]

[redacted]

[redacted]

[redacted]

In an effort to expedite operations in Coronado National Forest, the Tucson Sector of the Office of Border Patrol and Coronado National Forest personnel have advised the Chief of the Office of Border Patrol and the Chief Ranger of the Forest Service that the PEIS would cover many of the make their existing operations. The representative of the Coronado National Forest had indicated that both chiefs had requested that the documents be completed within the year. After several conversations with the Forest Service representative and after reviewing the PEIS, she felt that the final document would not be of much assistance and since the action would require an environmental assessment. In addition, once the contractor was told to proceed with corrections to the PEIS it would take at least another year to fix.

Lastly, (b) (6) [redacted] told (b) (6) [redacted] that SBI wanted to have the PEIS completed so that they could to tier from the document. (b) (5) [redacted]

Please note that there has been little to no public inquiry into the PEIS in the past 12 months. However, the US EPA have contacted (b) (6) and (b) (6) regarding the status of the PEIS. Any additional revisions to the PEIS will also require additional legal review.

This past year, CBP Environmental Branch initiated a resource gap analysis “conducted on a resource-by-resource” basis (Final Environmental Baseline Compliance Report, Ecosystems 7, 8, 9, October 2006). The report indicated that in

“many instances the level of resource-specific detail provided in the CBP-provided documents was too general or vague to determine which resources or resource categories ... were to be impacted, the degree of impact, or the necessity to comply with federal or state regulations.”

The report further indicated that

“... in cases where there were project-specific actions not tiered from a parent document, the documents typically deferred resource-specific impacts to a future activity or addressed avoidance, minimization, and mitigation in general terms. The CBP-provided NEPA compliance documents did not include compliance documentation, or agency concurrence documentation specific to the CWA, HPA, or ESA.” (Clean Water Act, Historic Preservation Act and Endangered Species Act)

The PEIS was written to support the legacy INS operations and leadership direction, both of which have changed since the existing document was prepared. (b) (5)

[REDACTED]

RECOMMENDATIONS:

(b) (5)

OFAM: Wall IPT Update

BACKGROUND

- There is a total of 654 miles of primary fencing on the southwest border. The majority of this fencing—more than 400 miles, was constructed by CBP between 2007 and 2008 in accordance with section 102 of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA).
- In support of the Executive Order issued in January, 2017, CBP is in the initial planning phases of refining 'wall' requirements and developing appropriate plans to support these requirements.

STATUS UPDATE

- CBP is leveraging multiple methods to pursue innovative acquisition solutions to expedite wall construction schedules including direct engagement with vendors, alternate service providers (e.g. NAVFAC, AFCEC), requests for information (RFIs), etc.
- OFAM and USACE completed their site visits to El Paso and San Diego Sectors for information gathering.
- BPAM and OCC have placed the waiver for Phase 1 and all bollard style fence planning temporarily on hold to address the updated requirements outlined from the meeting with POTUS.
- BPAM PMO is moving forward on a new waiver to address a portion of wall construction in San Diego.
- A planning meeting will be held February 22, 2017 in Forth Worth, TX with USACE to discuss acquisition, construction, and roles and responsibilities.
- An internal CBP meeting will be held February 21st and 22nd in Indianapolis, IN to develop a Request for Proposal (RFP) on the wall design.

OFAM: Wall IPT Update

NEXT STEPS / KEY DATES

- February 21-22: Design RFP Development Meeting
- February 22: USACE Planning Meeting
- February 23: Acquisition Review Team (ART/ARC) In-Brief (required process as part of ADE-I decision)
- February 27: Industry Day, San Diego, CA (USACE & CBP to present requirements and answer questions to interested vendors on wall efforts)
- February 28: ARC Wall Program In-Brief with AC Borkowski
 - *Date subject to change*
- Ongoing: Continue to work with USBP to refine Southwest Border requirements.

OFAM: Wall IPT Update

FOR DISCUSSION OR SMC ACTION

- The following risks have been identified and are included here for awareness:
 - Funding
 - Departmental requirements (e.g. Joint Requirements Council, Program Accountability & Risk Management)
 - Judicial action resulting in temporary restraining order(s) will stop construction, planning can continue
 - Delayed possession of required real estate
 - Negative/aggressive civic engagement both generally and with respect to how CBP proceeds with complying with the requirements of waived statutes (e.g. burial sites)
 - Construction on the Tohono O'odham Nation
 - Contractual protests
 - Need for additional staffing

Back Up Slides

Wall Expedited Strategies

(b) (5)

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Acquisition Options – Estimated

(b) (5)

OFAM: Wall IPT Update

BACKGROUND

- There is a total of 654 miles of primary fencing on the southwest border. The majority of this fencing—more than 400 miles, was constructed by CBP between 2007 and 2008 in accordance with section 102 of the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA).
- In support of the Executive Order issued in January, 2017, CBP is in the initial planning phases of refining 'wall' requirements and developing appropriate plans to support these requirements.

STATUS UPDATE

- CBP is leveraging multiple methods to pursue innovative acquisition solutions to expedite wall construction schedules including direct engagement with vendors, alternate service providers (e.g. NAVFAC, AFCEC), requests for information (RFIs), etc.
- These acquisition options include expedited options such as 8(a); Rapid Response (through USACE) and a contract modification to the current NACO contract. See additional slides for detailed information.
- OFAM and USACE completed their site visits to El Paso and San Diego Sectors for information gathering.
- BPAM and OCC continue to move forward on the waiver for Phase 1, including clarifying all segments to included in this first waiver. Compiling information needed for the waiver for Phase II.
- A planning meeting will be held February 22, 2017 in Forth Worth, TX with USACE to discuss acquisition, construction, and roles and responsibilities.

OFAM: Wall IPT Update

NEXT STEPS / KEY DATES

- February 22: USACE Planning Meeting
- ~~February 23: Acquisition Review Team (ART/ARC) In Brief (required process as part of ADE I decision)~~
- **Wall Acquisition Document Preparation (who with?) Indianapolis, IN**
- February 27: Industry Day, San Diego, CA (USACE & CBP to present requirements and answer questions to interested vendors on wall efforts)
- ~~February 28: ARC Wall Program In Brief with AC Borkowski~~
- Continue to work with USBP to refine Phase II and Phase III requirements

OFAM: Wall IPT Update

FOR DISCUSSION OR SMC ACTION

- The following risks have been identified and are included here for awareness:
 - Funding
 - Departmental requirements (e.g. Joint Requirements Council, Program Accountability & Risk Management)
 - Judicial action resulting in temporary restraining order(s) will stop construction, planning can continue
 - Delayed possession of required real estate
 - Negative/aggressive civic engagement both generally and with respect to how CBP proceeds with complying with the requirements of waived statutes (e.g. burial sites)
 - Construction on the Tohono O'odham Nation
 - Contractual protests
 - Need for additional staffing (see chart)

Proposed Wall Program Staffing*

Entity	OFAM	USBP	OCC	Acquisition	OPA	USACE	DOJ	Total
Current Onboard	16	4	5	TBD	TBD	TBD	4	TBD
Desired Onboard	(b) (5)			TBD	TBD	TBD	(b) (5)	TBD
Total	(b) (5)			TBD	TBD	TBD		TBD

Back Up Slides

Wall Expedited Strategies

(b) (5)

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Acquisition Options – Estimated

(b) (5)

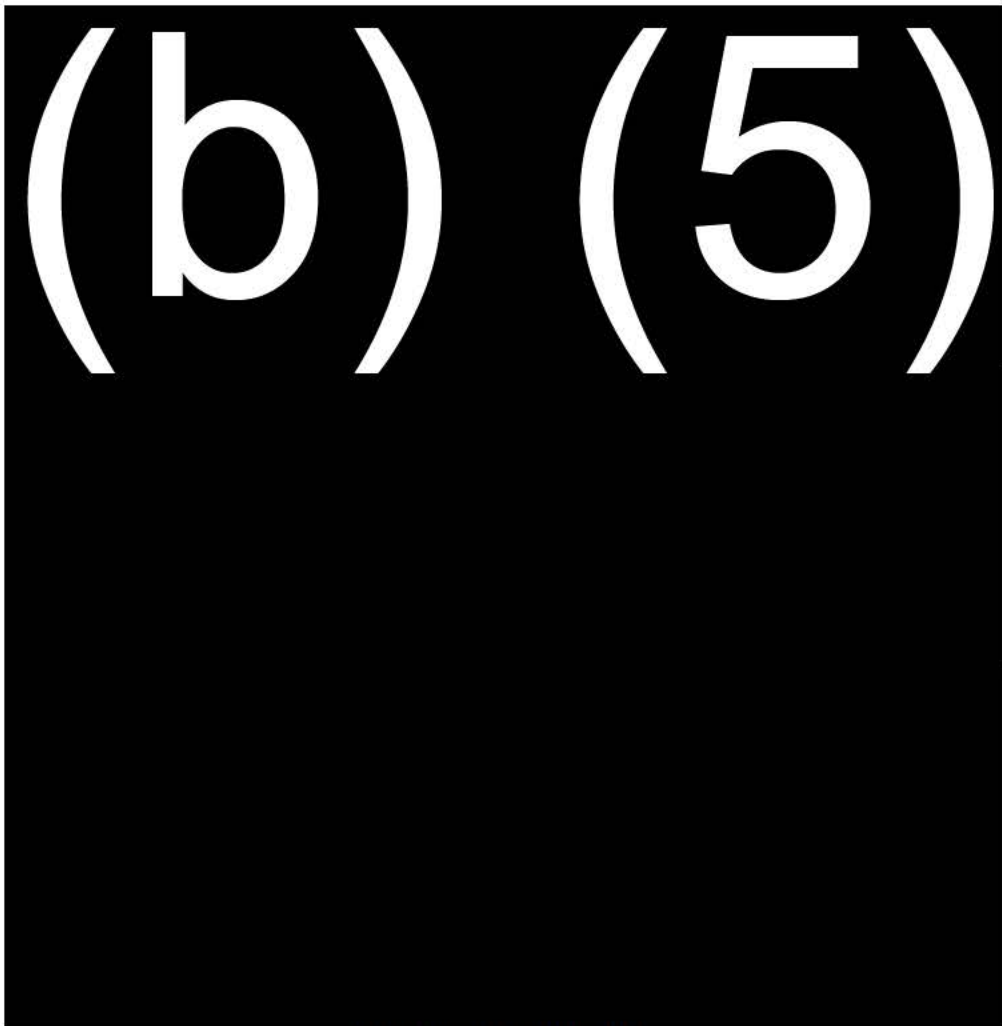


Office of Public Affairs

Public Affairs Guidance

Border Wall – San Diego Waiver

Background



Commented [FMF(1)]: Is this still needed? Or is this PAG just covering San Diego Waiver?

Commented [FMF(2)]: As noted in the waiver document, this waiver covers multiple projects in the project area, including prototype construction and replacement of 10 miles of primary pedestrian fence

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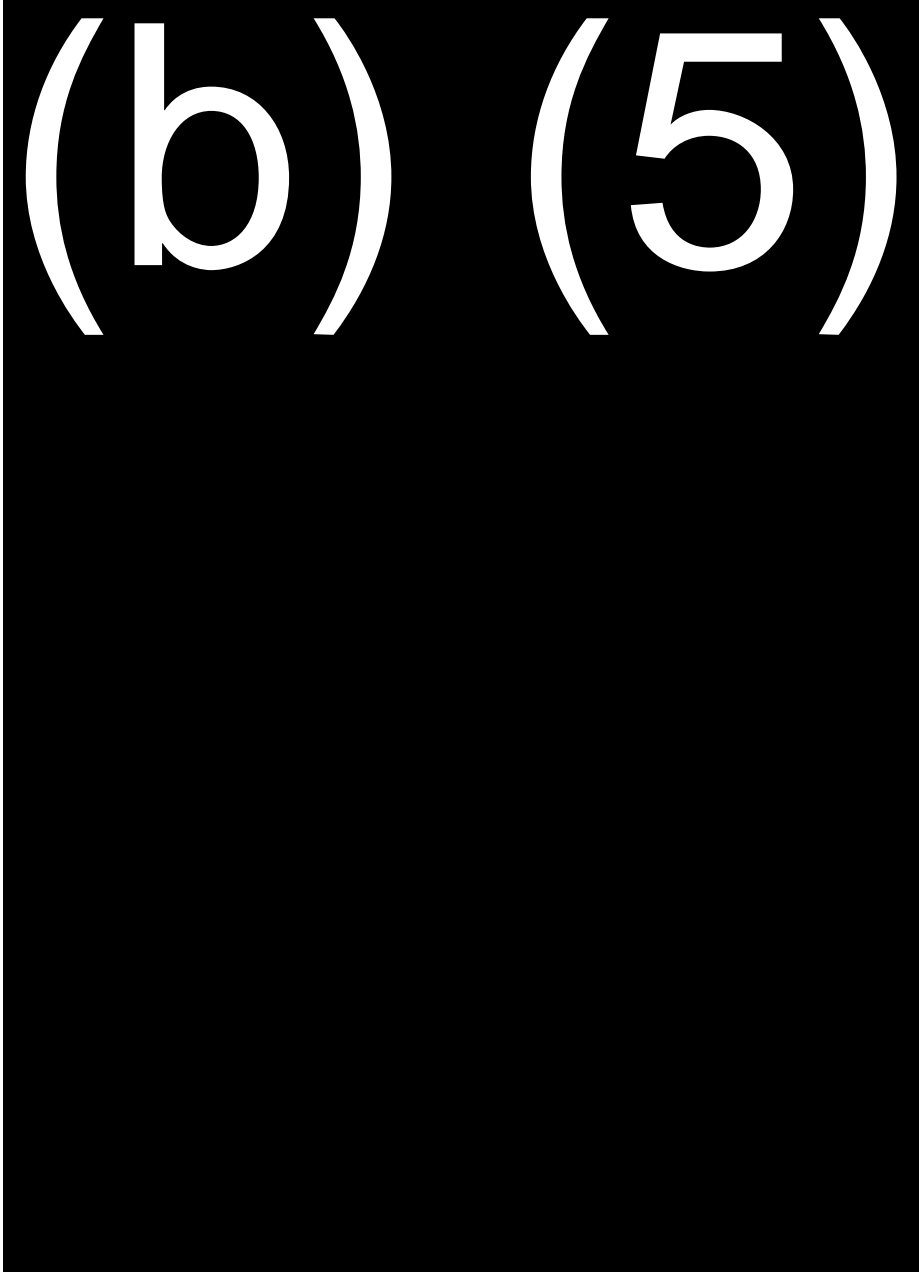
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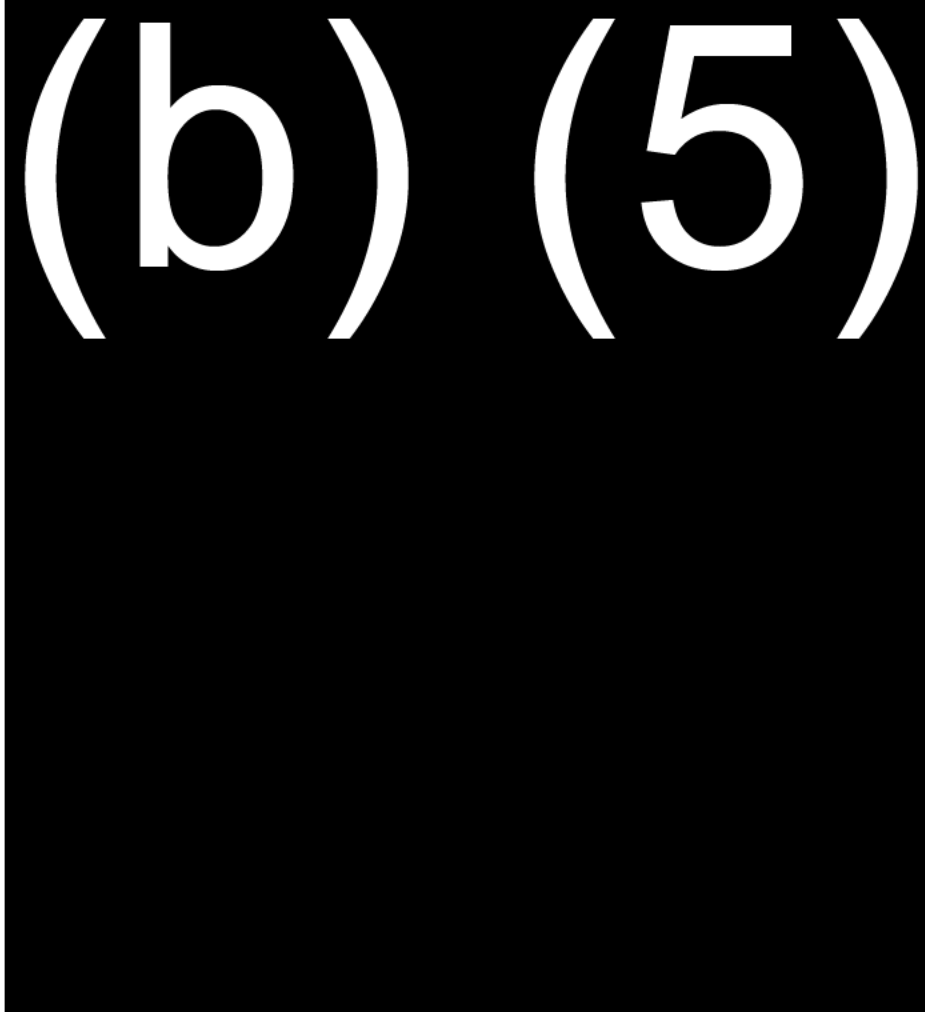


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(b) (5)

[Redacted content]

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Commented [FMF(3)]: Is this a step too far? While we are committed to stewardship, this statement begs the (b) (5)

Commented [FMF(4)]: Will CBP continue to work with these entities for projects covered by this waiver? If so, should state that

Questions and Answers

Q1: Will CBP follow the National Environmental Protection Act (NEPA) process for the projects covered by this waiver prototype and other construction projects related to the Wall?

A1: ~~CBP is currently assessing its options with respect to environmental compliance for prototype and other border infrastructure. At this time, no decisions have been made as to whether CBP will follow the traditional NEPA process or request that the Secretary exercise his authority to waive certain legal requirements. This waiver specifically covers border projects in San Diego at a segment of approximately (b) (7)(E) within the San Diego Sector. This segment starts at the (b) (7)(E)~~

Commented [FMF(5)]: Attempting to make the question specific to this waiver

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and extends eastward to approximately (b) (7)(E). ~~While the waiver eliminates CBP's obligation to comply with NEPA for these projects, CBP remains committed to environmental stewardship. As such, CBP will continue to assess potential impacts, coordinate with relevant stakeholders, and to the extent possible, offset or mitigate potential impacts.~~

Q2: Given the waiver of environmental laws, will DHS implement any environmental planning/evaluation of possible impacts and mitigation for those impacts?

A2: Yes. DHS is committed to responsible environmental stewardship. Thus, in the spirit of NEPA, and as was the case with past projects covered by a waiver, DHS will continue to evaluate ~~evaluated~~ the potential impacts of ~~the~~ border infrastructure that is planned for the project area. Among other ~~action~~ things, DHS will conduct new environmental surveys of the project area as well as utilize existing data, performed and reviewed environmental surveys, coordinated and consulted with local state and federal stakeholders, and analyzed ~~potential impacts. Reports can be found in the link below:~~

~~<https://www.ebp.gov/about/environmental-cultural-stewardship/nepa-documents/esp-essr>~~

Q3: ~~Will~~ DHS and CBP consider environmental impacts as a result of prototype construction?

A3: DHS has concluded that the currently planned prototype project will not result in significant environmental impacts. As a result, for this particular project, DHS is not planning for mitigation. DHS' commitment to responsible environmental stewardship will be carried forward with the construction of additional border infrastructure.

Q4: What is the waiver?

A4: The Secretary of Homeland Security's waiver authority is set out in Section 102(c) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, as amended ("IIRIRA"). The waiver authority allows the Secretary to waive all legal requirements the Secretary deems necessary to construct barriers and roads ~~border infrastructure that is necessary~~ to deter illegal entry into the United States.

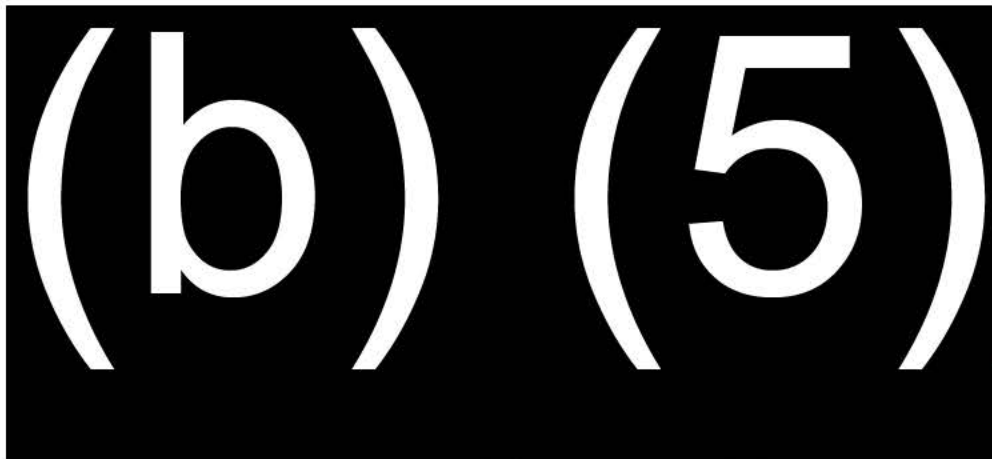
Q5: What gives the Secretary authority to issue a waiver?

A5: The Secretary's waiver authority is derived from Section 102(c) of IIRIRA, an authority granted to the Secretary by Congress. The waiver authority allows the Secretary to waive all legal requirements the Secretary deems necessary to construct ~~border infrastructure that is~~ barriers and roads ~~necessary~~ to deter illegal entry into the United States.

Q6: What does the waiver gain DHS?

A6: The Secretary's waiver authority allows DHS to expeditiously construct ~~the border infrastructure that is necessary~~ barriers and roads to deter illegal entry into the United States by minimizing the risk of administrative delays and delays or stoppages as a result of litigation. Prior waivers have in fact facilitated the expeditious construction of existing border barriers and roads. The waiver authority has been instrumental to DHS's ability to construct border infrastructure that has made a real and material difference in deterring illegal entry into the United States.

****NOT FOR USE UNTIL WAIVER SIGNED & PUBLISHED****



Commented [FMF(6)]: Revised to track language of waiver authority

Q9: Does the waiver address the laws or processes concerning that acquisition of private property?

A9: No. The waiver does not impact the process required for the acquisition of private property.

Q10: Does the waiver address procurement laws?

A10: No. The July, 2017 waiver does not include any statutes, regulations, or other legal requirements that govern federal procurement.

Q11: Why does DHS need to issue a waiver for ~~these~~ projects ~~initial effort~~ in San Diego?

A11: The President's January 25, 2017, Executive Order entitled, "Border Security and Immigration Enforcement Improvements," makes clear that achieving operational control of the border is a priority for this Administration. To achieve operational control of the border DHS must, consistent with existing law, build the physical infrastructure necessary to secure the southern border of the United States. ~~These current projects~~ are ~~is a~~ critical early steps in what will be a sustained effort to construct that physical infrastructure. Utilizing the authority provided by Congress in Section 102 of IIRIRA, the Secretary's waiver authority for this initial effort minimizes the risk of delay and, in turn, puts DHS in a better position to continue to progress towards a secure southern border.

Q12: How many times has the Secretary issued a waiver of environmental laws?

A12: The Secretary has issued five previous waivers. The five previous waivers were issued between 2005 and 2008.

Q13: Does this waiver repeal ~~supersede~~ all prior waivers?

A13: No. The Secretary's July 26, 2017 does not repeal any of the five previous waivers. ~~waiver explicitly states that it does not supersede or modify any of the previous waivers.~~

Q14: What environmental impacts does DHS anticipate as a result of these border barrier projects ~~border wall construction~~?

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A14: ~~At this early stage, DHS cannot reasonably forecast what the environmental impacts of a wall might be. As noted, however, Notwithstanding the waiver, DHS is committed to responsible environmental stewardship with respect to these projects and will continue to assess potential impacts, coordinate with relevant stakeholders, and to the extent possible, offset or mitigate potential impacts. That means that DHS will continue to assess potential impacts, coordinate with relevant stakeholders, and to the extent possible, offset or mitigate potential impacts.~~

Additional Information

ENVIRONMENTAL LAWS WAIVED

~~The July 26, 2017 waiver Per the signed waiver pursuant to section 102(e) of IIRIRA, the Secretary for Homeland Security waived the following laws: in their entirety, with respect to the construction of roads and physical barriers (including, but not limited to, accessing the Project Area, creating and using staging areas, the conduct of earthwork, excavation, fill, and site preparation, and installation and upkeep of physical barriers, roads, supporting elements, drainage, erosion controls, and safety features) in the Project Area, the following statutes, including all federal, state, or other laws, regulations and legal requirements of, deriving from, or related to the subject of, the following statutes, as amended:~~

- ~~• The National Environmental Policy Act (NEPA)~~
- ~~• The Endangered Species Act (ESA)~~
- ~~• The Federal Water Pollution Control Act (commonly referred to as the Clean Water Act)~~
- ~~• The National Historic Preservation Act (NHPA)~~
- ~~• The Migratory Bird Treaty Act (MBTA)~~
- ~~• The Migratory Bird Conservation Act~~
- ~~• The Clean Air Act (CAA)~~
- ~~• The Archeological Resources Protection Act (ARPA)~~
- ~~• The Paleontological Resources Preservation Act~~
- ~~• The Federal Cave Resources Protection Act of 1988~~
- ~~• The National Trails System Act~~
- ~~• The Safe Drinking Water Act (SDWA)~~
- ~~• The Noise Control Act~~
- ~~• The Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (RCRA)~~
- ~~• The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)~~
- ~~• The Archaeological and Historic Preservation~~
- ~~• The Antiquities Act~~
- ~~• The Historic Sites, Buildings, and Antiquities Act~~
- ~~• The Wild and Scenic Rivers Act~~
- ~~• The Farmland Protection Policy Act~~
- ~~• The Coastal Zone Management Act (CZMA)~~
- ~~• The Wilderness Act~~
- ~~• The Federal Land Policy & Management Act (FLPMA)~~
- ~~• The National Wildlife Refuge System Administration Act~~

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- The National Wildlife Refuge System Improvement Act of 1997
- The National Fish and Wildlife Act of 1956
- The Fish and Wildlife Coordination Act
- The Wild Horse and Burro Act
- An Act of Oct. 30, 2000, Pub. L. 106-398, § 1, 114 Stat. 1654 (enacting into law § 2848 of Part II of Subtitle D of Title XXVIII of Division B of H.R. 5408 (114 Stat. 1654A-426), as introduced on Oct. 6, 2000)
- The Administrative Procedure Act (APA)
- The Otay Mountain Wilderness Act of 1999
- Sections 102(29) and 103 of Title I of the California Desert Protection Act
- Rivers and Harbors Act of 1899
- The Eagle Protection Act
- The Native American Graves Protection and Repatriation Act (NAGPRA)
- The American Indian Religious Freedom Act
- The Religious Freedom Restoration Act

~~The National Environmental Policy Act (Pub. L. 91-190, 83 Stat. 852 (Jan. 1, 1970) (42 U.S.C. 4321 et seq.))~~

~~The Endangered Species Act (Pub. L. 93-205, 87 Stat. 884 (Dec. 28, 1973) (16 U.S.C. 1531 et seq.))~~

~~The Federal Water Pollution Control Act (commonly referred to as the Clean Water Act (33 U.S.C. 1251 et seq.))~~

~~The National Historic Preservation Act (Pub. L. 89-665, 80 Stat. 915 (Oct. 15, 1966), as amended, repealed, or replaced by Pub. L. 113-287 (Dec. 19, 2014) (formerly codified at 16 U.S.C. 470 et seq., now codified at 54 U.S.C. 100101 note and 54 U.S.C. 300101 et seq.))~~

~~The Migratory Bird Treaty Act (16 U.S.C. 703 et seq.)~~

~~The Migratory Bird Conservation Act (16 U.S.C. 715 et seq.)~~

~~The Clean Air Act (42 U.S.C. 7401 et seq.)~~

~~The Archeological Resources Protection Act (Pub. L. 96-95 (16 U.S.C. 470aa et seq.))~~

~~The Paleontological Resources Preservation Act (16 U.S.C. 470aaa et seq.)~~

~~The Federal Cave Resources Protection Act of 1988 (16 U.S.C. 4301 et seq.)~~

~~The National Trails System Act (16 U.S.C. 1241 et seq.)~~

~~The Safe Drinking Water Act (42 U.S.C. 300f et seq.)~~

~~The Noise Control Act (42 U.S.C. 4901 et seq.)~~

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~~The Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (42 U.S.C. 6901 et seq.)~~

~~The Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. 9601 et seq.)~~

~~The Archaeological and Historic Preservation Act (Pub. L. 86 523, as amended, repealed, or replaced by Pub. L. 113 287 (Dec. 19, 2014) (formerly codified at 16 U.S.C. 469 et seq., now codified at 54 U.S.C. 312502 et seq.))~~

~~The Antiquities Act (formerly codified at 16 U.S.C. 431 et seq., now codified 54 U.S.C. § 320301 et seq.)~~

~~The Historic Sites, Buildings, and Antiquities Act (formerly codified at 16 U.S.C. 461 et seq., now codified at 54 U.S.C. 3201 320303 & 320101 320106)~~

~~The Wild and Scenic Rivers Act (Pub. L. 90 542 (16 U.S.C. 1281 et seq.)); the Farmland Protection Policy Act (7 U.S.C. 4201 et seq.)~~

~~The Coastal Zone Management Act (Pub. L. 92 583 (16 U.S.C. § 1451 et seq.))~~

~~The Wilderness Act (Pub. L. 88 577 (16 U.S.C. 1131 et seq.))~~

~~The Federal Land Policy and Management Act (Pub L. 94 579 (43 U.S.C. 1701 et seq.))~~

~~The National Wildlife Refuge System Administration Act (Pub. L. 89 669 (16 U.S.C. 668dd 668ee))~~

~~The National Wildlife Refuge System Improvement Act of 1997 (Pub. L. 105 57)~~

~~National Fish and Wildlife Act of 1956 (Pub. L. 84 1024 (16 U.S.C. 742a, et seq.))~~

~~The Fish and Wildlife Coordination Act (Pub. L. 73 121 (16 U.S.C. 661 et seq.))~~

~~The Wild Horse and Burro Act (16 U.S.C. 1331 et seq.), an Act of Oct. 30, 2000, Pub. L. 106 398, § 1, 114 Stat. 1654 (enacting into law § 2848 of Part II of Subtitle D of Title XXVIII of Division B of H.R. 5408 (114 Stat. 1654A 426), as introduced on Oct. 6, 2000)~~

~~The Administrative Procedure Act (5 U.S.C. 551 et seq.)~~

~~The Otay Mountain Wilderness Act of 1999 (Pub. L. 106 145), sections 102(29) and 103 of Title I of The California Desert Protection Act (Pub. L. 103 433)~~

~~The Rivers and Harbors Act of 1899 (33 U.S.C. 403)~~

~~The Eagle Protection Act (16 U.S.C. 668 et seq.)~~

~~The Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq.)~~

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~~The American Indian Religious Freedom Act (42 U.S.C. 1996), and the Religious Freedom
Restoration Act (42 U.S.C. 2000bb)~~

DRAFT

PREDECISIONAL DELIBERATIVE
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**RECORD OF ENVIRONMENTAL CONSIDERATION
For Construction of a Culvert in the 242 Well Field Canal East
of the San Luis Point of Entry and Within the United States
Customs and Border Protection's Border Infrastructure System,
Yuma Sector, Arizona**

October 19, 2007

This Record of Environmental Consideration (REC) has been prepared in accordance with the National Environmental Policy Act (NEPA) and the Department of Homeland Security's (DHS) Management Directive (MD) 5100.1.

Description of Proposed Action: The proposed action is to replace approximately 250 feet of the concrete lined 242 Well Field Canal with concrete culvert for the purpose of traversing the canal with an all-weather patrol road. The existing trapezoidal canal flows into a concrete culvert approximately 75 feet north of the international boundary.

(b) (7)(E)

San Luis, Arizona (Figure 1). The scope of the construction also includes removing the existing foot bridge over the 242 Well Field Canal, hauling the foot bridge to an existing facility designated by the Bureau of Reclamation (Reclamation), constructing an approximately 250-foot concrete culvert and associated all-weather patrol road crossing. The United States (U.S.) Customs and Border Protection's (CBP) Supplemental Environmental Assessment for the Installation of Permanent Security Lighting and a Border Infrastructure System, Office of Border Patrol Yuma Sector, Arizona (March 2007) discussed removal of the existing footbridge and construction of a pre-engineered bridge at this location.

Purpose and Need: Reclamation is the Federal agency responsible for the management of the canal system, which includes the 242 Well Field Canal, which supply freshwater to Mexico near San Luis, Arizona. During the review of the pre-engineered bridge plans and after the Finding of No Significant Impact (FONSI) for the 2007 Supplemental Environmental Assessment (SEA) had been signed, Reclamation requested that CBP extend the existing concrete culvert in the 242 Well Field Canal northward approximately 250 feet in lieu of constructing a pre-engineered bridge over the canal. Construction of a culvert would facilitate Reclamation's canal maintenance activities in this area. The purpose of the proposed action is to comply with the request from Reclamation to construct a culvert in lieu of a pre-engineered bridge. The need for the proposed action is to enhance border security and enforcement capability.

Background: As part of their overall mission to gain operational control of our nation's borders, CBP, Yuma Sector has initiated construction of a border infrastructure system. In December of 2004, the Final Environmental Assessment (EA) for the Installation of

**RECORD OF ENVIRONMENTAL CONSIDERATION
For Construction of a Culvert in the 242 Canal West
of the San Luis Point of Entry and Within the United States
Customs and Border Protection's Border Infrastructure System,
Yuma Sector, Arizona**

(b) (7)(E)

Permanent Lighting and a Border Infrastructure System was completed for the CBP, Yuma Sector. The Finding of No Significant Impact (FONSI) was signed and submitted with the Final EA on December 17, 2004. This project consisted of construction of 13 miles of infrastructure system, which included permanent security lights, a secondary fence, all-weather patrol road, maintenance road, and security fence (see Figure 1). This infrastructure would create a 150-foot border infrastructure system adjacent to and paralleling the U.S. - Mexico border near San Luis, Arizona.

In March of 2007 the Final SEA for the Installation of Permanent Lighting and a Border Infrastructure System was completed for the CBP, Yuma Sector. The Finding of No Significant Impact (FONSI) was signed on March 8, 2007. After the completion of the original EA (December 2004), the CBP determined that the border infrastructure system needed to be extended northward from the international border approximately 1.5 miles, somewhat parallel to the Colorado River, primarily due to changes in the enforcement environment that occurred after the original EA was completed. This project consisted of extending the border infrastructure system northward 1.5 miles from the international border somewhat parallel to the Colorado River, re-clearing and maintenance of vegetation on an approximately 164-acre area west of the Bypass Drain (also known as the Salinity Canal) and an approximately 35-acre area east of the Bypass Drain, and removal and replacement of three existing footbridges with vehicle bridges. The 164-acre and 35-acre areas were previously cleared of all non-native vegetation by Bureau of Land Management (BLM) in December 2004 under BLM Categorical Exclusion CX-AZ-320-2005-12 (Hazardous Fuels Reduction and Emergency Safety Hazard Removal).

(b) (7)(E)

(b) (7)(E)

In 1999 the former Joint Task Force - Six prepared an EA in support of permanent lighting infrastructure in Yuma County, Arizona and Imperial County, California. The legacy Immigration Naturalization Service (INS) prepared a Supplemental Environmental Impact Statement (EIS) for INS and Joint Task Force - Six activities along the southwest border. These documents are:

- Final Environmental Assessment Joint Task Force Six Proposed Lighting Project Yuma County, Arizona, Imperial County, California (May 1999)
- Supplemental Programmatic Environmental Impact Statement for Immigration Naturalization Service and Joint Task Force Six Activities along the United States-Mexico Border (June 2001)

The 2004 EA and 2007 SEA for the Installation of Permanent Lighting and a Border Infrastructure System were tiered from the 2001 PEIS listed above.

These analyses have concluded that potential impacts are insignificant or they could be mitigated by implementing best management practice measures. These documents have concluded with a FONSI and have determined that significant environmental impacts would not occur as a result of building the border infrastructure system.

Condition of Existing Environment: The 242 Well Field Canal is a concrete-lined canal constructed for the purpose of supplying fresh water to Mexico in agreement with international treaties (Photograph 1). Currently, the canal empties into a concrete culvert just prior to crossing the international border (Photograph 2). The existing footbridge over the 242 Well Field Canal is located within the 150-foot border infrastructure system corridor (Photograph 3). This area is highly disturbed with little to no vegetation from the construction of the canal itself, Reclamation's canal maintenance activities, and border enforcement activities (see Photograph 1). Access roads are maintained on both sides of the canal.



Photograph 1: 242 Well Field Canal looking Northeast



Photograph 2: Existing Culvert extending North from United States/Mexico Border



Photograph 3: Existing Footbridge over the 242 Well Field Canal looking East along the Border

Discussion and Environmental Analyses: The use of a Categorical Exclusion and REC for the proposed action is the appropriate level of environmental analysis documentation based on the following determination:

1. The entire action clearly fits within one or more of the categories of excludable actions identified in the DHS MD 5100.1, Section 3.3;
2. The action is not a piece of a larger action; and
3. No extraordinary circumstances exist based on the absence of:
 - (a) A potentially significant effect on public health or safety.
 - (b) A potentially significant affect on species or habitats protected by the Endangered Species Act, Marine Mammal Protection Act, The Migratory Bird Treaty Act, or Magnuson-Stevens Fishery Conservation and Management Act.
 - (c) A potentially significant effect on a district, site, highway, structure, or object that is listed in or eligible for listing in the National Register of Historic Places, affects a historic or cultural resource or traditional and sacred sites, or the loss or destruction of a significant scientific, cultural, or historic resource.
 - (d) A potentially significant effect on an environmentally sensitive area.
 - (e) A potential or threatened violation of a Federal, state, or local law or administrative determination imposed for the protection of the environment.
 - (f) An effect on the quality of the human environment that is likely to be highly controversial in terms of scientific validity, likely to be highly uncertain, or likely to involve unique or unknown environmental risks.

- (g) Employment of new technology or unproven technology that is likely to involve unique or unknown environmental risks, where the effect on the human environment is likely to be highly uncertain, or where the effect on the human environment is likely to be highly controversial in terms of scientific validity.
- (h) Extent to which a precedent is established for future actions with significant effects.
- (i) Significantly greater scope or size than normally experienced for a particular category of action.
- (j) Potential for significant degradation of already existing poor environmental conditions. Also, initiation of a potentially significant environmental degrading influence, activity, or effect in areas not already significantly modified from their natural condition.
- (k) Whether the action is related to other actions with individually insignificant, but cumulatively significant impacts.

The proposed action clearly fits within Categorical Exclusions defined by DHS's MD 5100.1 item E2* which states:

"New construction upon or improvement of land where all of the following conditions are met:

- (a) The structure and proposed use are compatible with applicable local planning and zoning standards.*
- (b) The site is in a developed area and/or a previously disturbed site.*
- (c) The proposed use will not substantially increase the number of motor vehicles at the facility or in the area.*
- (d) The site and scale of construction or improvement are consistent with those of existing, adjacent, or nearby buildings.*
- (e) The construction or improvement will not result in uses that exceed existing support infrastructure capacities (roads, sewer, water, parking, etc.)."*

Furthermore, construction of a vehicle bridge over the 242 Well Field Canal was covered under the 2007 CBP SEA and the border corridor has been previously degraded by the construction of the canal itself, Reclamation's canal maintenance activities, and border enforcement actions. Biological and cultural resources surveys conducted as part of the 2004 CBP EA did not identify any significant biological or cultural resources in the 150-foot border infrastructure system corridor. The culvert would extend approximately 70 feet north of the 150-foot corridor surveyed as part of the 2004 CBP EA (see Figure 1). However, this area is highly disturbed and is currently used and maintained as an access road along the north side of the canal. Environmental impacts associated with the proposed action would be similar to those described in the 2004 CBP EA and 2007 CBP EA. No historic resources within the

border corridor have been or would be impacted by activities covered in the CBP EA and SEA. Therefore, the 2004 CBP EA and 2007 CBP SEA remain the most appropriate environmental planning documents.

Conditions: If the proposed action extends beyond the scope of this REC, additional analysis will be required under NEPA and DHS MD 5100.1. Ground disturbance from these construction activities would be limited to the previously disturbed areas adjacent to the 242 Well Field Canal.

CBP has contacted all appropriate cooperating agencies to inform them of CBP construction plan. In the event that historic or archaeological artifacts are discovered during the construction of the proposed action, all activity in the vicinity of the discovered historic or cultural resource will cease and the appropriate Tribal and State Historic Preservation Officer will be contacted for direction and guidance.

CBP will obtain all necessary environmental permits and implement best management practices, such as dust mitigation measures, for the reconstruction efforts.

Migratory bird surveys will be conducted during the breeding season (typically March 1 to September 1) prior to any ground disturbing activities.

Conclusion: Based on the limited scope of the proposed action, the highly disturbed location, the previously completed environmental analyses, and the absence of "extraordinary circumstances" a REC is the appropriate level of environmental analysis and documentation for this action and does not require further analysis in the form of an EA or EIS. Should the proposed action expand in scope, require the issuance of regulatory permits for new operations, or identify previously unknown "extraordinary circumstances" as defined in MD 5100.1, additional environmental analysis and documentation may be required.

Recommended:
Project Proponent:

for [Redacted Signature] (b)(6)
Chief Patrol Agent, Yuma Sector

10-19-07
Date

Approved:

for [Redacted Signature] (b)(6)
Eugene H. Schied
Assistant Commissioner
Office of Finance and Administration

1/2/08
Date



United States Department of the Interior



BUREAU OF RECLAMATION
Yuma Area Office
7301 Calle Agua Salada
Yuma, Arizona 85364

IN REPLY REFER TO:

YAO-7120
LND-6.00

DEC 21 2007

(b)(6)

Chief Patrol Agent
Department of Homeland Security
Bureau of Customs and Border Protection
United States Border Patrol
4035 South Avenue A
Yuma, AZ 85365

Subject: United States Border Patrol (Border Patrol), Yuma Sector - Engineering Review of Proposed Crossing of Bureau of Reclamation (Reclamation) Facility - 242 Lateral - Protective and Regulatory Pumping Unit, Title I Division, Colorado River Basin Salinity Control Project, Arizona

Dear (b)(6)

This letter is in response to Border Patrol's recent submittal of design proposals for construction of an access structure across a Reclamation facility commonly referred to as the 242 Lateral (Lateral).

Originally, design plans for a bridge structure were submitted for Reclamation's review. As you are aware, Reclamation has determined that the proposed bridge design would significantly impair our ability to operate and maintain the Lateral and will not be authorized. The proposed location of the bridge is in the proximity of an existing siphon structure and trash rack. A bridge would interfere with siphon, trash rack and Lateral maintenance activities and create a substantial safety hazard for maintenance personnel conducting necessary cleaning, repair and maintenance activities.

Reclamation requires instead that the existing siphon structure be extended a distance of approximately 240 feet. A cursory review by Reclamation of conceptual design plans for this extension conclude that the overall concept is acceptable to Reclamation.

However, critical design features, normally shown only in final design plans and specifications, were not available for review. You will be advised of our immediate design concerns under separate letter. Once Reclamation receives and reviews acceptable final design plans and specifications, you will be advised of any concerns.

Use authorization to construct the siphon extension will be granted contingent upon resolution of any concerns of Reclamation may have regarding the final design package.

If you have any further questions or concerns please feel free to contact (b)(6)(b)(7)(C)
(b)(6)(b)(7)(C)
(b)(6)(b)(7)(C)

Reclamation appreciates your coordination efforts with our agency and supports your ongoing border security projects.

Sincerely,

(b)(6)

Resource Management Office

cc:

(b)(6)

Project Manager, Transportation Programs
Jacobs Carter Burgess
101 North 1st Avenue, Suite 3100
Phoenix, AZ 85003

Customs and Border Protection Document Routing Form

Congressional DHS Routine FYI

Date: **12/27/07**

FROM	Writer's Name (b)(6)		Office AM		Executive Secretariat Staff Tracking No. TRACKING #						
	Telephone (b)(6)		Room No. 3.415		Subject: Review & Approval - 242 Well Field Canal REC. - CUBEA						
To			Destination		Initials Date						
Commissioner					Comments - Commissioner's Staff Only						
Deputy Commissioner											
Chief of Staff											
Senior Policy Advisor											
Senior Policy Advisor											
Spec. Asst. to Dep. Commissioner											
Program Manager											
ESS											
To		Destination		Initials/Date		To		Destination		Initials/Date	
Anti-Terrorism				Finance				Public Affairs			
				(b)(6)				Asst. Commissioner			
Border Patrol				3 Acting Exec Dir (b)(6) 12/28/07				Regulations & Rulings			
Chief				2 PDC				Asst. Commissioner			
				1 Issuance Review							
				(b)(6)							
				Human Resources Management							
				Asst. Commissioner							
Chief Counsel								Strategic Trade			
								Asst. Commissioner			
Congressional Affairs				Information and Technology				The Interdiction Committee			
Asst. Commissioner				Asst. Commissioner							
Equal Employment Opportunity								Trade Relations			
Field Operations				Internal Affairs				Training and Development			
Asst. Commissioner				Asst. Commissioner				Asst. Commissioner			
				International Affairs							
				Asst. Commissioner							
								Office Comments Please sign by: 1/4/08 T7520073105			
				Investigations							
				Asst. Commissioner							
				Planning and Policy							

HQ 123 (03/03)



U.S. Customs and
Border Protection

MEMORANDUM FOR: Eugene H. Schied
Assistant Commissioner
Office of Finance

FROM: Robert F. Janson
Acting Executive Director
Asset Management

SUBJECT: Review and Approval of Record of Environmental Consideration
for Construction of a Culvert in the 242 Well Field Canal East of
the San Luis Point of Entry and Within the United States Customs
and Border Protection Infrastructure System, Yuma Sector,
Arizona

Attached for your review and signature is the Record of Environmental Consideration (REC) for Construction of a Culvert in the 242 Well Field Canal East of the San Luis Point of Entry and Within the United States Customs and Border Protection Infrastructure System, Yuma Sector, Arizona.

This REC supports that the replacement of concrete which currently lines 242 Well Field Canal with a concrete culvert all-weather patrol road crossing is covered under the Categorical Exclusion E2 in the Department of Homeland Security, Environmental Planning Management Directive 5100.1. This replacement is being made at the request of the Bureau of Reclamation (BOR) and the area was previously analyzed in the March 2007 CBP EA entitled *Supplemental Environmental Assessment for the Installation of Permanent Security Lighting and Border Infrastructure System, Office of Border Patrol, Yuma Sector, Arizona*.

This REC was signed by the project proponent on October 19, 2007, prior to Delegation 07-011, and was held pending the receipt of formal request by BOR to alter the proposed action. I recommend that you sign the attached REC as requested. If you have any additional questions or require additional information, please contact (b)(6)

(b)(6)

Robert F. Janson

Attachment(s)

October 2004

REVISED DRAFT

PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT
FOR
OFFICE OF BORDER PATROL OPERATIONAL ACTIVITIES WITHIN
THE BORDER AREAS OF THE TUCSON AND YUMA SECTORS
IN ARIZONA



DEPARTMENT OF HOMELAND SECURITY
U.S. CUSTOMS AND BORDER PROTECTION
WASHINGTON, D.C.

REVISED DRAFT
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT
FOR
OFFICE OF BORDER PATROL OPERATIONAL ACTIVITIES WITHIN
THE BORDER AREAS OF THE TUCSON AND YUMA SECTORS
IN ARIZONA

October 2004

Lead Agency: Department of Homeland Security
Customs and Border Protection
Asset Management Division
1300 Pennsylvania Avenue, N.W.
Room 3.4-D
Washington, D.C. 20229

Point of Contact: Mr. Mark Doles
US Army Corps of Engineers
Fort Worth District
ATTN: CESWF-PER-EE
819 Taylor Street
Room 3A14
Fort Worth, Texas 76102
Fax: (817) 886-6499

EXECUTIVE SUMMARY

REVISED DRAFT

**PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT
OFFICE OF BORDER PATROL OPERATIONAL ACTIVITIES
WITHIN THE BORDER AREAS OF THE
TUCSON AND YUMA SECTORS IN ARIZONA**

Draft

Final

Department of Homeland Security
Customs and Border Protection
Asset Management Division
1300 Pennsylvania Avenue, N.W.
Room 3.4-D
Washington, DC 20229

Type of Action: Administrative
 Legislative

BACKGROUND:

This revised draft Programmatic Environmental Impact Statement analyzes the potential for significant beneficial or adverse environmental impacts of the Customs and Border Protection (CBP), Office of Border Patrol (BP daily operations within the border regions of the Tucson and Yuma Sectors, Arizona. The original draft Programmatic Environmental Statement was released for public review in November 2002. The original draft Programmatic Environmental Impact Statement included both operations and the types of infrastructure that could be installed along the Arizona border over the next 10 years. The original draft Programmatic Environmental Impact Statement also provided quantification of these infrastructure systems. These infrastructure systems were merely a list of items that would be desired, exclusive of any planning analysis or environmental impacts. The purpose of evaluating both operation and infrastructure in the original draft Programmatic Environmental Impact Statement was to provide a cumulative analysis of the conceptual infrastructure plans. However, an evaluation of the public comments on the original draft Programmatic Environmental Impact Statement indicated that a more focused analysis of the effects of the expansion of BP operations to achieve the desired objectives was necessary. Therefore, the CBP has decided to issue a revised draft Programmatic Environmental Impact Statement focusing on the potential adverse and beneficial effects of expanding daily BP operations, expansion of technology-based systems, and the completion and maintenance of approved infrastructure. This revised draft Programmatic Environmental Impact Statement also analyzes the potential effects of deploying the Arizona Border Control Initiative (ABCI) that was announced in March 2004.

The revised draft Programmatic Environmental Impact Statement was prepared in accordance with the provisions of the National Environmental Policy Act (NEPA), the President's Council on

Environmental Quality (CEQ) regulations for implementing NEPA, and the legacy Immigration and Naturalization Service's NEPA regulations (28 C.F.R. Part 61, Appendix C) which the BP currently uses for NEPA compliance. The Proposed Action is located along the international border between the United States and Mexico in Cochise, Santa Cruz, Pima, and Yuma counties in Arizona.

The scope of this revised draft Programmatic Environmental Impact Statement covers the daily operations (*i.e.*, additional BP personnel, support vehicles, air support, patrols, off-road operations, sensors, portable lighting, tactical and permanent checkpoints, temporary camp details, and remote video surveillance) within the Arizona border areas of the Tucson and Yuma Sectors. The revised draft Programmatic Environmental Impact Statement describes the purpose and need, alternatives considered, existing conditions of the human and natural environment, the anticipated impacts that would result from implementation of the various alternatives, any design measures needed to reduce potential impacts, and cumulative impacts for the study area.

PURPOSE AND NEED FOR THE PROPOSED ACTION:

The border area in the BP's Tucson and Yuma Sectors extends approximately 377 miles along the US-Mexico border. BP agents in the Tucson and Yuma Sectors apprehended approximately 402,000 illegal entrants (IEs) and seized approximately 382,802 pounds of drugs during Fiscal Year (FY) 2003 . These large numbers of IEs and volumes of drugs compromise the security of the US and can only be addressed with a significant increase in BP operational activity and various types of infrastructure needed to support these operations. Just increasing the number of BP agents would not create a permanent deterrent through a certainty of detection and apprehension. Infrastructure and technology-based systems serve as a "force multiplier" when used in conjunction with manpower.

The purpose and need for the expansion of operations (including the ABCI), technology-based systems, and completion of approved infrastructure proposed by the BP is to:

- (1) Satisfy the CBP and BP mission to prevent the entry of terrorists and their weapons and to enforce the laws that protect America's homeland by the detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle any person or contraband across the US sovereign borders;
 - (2) Provide a safe, effective, and efficient environment for BP agents in which to accomplish the BP mission;
 - (3) Enhance the effectiveness of the apprehension activities through the combined use of manpower, technology, and infrastructure and to increase deterrence;
 - (4) Create a permanent deterrence through a certainty of detection and apprehension;
 - (5) Create a limited zone of certain apprehension in proximity to the US-Mexico border;
 - (6) Prevent the loss of life of IEs traversing the desert; and
- Protect sensitive resources, public and private lands, and US residents from IEs, other illegal activities, and terrorists.

ALTERNATIVES:

Four separate alternatives were considered in the revised draft Programmatic Environmental Impact Statement . Three of the four alternatives could satisfy all or portions of the purpose and need.

Alternative 1. Expand Operations, Technology-based Systems, and Complete Approved Infrastructure

Alternative 1 (the preferred alternative) would allow the CBP and BP to expand its existing operations/activities (including technology-based systems) and complete approved infrastructure projects (*i.e.*, border road improvements, border barriers, border fences, stadium style lighting). The term “approved” as used in this document refers to projects that have been analyzed in previous NEPA documents and decision documents (*i.e.*, Findings of No Significant Impact [FONSI] or Records of Decision [ROD]) that have been signed. Enhancements under the Arizona Border Control Initiative (ABCI) are included as part of the preferred alternative. Alternative 1 includes the expansion of the following BP operational activities and technology-based systems, including but not limited to:

- Integrated Surveillance Intelligence Systems (ISIS);
- Support vehicles;
- Air support;
- Portable lighting;
- Checkpoints;
- Patrols;
- Off-road operations;
- Drag road preparation for tracking and sign cutting;
- Rescue beacons;
- Temporary camp details; and
- Additional BP personnel

Alternative 2. Expand Technology-Based Systems and Complete Approved Infrastructure

Alternative 2 promotes the expansion of technology-based systems and the completion and maintenance of currently approved infrastructure while keeping manpower and activities at current levels. Technology-based systems would expand the use of RVS sites, operational repeaters, and ground sensors positioned at strategic locations along the border. Alternative 2 would require the completion of approved infrastructure projects. Implementation of this alternative would be designed to keep daily operations conducted by BP agents at current levels, since much of the border would be monitored remotely. Alternative 2 includes the expansion of technology-based systems, including but not limited to:

- ISIS components
- Air support

Alternative 3. Expand Existing Operations and Technology-based Systems

Alternative 3 strictly relies on the employment and expansion of existing operations/activities (including technology-based systems). It does not include the completion of approved infrastructure projects that have been evaluated through the NEPA process. The NEPA process is defined by the CEQ as fulfilling all measures necessary for compliance with the requirements of Section 2 and Title I of NEPA (40 C.F.R. §1508.21). Expanding all operations/activities including technology-based systems would rely almost solely on detection

of IEs as a means to effectively enhance deterrence and apprehension. An invisible technological barrier would be the primary deterrence to illegal entry. Alternative 3 includes the expansion of the following CBP and BP operational activities and technology-based systems, including but not limited to:

- ISIS components;
- Support vehicles;
- Air support;
- Portable lighting;
- Checkpoints;
- Patrols;
- Off-road operations;
- Drag road preparation;
- Rescue beacons;
- Temporary camp details; and
- Additional BP personnel

Alternative 4. No Action Alternative

The No Action Alternative consists of continuing the operations at the current level. It would not include the expansion of technology-based systems or the completion of on-going and approved infrastructure projects. Although this alternative would reduce unavoidable impacts and irretrievable commitments of resources, it greatly hinders the CBP and BP mission to gain and maintain control of the border. The No Action Alternative may also have a greater indirect impact since the flow of IEs would likely increase, leading to subsequent environmental damage that may be significantly greater than the other alternatives. Past experience has demonstrated that illegal traffic may shift to areas where there is limited BP operations and infrastructure.

ENVIRONMENTAL CONSEQUENCES:

Direct effects are caused by the proposed action and occur at the same time and place. Indirect effects are caused by the action and occur later in time or removed in distance but are still reasonably foreseeable. A cumulative impact is an impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

Alternative 1 Expand Operations, Technology-based Systems, and Complete Approved Infrastructure (preferred alternative):

This alternative would increase operational activities (*i.e.*, increases in manpower for patrols, additional tactical checkpoints, and continued support from existing programs such as Operation Skywatch¹, Operation Desert Grip², and the ABCI³). In combination with expanding operations and completing approved infrastructure projects, expanded employment of technology-based systems such as the approved RVS would further enhance detection and apprehension of IEs in

¹Operation Skywatch is a special operation that involves the combined effort of Tucson and Yuma Sectors to increase aerial reconnaissance in the west desert of Arizona during the summer months (INS 2002b).

²Operation Desert Grip is a special operation that includes the establishment of temporary camp details in the west desert of Arizona, thus enabling the BP to have a 24-hour, 7-day presence in this region. (DHS 2003b)

³ABC Initiative is a special operation that involves the commitment of increased manpower and resources to the Arizona BP Sectors to achieve a safer and more secure southwest border.

proximity to the US-Mexico border. The anticipated individual and cumulative direct and indirect effects for Alternative 1 (preferred action) are:

- Land use would be directly affected by the completion of approved infrastructure and expansion of technology-based systems under Alternative 1;
- Approximately 587⁴ acres of soils and vegetation would be directly impacted by construction activities;
- Approximately 430 acres of vegetation would be impacted as a result of increased illumination from completion of approved infrastructure projects;
- Approximately 1,017 acres (587 acres plus 430 acres of illumination effects) of wildlife habitat would be potentially impacted;
- Potential adverse impacts to groundwater supply in deficit/overdraft watersheds, such as the Upper San Pedro Basin, if water withdrawals associated with BP actions increase the water deficit in those watersheds;
- Potential beneficial and adverse effects on those areas valued for their aesthetic qualities; aesthetics are based on individual perceptions and are difficult to quantify at a programmatic level;
- Noise levels would temporarily increase adjacent to construction areas; however, permanent lights would reduce or eliminate the use of portable lights, thus reducing noise levels from diesel or gas-powered generators; however, noise levels could increase;
- Adverse impacts to air quality as a result of expanding operations; and
- Potential impacts to threatened and endangered species, if activities are expanded within threatened and endangered species habitat as a result of increased air operations and vehicles.

Impacts to vegetation, soils, wildlife, and air quality would increase substantially with increased operations such as off-road enforcement activities, increased road patrols, and increased air patrols. These impacts are unquantifiable at this time because it is unknown when the actions could occur and the extent of the action. It can be assumed that impacts could increase by approximately 10 percent. BP agents patrol on established roads to the extent practicable. Off-road activities occur only when a BP agent detects signs that IEs are traveling cross-country. The BP agent tracks signs for the purpose of law enforcement and/or saving human life. When BP agents make the determination to track signs off-road, they follow the tracks of the IEs; therefore, BP agents are generally traveling within a previously disturbed area and are not creating new trails.

Potential impacts to threatened or endangered species, cultural resources sites, wetlands and other sensitive resources would be avoided to the extent practicable, as they are now. Where impacts are unavoidable, mitigation measures to reduce or compensate for losses would be implemented and coordinated through the appropriate Federal and state resource agencies. Implementation of best management practices (BMPs) and stormwater pollution prevention plans (SWPPP) would be required, as appropriate, for construction activities to reduce any potential effects to soils, soil erosion, and water quality.

Implementation of this alternative would also have a beneficial effect on previously disturbed and degraded land that contains vegetation, wildlife, and numerous threatened and endangered

⁴ Impacts were derived from Table 4-1 and Table 4-2 of the revised draft PEIS.

species north of the border, through the long-term reduction of illegal foot and vehicle traffic and consequent BP enforcement activities.

Alternative 2 Expand Technology-Based Systems and Approved Infrastructure:

While an increase in the technology-based systems would enhance the detection abilities of the BP, it would do little to provide the level of deterrence provided by daily and existing operational activities. That is, cameras and sensors would aid agents in the active pursuit of IEs, but they would not ensure apprehensions. Traditional patrols and aerial support would still be required to pursue and apprehend IEs that breach the border. This alternative would still require BP agents to deploy to remote areas to apprehend IEs. This alternative would have less direct effects to the region's natural environment than Alternative 1 because manpower and activities would not be increased; however, indirect effects may be greater because increased IE foot and vehicle traffic might require responsive patrol activity. Any beneficial effects to the environment that had resulted from on-going BP operations may be diminished under this alternative. The anticipated individual and cumulative direct and indirect effects for Alternative 2 are:

- Land use would be directly affected by the completion of approved infrastructure and expansion of technology-based systems;
- Approximately 587 acres of soils and vegetation would be directly impacted by construction activities;
- Approximately 334 acres of vegetation would be impacted as a result of increased illumination from completion of approved infrastructure projects;
- Approximately 921 acres (587 acres plus 334 acres of illumination effects) of wildlife habitat would be potentially impacted;
- Potential adverse impacts to groundwater supply in deficit/overdrawn watersheds, such as the Upper San Pedro Basin, if water withdrawals associated with BP actions increase the water deficit in those watersheds;
- Potential beneficial and adverse effects on those areas valued for their aesthetic qualities; aesthetics are based on individual perceptions and may be difficult to quantify at a programmatic level;
- Noise levels would temporarily increase adjacent to construction areas, however, permanent lights would potentially reduce the use of portable lights, thus reducing noise levels from diesel or gas fired generators;
- Temporary impacts to air quality; and
- Potential indirect effects on threatened and endangered species if activities are expanded within threatened and endangered species habitat.

Unavoidable impacts to endangered species, cultural resources sites, wetlands, and sensitive resources would be mitigated to compensate for these losses. BMPs and SWPPPs would be implemented for all construction projects to reduce potential impacts to soils, soil erosion, and water quality.

Alternative 3 Expand Existing Operations and Technology-based Systems:

This alternative would increase operational activities (*i.e.*, increases in manpower for patrols, additional tactical checkpoints, and continued support from existing programs such as Operation Skywatch, Operation Desert Grip, and the ABCI). In combination with expanding operations, expanded employment of technology-based systems such as the approved RVS and portable lighting would further enhance detection. In areas or instances where there is adequate BP manpower to respond immediately when IEs are detected, this alternative would enhance deterrence. However, at the present level of physical infrastructure on the border and without

construction of any of the currently approved infrastructure projects, the response time of BP agents would be inadequate to gain and maintain control of the border region beyond current levels.

Even with an increase in manpower and ability to detect breaches in the border, agent response times would be further diminished without adequate access to remote areas. Reduced times would not be adequate to effectively apprehend IEs or rescue distressed individuals within proximity to the border. The BP agents would consistently be required to either pursue IEs across sensitive habitat or be forced to wait until they reveal their location or come in contact with checkpoints. This alternative would not effectively limit the trampling of vegetation by IEs, thus causing natural resource damage once they breach the US-Mexico border. Alternative 3 would have fewer direct impacts to the region's natural environment than Alternative 1 because currently approved infrastructure would not be completed; however, indirect impacts may be greater because increased IE foot and vehicle traffic might require responsive patrol activity. The anticipated individual and cumulative direct and indirect effects for Alternative 3 are:

- Land use would not be affected by implementation of Alternative 3;
- Approximately 2 acres of soils, vegetation, and wildlife habitat would be directly impacted;
- Approximately 98 acres (2 acres plus 96 acres from portable illumination effects) of wildlife habitat would be potentially impacted;
- Potential adverse impacts to groundwater supply in deficit/overdrawn watersheds, such as the Upper San Pedro Basin, if expanded operations increase the water deficit in those watersheds;
- Noise levels would temporarily increase adjacent to construction areas;
- Potential beneficial and adverse effects on those areas valued for their aesthetic qualities; aesthetics are based on individual perceptions and may be difficult to quantify;
- Potential indirect effects on threatened and endangered species because apprehensions would occur away from the border in potential threatened and endangered species habitat;
- Air quality would be impacted as a result of increased patrols on unimproved roads; and
- Potential indirect impacts to soils, vegetation, and wildlife from illegal traffic would likely increase because apprehension takes place over a wider area and is not limited to a corridor near the border.

Mitigation would be provided for unavoidable impacts to resources as previously described. Some potential mitigation measures and environmental design features are presented in the following section.

A summary matrix that illustrates whether each of the alternatives satisfies the stated purpose and need is presented in Table 1. A summary of the environmental impacts anticipated as a result of the viable alternatives, as compared to the No Action Alternative is presented in Table 2.

MITIGATION:

Several measures have been proposed by the CBP and BP to mitigate or compensate for potential impacts to vegetation, wildlife, air quality, and water quality as a result of the preferred alternative.

Table 1. Summary Matrix for Alternatives Considered in the Programmatic Environmental Impact Statement

Project Purpose and Need	Alternatives			
	Alt 1	Alt 2	Alt 3	No Action
Enhance the BP mission to prevent the entry of terrorists and their weapons and to enforce the laws that protect the US homeland by the detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle any person or contraband across the sovereign borders of the US	Yes	Yes	No	No
Provides a safe, effective, and efficient environment for BP Agents in which to accomplish the BP mission	Yes	Yes	No	No
Enhances the effectiveness of the apprehension activities through the combined use of manpower, technology, and infrastructure and to increase deterrence	Yes	Partially	Partially	No
Increases deterrence through enhanced detection and apprehension	Yes	Partially	Partially	No
Creates a limited zone of certain apprehension in proximity to the US-Mexico border	Partially	Partially	Partially	No
Prevents the loss of life of IEs traversing the desert	Yes	No	Partially	No
Protects sensitive resources, public and private lands, and US residents from IEs, illegal activities, and terrorists	Yes	Partially	Partially	No

- Alternative 1.** Expand operations, technology-based systems, and approved infrastructure (Preferred Alternative)
- Alternative 2.** Expand technology-based systems and approved infrastructure
- Alternative 3.** Expand operations and technology-based systems
- No Action** Maintain all operations, technology-based systems and infrastructure at current levels

Table 2. Summary Matrix of Potential Impacts by Alternative¹

Natural and Cultural Resources									
Alternatives	Land Use	Soils	Prime Farmland	Water Supply and Quality	Air Quality	Noise	Aesthetics	Socio-economics	Environmental Justice
No Action	No additional direct effect to land use.	No additional direct effects; indirect effects (e.g. soil disturbance and erosion) from increased illegal off-road traffic.	No additional direct impacts would occur. However, indirect impacts from illegal traffic would continue and likely increase.	No additional direct impacts.	No direct impacts.	Minor indirect effects from BP vehicles in pursuit of IEs.	No additional direct effects; indirect effects from increased environmental damage from illegal traffic.	No additional direct impacts; indirect adverse effects to residential areas, recreation areas, and commercial developments associated with increased illegal activity. Likely increase in IE loss of life.	No impacts.
Alternative 1. Expand Operations, Technology Based Systems, and Approved Infrastructure	Additional permanent conversion of 587 acres from potential commercial developments and open lands to border infrastructure, technology-based systems, and operations. Expanded operations would increase potential impacts by approximately 10% over existing levels.	Additional 587 acres of soil disturbed as a result of the expansion of infrastructure, operations, and technology-based systems and an additional 10% over existing levels of potential disturbance due to expanded operations.	The expansion of operations would increase the potential for additional impacts. Adverse impacts would be short-term; however, long-term beneficial impacts would be expected as IE activities are deterred by expanded BP actions.	Some temporary impacts to water quality in ephemeral streams during construction; would be minimized through BMPs; all unavoidable impacts to wetlands/ other waters and groundwater supplies would be quantified, permitted, & mitigated in site-specific NEPA documents.	Insignificant emissions; below <i>de minimus</i> thresholds, if projects are conducted in phases with implementation of environmental design measures.	Additional noise from expanded operations including increased patrol vehicles (ATVs, trucks, and aircraft) as well as short-term construction noise and noise from vehicles and portable light generators could impact visitors to recreation areas; adjacent residential areas.	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No relocation of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers; indirect beneficial effects to land values would occur by stabilization of border. Some effects to tax base if landownership is transferred to DHS. Potential decrease in IE loss of life by increased deterrence, better detection, and confined crossing sites.	No impacts.
Alternative 2. Expand Technology-Based Systems and Approved Infrastructure	Additional permanent conversion of 587 acres from potential commercial developments and open lands to border infrastructure and technology-based systems.	Additional permanent disturbance to soils estimated at 587 acres; no prime farmlands impacted.	No additional direct impacts are expected. However, indirect adverse effects from increased illegal traffic would likely occur.	Some temporary impacts to water quality in ephemeral streams during construction; would be minimized through BMPs; all unavoidable impacts to wetlands/ other waters would be quantified, permitted, & mitigated in site-specific NEPA documents.	Insignificant emissions; below <i>de minimus</i> thresholds.	Temporary construction noise would return to ambient conditions upon completion of projects	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No displacements of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers; indirect beneficial effects to land values would occur. No impact to current level of IE loss of life.	No impacts.
Alternative 3. Expand Operations and Technology-Based Systems	Additional permanent conversion of 2 acres as a result of the expansion of operations and technology-based systems. Impacts would be expected to increase by approximately 10% as a result of increased operations.	Additional disturbance to soil estimated at 2 acres and an additional 10% over existing levels of potential disturbance for expanded operations; no impact to prime farmlands.	Effects would be similar to those described for Alternative 1.	Very minimal chance of impact to water quality in ephemeral streams during expanded operations use.	Insignificant emissions; below <i>de minimus</i> thresholds.	Additional noise from expanded operations including increased patrol vehicles (ATVs, trucks, and aircraft).	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No displacements of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers. No impact to current level of IE loss of life.	No impacts.

Table 2, continued

Natural and Cultural Resources							
Alternatives	Vegetation Communities	Wildlife	Fisheries	Unique and Sensitive Areas	Threatened and Endangered Species	Hazardous Waste	Cultural Resources
No Action	No additional direct impacts; potential significant indirect effects from increased illegal traffic.	No additional direct effects; indirect effects to wildlife in all areas due to continued and increased IE traffic.	No impacts.	No additional direct impacts to sensitive areas.	No impacts.	No impacts.	No additional direct effects would occur to historic properties or cultural sites; indirect impacts would continue on potentially eligible sites from illegal and BP traffic as well as intentional looting.
Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure	Additional 587 acres of vegetation cleared as a result of the expansion of proposed BP border infrastructure and technology-based systems construction areas, and an additional 10% over existing levels of potential disturbance for expanded operations. An additional 430 acres would be impacted by illumination. Extant disturbed habitat (Sonoran desert scrublands) would be most impacted.	Additional 587 acres removed as potential habitat due to the expansion of approved infrastructure and technology-based systems, and an additional 10% over existing levels of potential disturbance for expanded operations. Additional 430 acres of indirect impacts (increased lighting). Impacts to neotropical migrants and other wildlife from noise avoided by minimizing construction during nesting seasons.	No impacts.	Approximately 4.8 acres within seven different Unique & Sensitive Areas would be permanently removed and an additional 10% over existing levels of potential disturbance to account for expanded operations. Some effects to T&E critical habitat and occupied habitats.	Some species may be adversely impacted by the expansion of BP operations. Mitigation measures would be implemented to not jeopardize the continued existence of any protected species.	No impacts.	Potential for direct impact to historic properties or cultural sites. Requires site-specific surveys and Section 106 coordination. Testing and/or data recovery may be required.
Alternative 2. Expand Technology-Based Systems and Approved Infrastructure	The construction of on-going and technology-based systems and infrastructure would directly affect 587 acres of vegetation. An additional 334 acres would be directly affected by illumination.	Additional 587 acres of potential habitat affected due to the expansion of infrastructure and technology-based systems.	No impacts.	Approximately 4.8 acres within seven different Unique & Sensitive Areas would be permanently removed. Potential effects to T&E critical habitat and occupied habitat.	Existing and ongoing T&E species concerns surrounding BP infrastructure and operations would continue. Reduced potential for additional direct impacts associated with expanded operations only (no construction of BP additional infrastructure). Minimal additional indirect impacts. Potential impacts reduced compared to Alternative 1.	No impacts.	Potential for direct impact to historic properties or cultural sites. Requires site-specific surveys and Section 106 coordination. Testing and/or data recovery may be required.
Alternative 3. Expand Operations and Technology-Based Systems	Impact to approximately 2 acres of vegetation as a result of the expansion of technology-based infrastructure and an additional 10% over existing levels of potential disturbance for expanded operations.	Additional impacts to 2 acres. Minimal direct effects to wildlife due to extant disturbances and developed areas.	No impacts.	Approximately 0.6 acre of Unique and Sensitive Areas would be impacted as well as an additional 10% over existing levels of potential disturbance for expanded operations.	No direct impacts associated with expanded construction of BP infrastructure. Minimal indirect impacts. Impacts similar to Alternative 2.	No impacts	No impacts to historic properties; potential impacts to unknown cultural sites require site-specific surveys. Testing and/or data recovery may be required.

¹ Please refer to Tables 4-1 and 4-2 for a detailed summary of impacts. Acreage impacts were derived from approved and ongoing CBP operations/activities and infrastructure provided by the Tucson and Yuma Sectors. Values were derived from previous environmental analysis and geographic information systems data of existing BP infrastructure as of October 1, 2003.

² The impacts presented for Alternatives 1 and 3 include only those impacts that are quantifiable at this time (e.g. approved infrastructure and technology-based systems). Additional impacts are expected from the expansion of operations; however, the expansion of off-road enforcement activities, increased road patrols, and air patrols are unquantifiable at this time.

Threatened and Endangered Species

Professional biologists have performed field surveys of potentially impacted areas for approved infrastructure projects. All areas which are known to support threatened or endangered species will be considered off limits to avoid impacts to these resources, to the extent practicable.

The BP air operations shall avoid known concentrations of Sonoran pronghorn on normal, routine flights. Known fawning areas (*i.e.*, Mohawk Dunes, Pinta Sands) will be avoided to the maximum extent possible during the peak fawning period (April through June). Deviation to routine flight patterns is conducted in response to “sign” or evidence of illegal entry. Helicopters from the Yuma Sector that leave the patrol route to fly to the Ajo Station at Why, Arizona for refueling will fly at a higher altitude, generally between 100 and 200 feet, and will not engage in hovering activities except in emergency situations.

As part of the informal consultation under Section 7 of the ESA for the establishment and operation of rescue beacons, the CBP and the BP agreed to the following mitigation measures to reduce or minimize potential effects to the Sonoran pronghorn: (1) blue colored beacon lights are used for beacons in the Ajo Station’s AO located west of Highway 85 in current Sonoran pronghorn habitat; (2) BP helicopters shall avoid any helicopter over flights of the semi-captive breeding facility for the Sonoran pronghorn in Child’s Valley on the CPNWR and the BP shall avoid existing and future forage enhancement plots with helicopter over flights; (3) the BP shall report annually to the US Fish and Wildlife Service (USFWS) all rescue missions conducted in Sonoran pronghorn habitat, as part of the reporting for formal consultation on Tucson Sector activities; (4) the BP shall minimize over flights of Sonoran pronghorn fawning areas from March 15 to July 15 of each year, unless conducting rescue missions in these areas; and (5) the BP shall minimize hovering and landings by helicopters over current Sonoran pronghorn habitat to the maximum extent practicable (DHS 2003a). As part of the mitigation requirements for Operation Desert Grip, the BP provided \$50,000.00 to the USFWS for Sonoran pronghorn habitat improvements and to study impacts caused by IEs.

According to BLM’s Conservation Agreement with the USFWS for the flat-tailed horned lizard, environmental design measures include minimizing surface disturbance projects to a level of one percent of the management area over five years beginning in 1997; collecting compensation fees; prohibiting off-highway competitive events; supporting continuing lizard monitoring and research; and attempting to acquire all private in-holdings. Like most plans, the flat-tailed horned lizard Conservation Agreement is a working document subject to revision. Therefore, during the planning phase of potential projects in the Yuma Desert Management Unit, the CBP and BP will, to the extent practicable observe conservation measures included as part of the Conservation Agreement for the flat-tailed horned lizard. Field surveys for the flat-tailed horned lizard have been performed for approved infrastructure projects in flat-tailed horned lizard habitat and will be performed again prior to the initiation of construction.

Coordination efforts will continue with the USFWS to obtain the most current information available about species status, habitat requirements, potential project impacts, and environmental design measures to avoid, minimize, and/or compensate for impacts. If construction occurs in areas known to support threatened and endangered species, biological monitors could be used.

Vegetation

Additionally, BP will minimize losses to vegetation by: (1) trimming vegetation along roadsides rather than removing entire plants, (2) requiring heavy equipment to utilize road pullouts or other such disturbed areas, and (3) ensuring revegetation efforts following completion of ground

disturbing activities (e.g., temporary construction footprint for new fence installation). Disturbed sites or sites with low quality habitat will be utilized to the maximum extent practicable for construction and operational support activities. Patrol vehicles and ATVs will be restricted to existing roads to the extent practicable without jeopardizing the BP's mission.

To comply with Executive Order 13112 on Invasive Species (64 FR 6183, February 8, 1999), operation and construction activities will minimize ground disturbance when possible. However, when disturbance is unavoidable, the BP will coordinate with the USFWS and other land managers to determine revegetation measures. Disturbed areas resulting from approved infrastructure projects will be revegetated with native seeds or plants. Revegetation of disturbed areas with native seeds and plants will be addressed under site-specific NEPA documents. Weed seed free horse feed will be utilized by BP horse units operating in sensitive areas to further decrease the potential of promoting the establishment and spread of invasive species by BP activities. Weed seed free horse feed is certified to be free of noxious weed seeds for specific states.

Wildlife

The Migratory Bird Treaty Act (MBTA)(16 U.S.C. §703, *et seq.*) requires contractors to obtain a construction permit if the construction activity is scheduled during nesting seasons (March through August). Surveys shall be performed to identify active nests, so that these nests could be avoided during construction. Another mitigation measure that will be considered is scheduling all construction activities outside the nesting season (*i.e.*, September through February).

Environmental design features that will be considered, especially in areas that support protected species, include the development of vegetation corridors to avoid and/or minimize habitat fragmentation and the proper placement and size of culverts to adequately transport storm water and allow wildlife to safely cross roads. Habitat fragmentation will be minimized to the extent practicable by providing for migration corridor systems (wildlife pathways) that allow free movement of animals across the international border. Corridors act as a connection between two or more otherwise isolated habitats and provide for animal movement and reproduction. It must be noted that no one wildlife corridor design will completely mitigate habitat fragmentation alone. Project specific mitigation measures will be required for projects with the potential to cause substantial impacts on wildlife habitat, protected species, or other environmentally sensitive resources; these plans will be closely coordinated with, and approved by, the US Fish and Wildlife Service (USFWS) and appropriate state resource agency(s) prior to initiation of construction. It is policy, however, to mitigate adverse impacts through the sequence of avoidance, minimization, and finally, compensation. The CBP and BP coordinates with the USFWS to obtain the most current information available about species status, habitat requirements, potential project impacts, and environmental design measures to avoid, minimize, and/or compensate for impacts. Compensation varies and includes activities such as restoration of habitat in other areas and acquisition of lands and is coordinated with the USFWS and appropriate state resource agencies.

Unique and Sensitive Areas

Unique and sensitive habitats and areas such as caves, riparian communities, parks, refuges, Wilderness Areas, conservation areas, national forests, scenic streams, unique vegetation communities, or other sensitive resources will be avoided to the maximum extent practicable. Any unavoidable effects to such communities shall be closely coordinated with the appropriate Federal and/or state agency(s) to ensure that impacts are kept to an absolute minimum and that restoration actions are considered and implemented, where plausible. Road-kill impacts may

potentially increase due to the completion of on going and currently approved infrastructure (*i.e.*, road maintenance, vehicle barriers, fences). However, BP is committed to avoid impacts to the greatest extent practicable through agent education and minimization of disturbance areas. Permanently stationed agents will receive biannual training regarding sensitive habitats and protected species. Agents on temporary assignment will receive training regarding sensitive habitats and areas and protected species for the respective station to which he or she is assigned.

Cultural Resources

Potential adverse impacts to cultural resources will be mitigated through a policy of site avoidance. The continuation of archeological surveys and monitoring of potentially ground disturbing BP activities to ensure that cultural resources deemed to be potentially eligible for listing on the National Register of Historic Places (NRHP) shall be avoided when possible. The CBP/BP will be responsible for compliance with Section 106 of the National Historic Preservation Act. The CBP/BP will coordinate with the State Historic Preservation Office (SHPO) along with the appropriate Tribal Historic Preservation Office (THPO) or federally recognized tribes for maintenance activities involving earth-moving operations in areas where historic properties have been previously identified. This coordination is necessary to ensure mitigation measures are implemented. Mitigation measures that could be used, when approved by the SHPO and/or THPO, to preclude impacts include, but are not limited to, data recovery, preservation through site burial, and use of professional archeologists as monitors during construction.

All construction activities shall be at least three feet away from the international boundary to avoid impacts to historical boundary monuments and other demarcations. Near each permanent boundary monument, strict construction precautions shall be implemented to avoid potential damage to them. Additionally, no construction materials shall be placed adjacent to these monuments.

Patrol vehicles and ATVs will be restricted to existing roads to the extent practicable without jeopardizing the BP's mission. The BP is committed to avoid impacts to the greatest extent practicable through agent education and minimization of disturbance areas. Permanently stationed agents will receive biannual training regarding cultural resources. Agents on temporary assignment will receive training regarding sensitive habitats and areas and protected species for the respective station to which he or she is assigned.

Air Quality

Proper and routine maintenance of all vehicles, generators, aircraft and other equipment shall be implemented to ensure that air emissions are within the design standards of the equipment. Construction activities within non-attainment areas will be coordinated with the appropriate environmental agency(s) to ensure that the emissions will conform with regulations specified in the Clean Air Act. Construction sites within urban areas, along major transportation routes, or in biologically sensitive areas (*e.g.*, wildlife refuges, parks, Wilderness Areas) shall be kept wet, to the extent practicable, to reduce fugitive dust emissions. Where practicable, drop lines from local electrical systems shall be used as a substitute for generators. When electrical service is not available, generators will utilize low-sulfur fuels, such as diesel fuel or natural gas, to minimize emissions to the extent practicable.

Water Resources

Each proposed construction project that affects greater than 1 acre will require a Stormwater Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination

System (NPDES) permit process under the Clean Water Act (CWA). The SWPPP is utilized by the entity(s) performing construction (e.g., CBP personnel, Joint Task Force North [JTF NORTH – formerly Joint Task Force Six], Arizona National Guard or independent contractors) to avoid and minimize impacts to water resources. All proposed projects would be coordinated with the US Section International Boundary and Water Commission (USIBWC) for review and approval. Similarly, if wetlands or waters of the US are to be affected, early coordination by the CBP with the United States Army Corps of Engineers (USACE), Los Angeles District, Regulatory Branch Phoenix Field Office and Arizona Department of Water Resources agencies will be conducted. Applicable Section 404 permit and Section 401 Water Quality Certification procedures shall be completed prior to initiation of the construction activities, as required. Mitigation and compensation shall be implemented to ensure no functional net loss of waters of the US, including wetlands.

No action shall be initiated that may affect wetlands or floodplains without performing the requisite analysis and findings specified by Executive Orders 11990 and 11988 respectively, prior to taking any action. The CBP/BP generally does not directly perform construction activities. JTF NORTH, National Guard units (typically the Arizona National Guard), and independent contractors perform construction for the CBP/BP within the Tucson and Yuma Sectors. Project-specific SWPPPs are provided to the construction entity that identify conservation measures to avoid and minimize water resource impacts. Some of those measures are presented here for reference. The construction storage or staging sites will be located at least 0.5 mile from wildlife and livestock tanks or other permanent surface water bodies to reduce potential effects of accidental spills. Conservation measures will be implemented to preclude unnecessary waste of water supplies. Discharges of gray water and other wastes to drainages or other water courses/bodies are prohibited. However, gray water may be used for irrigation and dust suppression (i.e., road watering) if coordinated and approved by the land management agency. Portable latrines and on-site septic systems, provided and maintained by licensed contractors, shall be used to the extent practicable during construction and operational support activities.

Water conservation measures shall be considered for operations or construction projects within the Sierra Vista sub-watershed. Water conservation measures for Sierra Vista air operations will be included as part of the required Section 7 consultation for the Tucson Sector BA. Potential water conservation measures may include but not limited to low water-use fixtures, low water-use landscaping, installation and use of waterless urinals, restrictive landscape watering policy and enforcement, and the use of gray water for irrigation.

Hazardous Materials

A Spill Prevention, Containment, and Countermeasures Plan (SPCCP) will be in place prior to the start of construction projects, and all personnel will be briefed on the implementation and responsibilities of this plan. The SPCCP is utilized by the entity(s) performing construction (e.g., CBP personnel, JTF NORTH, Arizona National Guard, or independent contractors) to avoid and minimize impacts associated with hazardous materials during construction. A designated environmental advisor will be on-site during construction activities in case of any accidents.

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

Noise

Mitigation of noise levels may occur at the noise source, along the path of the noise, or at receiver locations. Mitigation of noise levels occur in nature to varying degrees as sound propagates from the source over terrain surfaces (scattering and ground attenuation), as the distance between the source and receiver increases (dispersion), and when intervening natural terrain features intersect the path of the noise source to the receiver (diffraction). Within practical limits, these principles shall be applied to the mitigation of noise levels from proposed construction and operations.

RELATIONSHIP BETWEEN LOCAL AND SHORT-TERM USE OF SOCIETY'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM ENVIRONMENTAL PRODUCTIVITY

Benefits derived from the control of IEs and narcotics trafficking into the U.S. and the adverse impacts associated with the expansion of BP operations and technology-based systems and completion of approved infrastructure necessary to accomplish this control represent trade-offs between the local, short-term use and the long-term stability and productivity of society's environment. Short-term, local adverse direct effects resulting from habitat disturbances would be off-set by long-term regional benefits, including protection from illegal vehicle and foot traffic, accidental fires caused by IEs, lower costs to the country for health and emergency services, potentially increase the quality of life along the border, reduction in crime near the border, and reduction in poaching. Reductions in crime along the border would likely have a favorable effect on insurance rates for homeowners and businesses near the border.

The preferred alternative would require the conversion of approximately 587 acres. Most of this acreage has been previously disturbed and does not provide suitable habitat for most wildlife populations. The long-term productivity of these lands would be lost over the life of the proposed project. The CBP and BP would make every attempt practicable to avoid disturbances to valuable wildlife habitat (e.g., by locating project sites and staging areas in previously disturbed sites). Compensation for these losses, if statutorily required, would be coordinated through the appropriate state and Federal resource agencies, as described in Chapter 5. Some impacts to threatened or endangered species would occur and must be mitigated to offset these losses, as required by Sections 7 and 9 of the ESA.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES INVOLVED IN IMPLEMENTATION OF THE PREFERRED ACTION

The preferred action would result in the permanent conversion or loss of approximately 509 total acres of various habitats, mostly disturbed areas and non-native grasslands to roads and infrastructure. The proposed action would also require the irretrievable commitment of fuel, labor, vehicles, building materials, and monetary resources.

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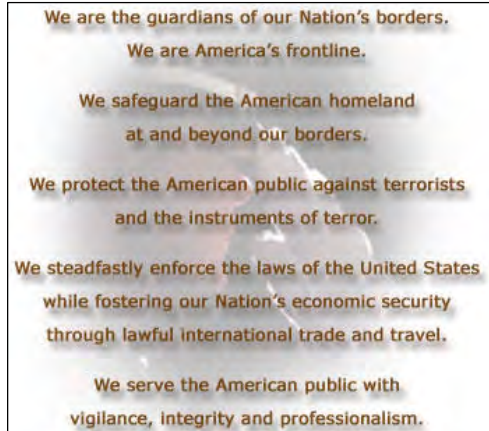
SECTION 1.0
INTRODUCTION



1.0 INTRODUCTION

The US Customs and Border Protection (CBP), in the Bureau of Border and Transportation Security of the Department of Homeland Security (DHS) is the guardian of the United States' (US) borders and has the responsibility to regulate and control illegal immigration into the US. In 1924, Congress created the Border Patrol (BP) to be the law enforcement arm of the legacy Immigration and Naturalization Service (INS). Recently the BP has been integrated as an office of the CBP. While the BP has changed dramatically since its inception over 75 years ago, its primary task remains unchanged: to detect and prevent the unlawful entry of drug smugglers, terrorists, and illegal entrants (IE) throughout the US. The term IE is used to describe anyone who crosses the border between Ports of Entry (POE) .

CBP Mission Statement



We are the guardians of our Nation's borders.
We are America's frontline.
We safeguard the American homeland
at and beyond our borders.
We protect the American public against terrorists
and the instruments of terror.
We steadfastly enforce the laws of the United States
while fostering our Nation's economic security
through lawful international trade and travel.
We serve the American public with
vigilance, integrity and professionalism.

Source: DHS 2003a

This revised draft Programmatic Environmental Impact (PEIS) provides a broad assessment of the actual and potential effects, beneficial or adverse, of the BP's daily operations (existing and proposed) along the Arizona border within the Tucson and Yuma Sectors. The original draft Programmatic Environmental Impact Statement was released to the public for review in November 2002. It included both operations and the types of infrastructure that could be installed (barring any environmental, funding, and other resource constraints) along the Arizona border over the next 10 years. These infrastructure systems were merely a list of items that would be desired to provide absolute control of the border, exclusive of any planning analysis or environmental impacts. The purpose of evaluating both operation and infrastructure in the original draft PEIS was to provide a cumulative analysis of the daily operations and conceptual infrastructure plans. However, an evaluation of the public comments on the original draft PEIS indicated that a more focused analysis of the effects of the BP daily operations to achieve the desired objectives is necessary. Therefore, the CBP has decided to issue a revised draft PEIS focusing on the potential adverse and beneficial effects of expanding daily BP operations, expansion of existing and technology-based systems, and the completion and maintenance of approved infrastructure. Hereinafter the term PEIS is used to refer to this revised draft PEIS. The term "approved" as used in this document refers to projects that have been analyzed in

previous National Environmental Policy Act (NEPA) environmental documents and signed decision documents (*i.e.*, Findings of No Significant Impact [FONSI] or Records of Decision [ROD]). Proposed infrastructure that may need to be implemented along the US-Mexico border will be analyzed in a cumulative manner in this document, and in-depth in subsequent NEPA documents once future individual construction projects are identified.

During the time the revised draft PEIS was being prepared, the DHS Under Secretary Asa Hutchinson announced on March 16, 2004 the Arizona Border Control Initiative (ABCI). The ABCI supports the priority mission of DHS agencies to detect and deter terrorist activities and cross-border trafficking of people and contraband. Additionally, the ABCI involves hundreds of local, state, tribal, and Federal enforcement officers in Arizona utilizing a cooperative approach enhanced with additional personnel, technology and aviation assets. Hutchison summarized the ABCI in a speech on March 16, 2004 (DHS 2004a):

“...The ABC Initiative exemplifies Homeland Security’s goal to present one face at the border as we implement joint border operations with Border Patrol agents and employees of the US Customs and Border Protection, Immigration and Customs Enforcement, Transportation Security Administration, as well as the resources of the Department of the Interior, the Tohono O’odham Nation, the United States’ Attorney Office, Arizona Department of Public Safety and dozens of local law enforcement agencies. By leveraging these resources, we are better able to multiply the positive effects of the initiative and can use the cutting-edge of technology to ensure that Arizonans and the nation’s citizens are safer.”

The ABCI includes the increase of BP agents in the Tucson Sector, the deployment of unmanned aerial vehicles (UAVs), and the deployment of additional helicopters and fixed-wing aircraft. A full description of the ABCI is provided in Subsection 1.6.3. The increase in BP agents and resources associated with the ABCI would expand the daily operations of the Tucson and Yuma Sectors; therefore, the potential environmental effects of implementing the ABCI are considered in this revised draft PEIS as part of the Proposed Action.

The expansion of BP operations is being proposed to enhance the BP’s capability to gain, maintain, and extend control of the US-Mexico border. The cumulative effect of these actions, in conjunction with other existing and proposed projects, will be addressed in this document. All physical estimates of direct impacts are given in English units (*e.g.*, acres, miles, feet). This revised draft PEIS was prepared in accordance with the NEPA (42 U.S.C. §4321, *et.seq.*), the President’s Council on Environmental Quality (CEQ) Regulations for the Implementation of

NEPA (40 C.F.R. Part 1500), as well as the INS' Procedures for Implementing NEPA (28 C.F.R. Part 61, Appendix C), which BP is currently using for NEPA compliance.

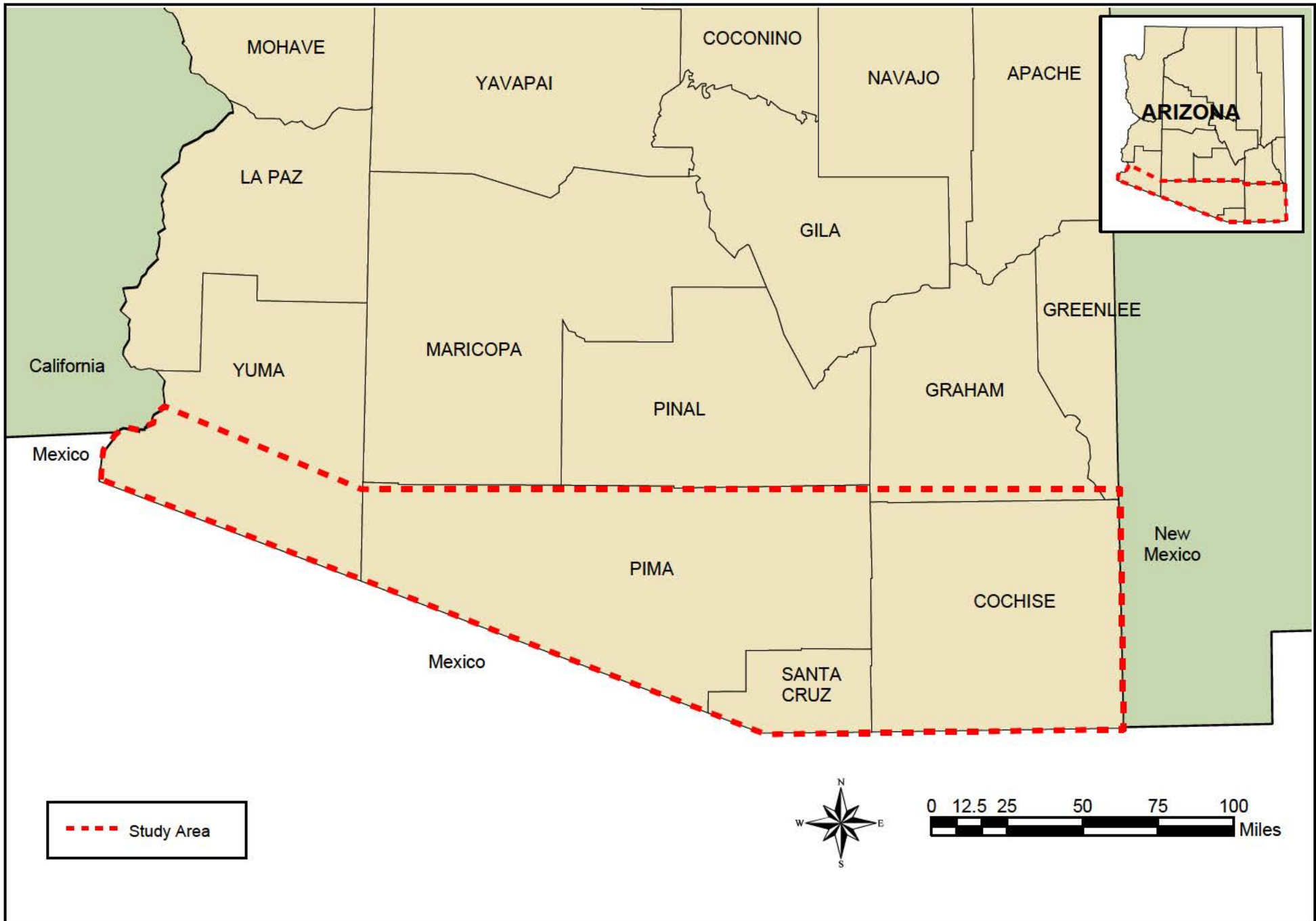
The Tucson and Yuma Sectors of the BP are responsible for controlling approximately 400 miles of the US-Mexico border, most of which are remote and rugged lands. Figure 1-1 depicts the border counties under the Tucson and Yuma Sectors' areas of operation (AO). Figure 1-2 identifies the approximate boundaries of the BP Tucson and Yuma Sectors' AO. Land ownership in the Tucson and Yuma Sectors is identified in Figure 1-3. IEs use both urban and rural areas of the border to gain illegal access to the US.

Numerous tactics are employed to detect IEs including remote sensing techniques and visual observations. Remote sensing techniques include ground sensors to detect motion, day and night video cameras, and counter-intelligence data collection. Visual observations can be obtained from aerial reconnaissance using fixed-wing aircraft, un-manned aircraft, and helicopters, or on the ground by BP agents on foot or using vehicles, bicycles, motorbikes, all-terrain vehicles (ATVs), boats, hovercraft, or horses.

The study area of the revised draft PEIS is defined by the limits of existing operations/activities within southern Arizona. While the Tucson and Yuma Sectors extend well north of the border area, the vast majority of the BP's daily operations/activities are located along the US-Mexico border in an attempt to control illegal entries at the border. Therefore, in order to discuss impacts in more detail, the study area is limited to the immediate border counties.

1.1 STRATEGIC INTENT AND PRIORITIES OF THE CBP

The priority mission of the CBP is to prevent terrorist and terrorist weapons from entering the US. That important priority mission involves maintaining a diverse, multi-layered approach, which includes improving security at the US border and POEs, and extending CBP's physical zone of security beyond the physical borders of the US so that the US borders are the last line of defense, not the first. As part of this mission, the CBP will work to implement its Comprehensive Strategy to Address the Threat of Nuclear and Radiological Terrorism, identify



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Figure 1-1: Counties within the Study Area

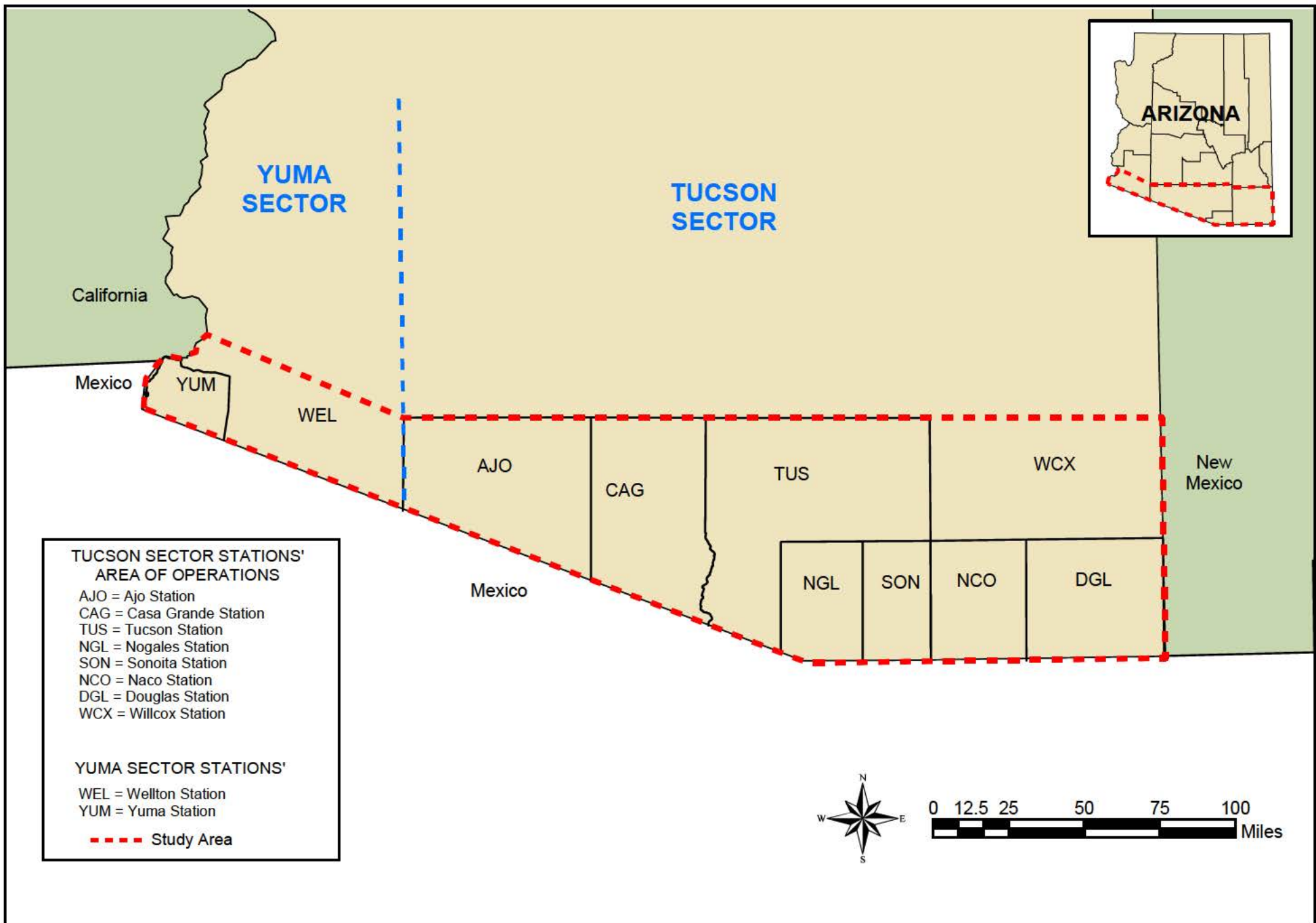
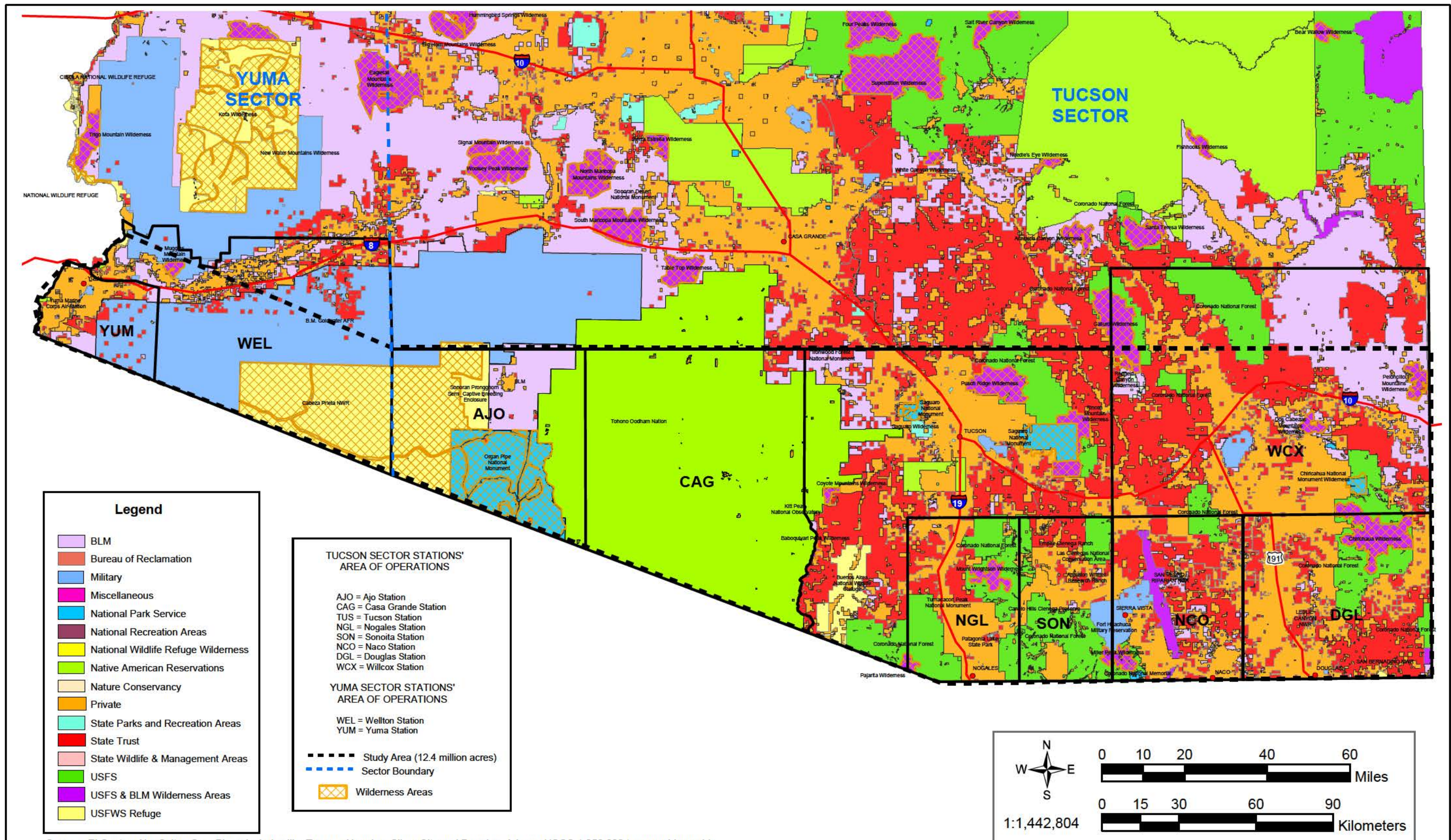


Figure 1-2: Border Patrol Stations' Area of Operations within the Tucson and Yuma Sectors

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Source: El Centro, Ajo, Salton Sea, Phoenix, Lukeville, Tucson, Nogales, Silver City and Douglas, Arizona USGS 1:250,000 topographic quads
 Arizona Gapownership 1999

Figure 1-3: Border Patrol Stations' Area of Operations and USGS Gap Ownership within the Project Area



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and seize terrorists' assets and funding sources, and enhance its support infrastructure to further develop targets and analyses.

In addition to its priority mission, the CBP must protect the US and its citizens and carry out its traditional missions. These include controlling the US borders by apprehending individuals attempting to enter the US illegally; stemming the flow of illegal drugs and other contraband; protecting agriculture and economic interest from harmful pests and diseases; and facilitating international trade; collecting import duties; and enforcing US trade, immigration and other laws of the US at and beyond the US borders.

1.2 BORDER PATROL MISSION AND AUTHORITY

As the primary law enforcement agency between the POEs, the BP's mission is to prevent the entry of terrorists and their weapons of terrorism and to enforce the laws that protect America's homeland by the detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle any person or contraband across sovereign borders of the US. Since the terrorist attacks of September 11, 2001, even greater importance has been placed on securing the Nation's borders. CBP Commissioner Robert C. Bonner summarized the current BP mission in a speech at the BP Change of Command Ceremony on March 3, 2003:

"...We need a strong and effective Border Patrol between our ports of entry to enforce the laws of the United States, to apprehend those who attempt to enter the United States illegally or attempt to bring in illegal drugs or other harmful substances. And we need the Border Patrol now more than ever to do all we can to make sure that terrorists and terrorists weapons, including even weapons of mass destruction, are not permitted to be smuggled into the United States between our ports of entry..."

The primary sources of authority granted to officers of the BP are the Immigration and Nationality Act (INA), found in Title 8 of the United States Code (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. Part 287), judicial decisions, and administrative decisions of the Board of Immigration Appeals. Subject to constitutional limitations, BP officers may exercise the authority granted to them in the INA. The statutory provisions enumerating BP's enforcement authority are found in INA Sections 287 (8 U.S.C. § 1357); 235(a) (8 U.S.C. § 1225(a)); and 274(b) and (c) (8 U.S.C. § 1324(b and c)).

INA Section 287(a)(3) provides further authority to BP agents to enter any lands within 25 miles of the international borders, without prior approval of the property owner, in the pursuit of IEs (8 U.S.C. § 1357(a)(3)). Other statutory sources of authority include Title 18 of the United States Code, 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 Customs cross-designation of INS officers; and Title 21 (21 U.S.C. § 878), relating to Drug Enforcement Agency cross-designation of INS officers.

1.3 HISTORY AND BACKGROUND

In the late 19th century, Congress passed the Immigration Act of 1891, the Nation's first comprehensive immigration law in the US. The Act created the Bureau of Immigration within the Treasury Department and placed the Commissioner of Immigration in the Port of New York. The Bureau of Immigration was transferred to the Department of Commerce in 1903. Immigration continued to rise, reaching a peak in 1907 when 1,285,349 immigrants arrived. Subsequent legislation (e.g., Immigration Act of 1924) created more stringent requirements and, coupled with the events surrounding World War I and the Great Depression, resulted in declining immigration rates over the next few decades.

In the years preceding World War II, the numerical quota system continued under amendments to the Immigration Act of 1924. Immigration increased quickly after the war partially due to new legislation that relaxed or waived some quotas to allow immigration of war brides, refugees, and orphans. The Displaced Persons Act of 1948, the Immigration and Nationality Act (INA) of 1952, and the Refugee Relief Act of 1953 were among those legislative acts.

In 1924, the Congress created the BP to serve as the law enforcement entity of the INS, and it did so until November 25, 2002, when Congress transferred all INS responsibilities to the newly created Department of Homeland Security with the passage of the Homeland Security Act of 2002 (P.L. 107-296). The official transfer of responsibilities occurred on March 1, 2003. The BP was transferred into the CBP under the Office of Border Patrol. The CBP also assumed many responsibilities and functions of other branches of the INS as well as those of the US Customs Service and the Animal and Plant Health Inspection Service.

Until the 1960s, the majority of immigrants to the US came from Europe, with smaller numbers coming from Asia and other countries in the Western Hemisphere. In the 1960s the national origins principle of determining immigration quotas was discontinued after 40 years of use. During the 1960s and 1970s, various legislation allowed for the immigration of refugees fleeing from political upheavals in specific countries and fleeing due to fear of persecution because of race, religion or political beliefs. In October of 1965, the INA was amended, placing the first numerical ceiling on the total number of immigrants but abolishing quotas by nationality. The new system provided an annual ceiling of 290,000 immigrants, which was later reduced to 270,000 in 1980 by Congress.

Since 1980, an average of 390,922 immigrants have been naturalized every year (INS 2003). At the same time, however, IEs have become a significant issue. During the period 1995 to 2001 apprehension rates averaged more than 1.2 million IEs per year throughout the southwest border (INS 2003). The INS, Office of Policy and Planning estimated approximately seven million IEs reside in the US (US Citizenship and Immigration Service (USCIS) 2004). For the past several years, Mexicans have comprised the largest number of legal as well as IEs to the US. However, IEs from other countries, including Middle Eastern, European and Asian countries also attempt to illegally enter the US along the borders.

Until the early 1990s, there was limited awareness of southwest border issues and little national attention was given to illegal border activity. As a result, the BP's growth was nominal, funding for enforcement efforts fell short, and the BP was required to function under severe resource constraints. Various events in the 1990s elevated the Nation's awareness concerning illegal immigration and narcotics smuggling. Increased national concern led to increases in funding and staffing and enabled the BP to develop effective enforcement strategies.

As mentioned previously, the BP's primary function is to detect and prevent terrorists and other IEs from crossing the land and water borders of the US. Additionally, with the increase in illegal drug trafficking, the BP has assumed a major Federal responsibility for illegal drug interdiction. In fiscal year (FY) 2001, the BP made over 11,387 drug seizures along the southwestern border, resulting in the removal of approximately 1,449,947 pounds of marijuana and approximately 446,330 pounds of cocaine from the US. The combined value of these and other drugs seized by the BP was over two billion dollars (USCIS 2003).

The BP patrols the US borders to prevent and deter the unlawful entry of IEs into the US. Deterrence is affected through the actual presence (24 hours per day, 7 days per week) of the BP agents on the border, fences and other physical (natural and man-made) barriers, lighting, and the certainty that the IEs would be detected and apprehended. Detection of the IEs is accomplished through a variety of low-technology and high-technology resources including observing physical signs of illegal entry (vehicle tracks, footprints, refuse, human waste, clothes, etc.), visual observation of the illegal entries, information provided by private landowners or the general public, ground sensors, and remote video surveillance systems. The continuation and expansion of historic enforcement operations such as “sign-cutting” (detection and the interpretation of any disturbances in natural terrain conditions that indicate the presence or passage of people, animals, or vehicles), aerial reconnaissance, remote sensing, lighting, increased patrol by agents, and expansion of infrastructure and technology-based systems greatly facilitate deterrence of illegal crossings and will allow the BP to gain and maintain control of the border.

In response to the continued problems of IEs, Congress passed the Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA) of 1996 (P.L. 104-208). Title 1, Subtitle A, Section 102 of IIRIRA states that,

...the Attorney General, in consultation with the Commissioner of Immigration and Naturalization, shall take such actions as may be necessary to install additional physical barriers, roads and other infrastructure deemed necessary in the vicinity of the US border to deter illegal crossings in areas of high entry into the United States.

A combination of infrastructure (e.g., roads, fences, barriers) and adequate resources (e.g. vehicles, field agents, support personnel, aircraft, etc.) is essential for the effective enforcement of the border and integral to the success of the BP to gain, maintain, and extend control of the border.

1.4 PURPOSE AND NEED

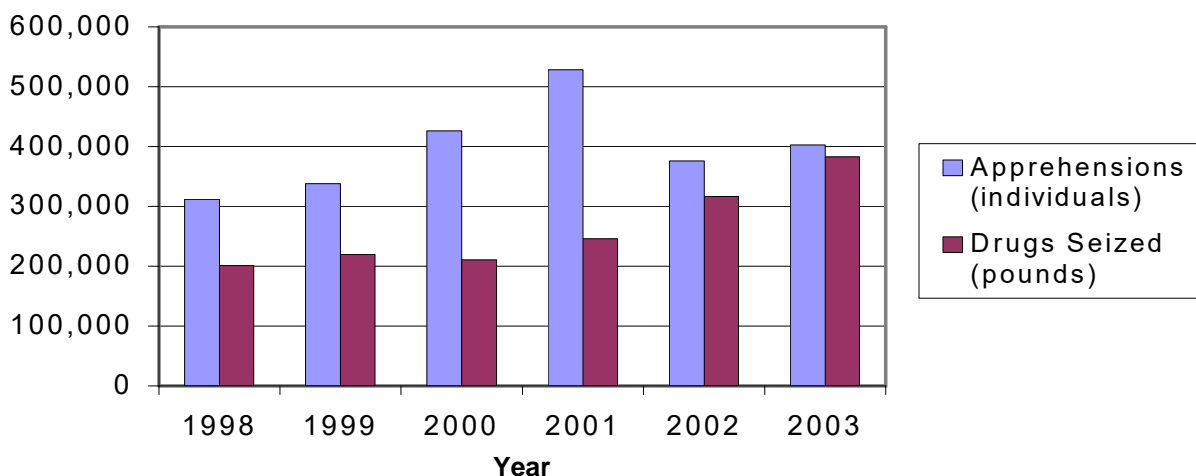
The purpose of the operational programs and support infrastructure discussed in this revised draft PEIS is to facilitate BP law enforcement activities along the identified section of the US-Mexico border. The need for these programs is illustrated in the following section.

The US experiences a substantial influx of illegal immigrants and illegal drugs each year. Both of these illegal activities cost US residents billions of dollars annually directly from crime and the apprehension, detention, and incarceration of criminals, and indirectly in loss of property, personal injury to US residents, increased insurance costs, and environmental damage.

Rising rates of violent crime, serious damage to the Nation's health and economy, and strains on vital relationships with international allies led Congress to develop the National Drug Control Strategy (White House Office of National Drug Control Policy [ONDCP] 2003). The National Drug Control Strategy included the BP and mandated a “prevention through deterrence” strategy.

The BP stations along the US-Mexico border experienced a 90 percent increase in the number of drug seizures from Fiscal Year (FY) 1998 to FY 2003. More importantly, the value and number of drug seizures along the southwest border represent at least 95 percent of those made by the BP throughout the US. During the period from FY 1998 to FY 2003, the Tucson and Yuma Sectors experienced a 29 percent increase (an increase of 90,468 individuals) in the number of IE apprehensions and a 90 percent increase (an increase of 181,635 pounds) in the amount of drugs seized (Figure 1-4).

Figure 1-4. Apprehension and Drug Seizure Data for Tucson and Yuma Sectors



To combat these rising numbers, the Clinton Administration committed additional resources to law enforcement agencies, including the BP. Since 1998, the Tucson and Yuma Sectors have seen a 60 percent increase in resources.

The constant flow of IEs passing through the US-Mexico border area also threatens public lands, historical structures, and endangered species. Vehicles used by IEs are continuously being abandoned in National Parks, the Tohono O'odham Nation of Arizona (TON), Cabeza Prieta National Wildlife Refuge (CPNWR and other natural and sensitive areas (Photograph 1-1).



Photograph 1-1. Abandoned Vehicle on the Cabeza Prieta National Wildlife Refuge

During the first half of FY 2004, 890 abandoned vehicles have been removed from the TON (TON 2004). Removal of these vehicles is becoming an ever-increasing burden on Federal and State land managers, the TON, private landowners, and the BP. IEs have trampled vegetation (Photograph 1-2) and left litter (Photograph 1-3), abandoned vehicles, and deposited human excrement in an area that extends from the Bureau of Land Management's (BLM) Guadalupe Canyon in the southeast corner of Arizona to the National Park Service's (NPS) Coronado National Memorial south of Sierra Vista (Arizona Daily Star 2000). These deplorable conditions continue today. The following description was taken from a letter written by James Bellamy, former Superintendent at the Coronado National Memorial, to Senator Jon Kyl on June 20, 2000:

"This activity [illegal entrant] invasion into protected areas] has significantly impacted park resources. Human foot traffic has created several trails the width of one-lane roads. The large numbers of people have destroyed vegetation, exposed bare ground, eroded deep hillsides, and caused scars that will take years to heal. Smaller trails cover some parts of the park like spider webs. Litter covers the ground in many places, particularly plastic water bottles, food containers, discarded clothing and blankets. Conditions are very unsanitary in many places due to the amount of feces and toilet paper."



Photograph 1-2. Heavily Used Illegal Entrant Trail



Photograph 1-3. Trash Deposited by Illegal Entrants

As discussed previously, past IE traffic has greatly degraded the appeal of the landscape. Also, human-caused fires, which destroy thousands of acres, excessive amounts of litter such as plastic water bottles, and illegal roads that impact pristine landscape, such as on the Coronado National Memorial, have all taken a negative toll on the landscape (INS 2002d). Similar damages have incurred on other public and private lands.

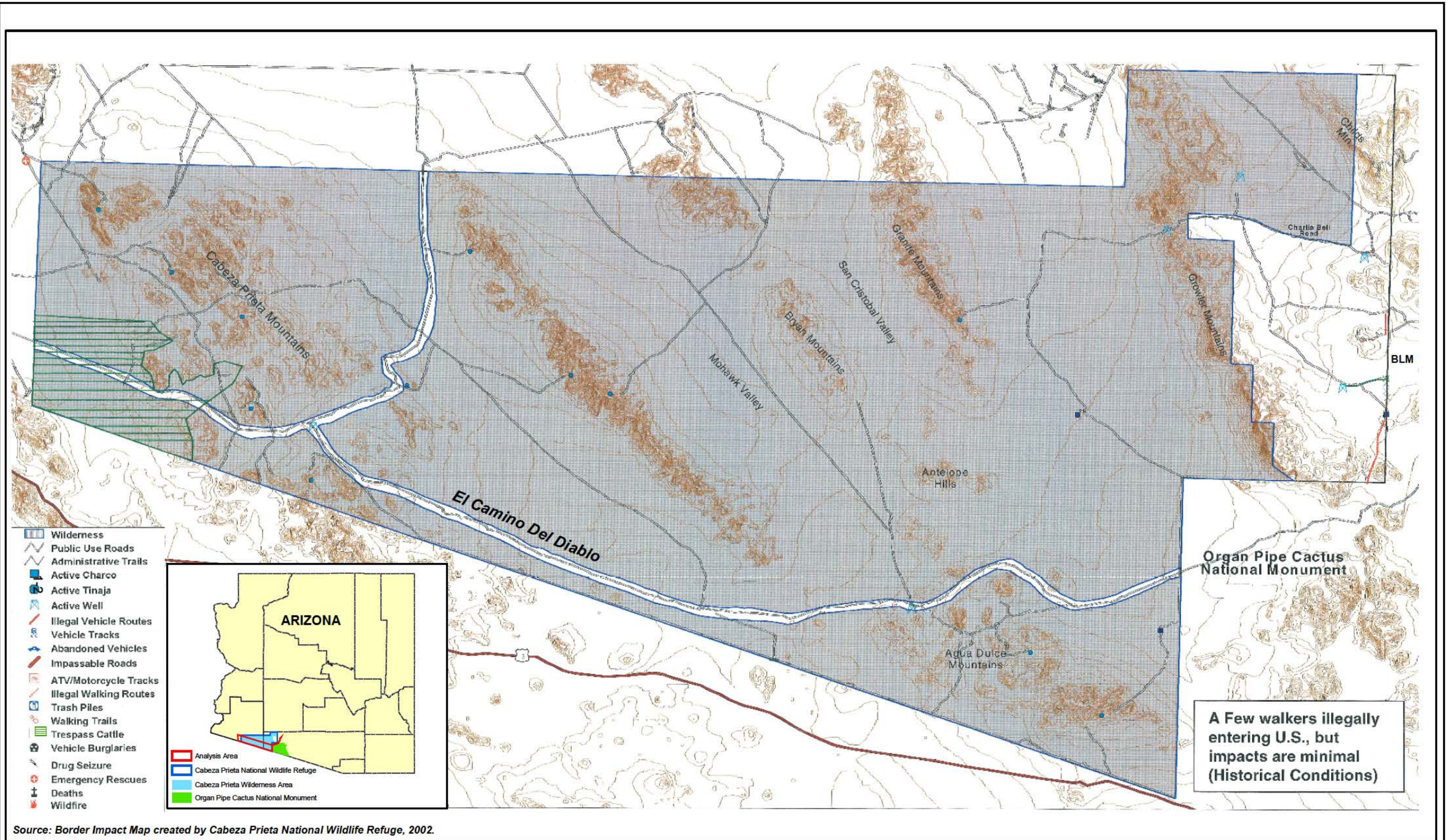
Based on US Forest Service (USFS) estimates, IEs leave behind 8 to 10 pounds of trash per person at a cost of \$0.25 per pound for clean-up (USFS 2003). Given the 2003 IE apprehension rate (402,000 individuals) for the Tucson and Yuma Sectors, this amounts to an average of \$904,500 in annual trash removal costs. This figure does not account for IEs that avoid apprehension. Photograph 1-4 shows roads created by IEs on the CPNWR. The number of illegal roads and foot trails created by IEs within the CPNWR has increased substantially from 1998 (first year data were collected) through 2002 (Figures 1-5 and 1-6 [CPNWR 1998 and 2002]). Data have not been finalized for FY 2003 and FY 2004 at the time of printing.



Photograph 1-4. Illegal Entrant Roads on the Cabeza Prieta National Wildlife Refuge

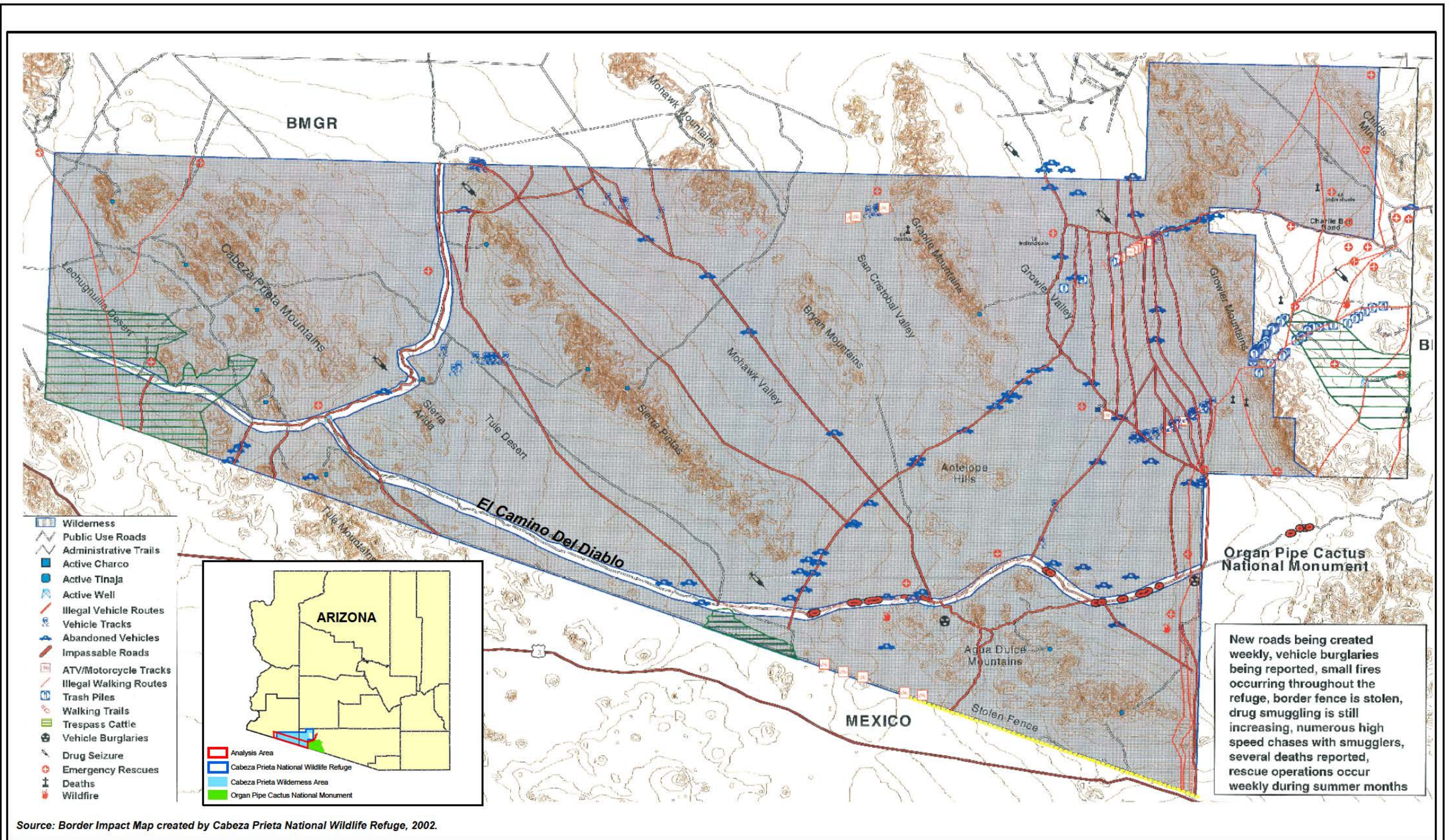
The problem is equally severe at the San Pedro River, which flows north from Mexico and is considered an important bird migration corridor. Officials at the San Pedro Riparian National

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Source: Border Impact Map created by Cabeza Prieta National Wildlife Refuge, 2002.

Figure 1-5: Border Impacts on Cabeza Prieta National Wildlife Refuge (1998)



Source: Border Impact Map created by Cabeza Prieta National Wildlife Refuge, 2002.

Figure 1-6: Border Impacts on Cabeza Prieta National Wildlife Refuge (2002)

Conservation Area (SPRNCA) estimate that as many as 500 IEs per day are moving along the river, nearly twice the number of people who visited the area legally in 1999 (Arizona Daily Star 2000). Managers of Federal and state administered lands in the area are also voicing concern:

We consider it to be a very serious environmental problem. We're talking about thousands of people walking from south to north, breaking through brush and making their own trails. That's not a positive. (Radke 2000).

There is also a growing concern for the safety of employees and visitors of public lands. In February 2000, a Coconino County Superior Court judge and several others complained to agency officials after more than 100 IEs ran through their San Pedro River campsite during the night (Arizona Daily Star 2000). Such complaints prompted the BLM to advise SPRNCA visitors not to camp within the conservation area. At the Coronado National Memorial, the greater safety problem is for park employees and their families since park rangers have been assaulted in the past. In August 2002, NPS Ranger Kris Eggle, while working with the BP, was murdered by a Mexican drug smuggler at the Organ Pipe Cactus National Monument (OPCNM). The BLM employees are so concerned about encountering IEs during their work that they often have to work in pairs. Additional safety hazards to both visitors and staff are those posed by speeding vehicles transporting IEs and the potential for wildfires from cigarettes and warming fires.

Thus, the purpose and need for the expansion of operations, existing and technology-based systems, and completion of approved infrastructure proposed by the BP are to:

- (1) Enhance the BP mission to prevent the entry of terrorists and their weapons and to enforce the laws that protect the US homeland by the detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle any person or contraband across the sovereign borders of the US;
- (2) Provide a safe, effective, and efficient environment for BP agents in which to accomplish the BP mission;
- (3) Enhance the effectiveness of the apprehension activities through the combined use of manpower, technology, and infrastructure and to increase deterrence;
- (4) Increase deterrence through enhanced detection and apprehension;
- (5) Create a limited zone of certain apprehension in proximity to the US-Mexico border;
- (6) Prevent the loss of life of IEs traversing the desert; and
- (7) Protect sensitive resources, public and private lands, and US residents from IEs, illegal activities, and terrorists.

1.5 OPERATIONS/ACTIVITIES

Several measures have to be employed by the BP in order to observe illegal activity or signs of illegal activity including patrolling, low-level flights, sign-cutting on drag roads, stopping vehicles at tactical checkpoints, and observing activity from elevated locations. Once illegal activity has been detected, the BP agents, by law, must attempt to apprehend and detain IEs. Ground vehicles, horses, and aircraft may be used, individually or collectively, to make the apprehensions. When possible, the BP agents remain on existing roads while attempting to apprehend IEs; however, since IEs attempt to avoid detection by avoiding existing roads, off-road activity by the BP is sometimes required. As stated previously, Section 287(a)(3) of INA provides the authority for BP agents to enter any lands within 25 miles of the international border in pursuit of IEs. The combination of infrastructure (e.g., roads, fences, and barriers) and adequate resources (e.g., vehicles, field agents, support personnel, etc.) is essential for the effective enforcement of the border and integral to the success of the BP to gain and maintain control of the border.

The BP operations have been placed into activity groups to evaluate the potential impacts of various methods of apprehending IEs. The activity groups include, but are not limited to, patrolling in support vehicles, air support, border barriers, lighting, and remote video surveillance (RVS) systems. The following paragraphs describe each of these activity groups.

1.5.1 Routine Patrols

Road patrols are conducted as routine, normal BP operations on existing roads. Most of these roads are improved or semi-improved roads (Photograph 1-5), located on public and private land, and are traveled by the general public and other agencies. Four-wheel drive vehicles, all terrain vehicles (ATVs), and horses are used by the BP to patrol roads. The BP traffic constitutes a small fraction of the total traffic volume on most public roads.



Photograph 1-5: Semi-Improved Road

1.5.2 Drag Road Operations

Drag roads are used by BP agents to identify visual evidence of illegal entries. Drag roads are typically parallel to existing patrol roads and/or on the shoulder of patrol roads in areas, which are highly traveled or regularly crossed by IEs. The surface of these roads is prepared using a method known as “dragging” (Photograph 1-6). “Dragging” is accomplished by the use of a four-wheel drive vehicle towing several tires bolted together and pulled on sections of the road at speeds between



Photograph 1-6: Drag Road

five and seven miles per hour. This method erases old tracks and smoothes the road surface so any new tracks crossing the road can be easily detected. Many of these roads are used by the public and other agencies and are located on public and private lands. The frequency at which these roads are prepared varies for each road and station but can occur several times daily.

1.5.3 Off-road Operations

Off-road operations are defined as any ground activities conducted by the BP outside of established roads or trails. Off-road operations are conducted at intervals that range from daily to once per month, depending on the station. Off-road operations may include foot patrol, horse patrol, four-wheel drive vehicles, ATVs, and motorcycles. Off-road pursuit by vehicle occurs only when it is determined that the IEs are in a specific area. Again, Section 287(a)(3) of the INA authorizes entry into public and private lands within 25 miles of the international border while in pursuit of IEs.

1.5.4 Air Operations

The Tucson and Yuma Sectors maintain helicopters and aircraft that can provide assistance to any station within the two Sectors (Photograph 1-7). The air operations are located at the Tucson International Airport, Fort Huachuca Libby Army Airfield/Sierra Vista Airport, and Yuma International Airport, Yuma. However, one airplane and one helicopter are also



Photograph 1-7. OH-6 Alpha Helicopter

stationed at the Nogales International Airport. Currently, the BP, in support of the ABCI, is conducting a pilot test of unmanned aerial vehicles (UAVs) at the Fort Huachuca Libby Army Airfield/Sierra Vista Airport as part of Operation Skywatch. Details of the test program are discussed in detail in Section 1.6.2. Several stations within the two Sectors maintain refueling tanks and a helipad. The BP air operations are currently used in detection, deterrence, and search and rescue (SAR) missions. The frequency of air patrols are defined by illegal traffic patterns. Helicopters fly along the border at elevations high enough to be seen and to deter IEs. There are established flight patrol routes within some stations of the Tucson Sector; however, when assistance is requested, helicopters fly as far north as Tucson and Casa Grande. There are established helicopter flight routes within the Yuma Sector. Fixed-wing aircraft are used at higher altitudes for surveillance and pilot training.

As mentioned above, aircraft are also used for SAR missions. During the height of summer, extreme temperature and low humidity levels can occur, making the area extremely treacherous. The lives of IEs are routinely jeopardized while crossing this harsh environment. The BP's aircraft are used to locate and rescue these people who fall victim to the desert heat.

1.5.5 Checkpoints

Checkpoints are vehicle inspection points located along major highways leading away from the international border. The checkpoints are established to inspect vehicle traffic and intercept smuggling operations (Photograph 1-8). There are no permanent checkpoints in the Tucson Sector; however, permanent checkpoints are used in the Yuma Sector.



Photograph 1-8. Vehicle Checkpoint

1.5.6 Observation Points

Observation points are elevated locations overlooking routes used by IEs. These observation sites are used as platforms for infrared tracking scopes, skywatch towers, and other optical devices (Photograph 1-9). These locations are accessible by vehicle on established roads or trails. Skywatch towers are



Photograph 1-9. Observation Point

portable enclosed observation posts that can be elevated to observe the surrounding area and are generally located near high illegal traffic areas (Photograph 1-10). The skywatch towers are generally equipped with lights and infrared spotting scopes.

1.5.7 Rescue Beacons

Rescue beacons are used by the BP in the desert region of Arizona as a means to locate and rescue individuals who fall victim to the harsh desert environment. A rescue beacon is a 30-foot high pole mounted on a concrete block (approximately 4 to 9 square feet and approximately 2 feet high) placed on the ground surface (Photograph 1-11). The beacons are pre-assembled at the respective Sector's maintenance facility and placed along extant roads using a track on wheel-mounted lift. Installation of a rescue beacon does not require vegetation removal or soil excavation.

Each pole is illuminated with a flashing blue or white light (maximum of 300 lumina per second) to enhance night visibility and free-mounted mirrors to enhance daytime visibility. The beacon light only operates at night. Solar panels located on the pole recharge the battery used to power the beacon and transmitter. Signs in English and Spanish direct people who are in need of assistance to press a red button that would send a signal to the BP. The BP will dispatch a helicopter to the location transmitting the signal. The presence of rescue beacons greatly increase the chances of the BP to rescue IEs who are suffering from exposure.

1.5.8 Temporary Camp Details

Temporary camp details, which are a part of Operation Desert Grip (discussed in detail in Section 1.6.1), within the Tucson and Yuma Sectors consist of one or two 27-foot camp trailer(s) or a semi-permanent structure (Yuma Sector) and amenities located in disturbed or semi-un-vegetated areas along established roads within public lands (Photograph 1-12). These roads



Photograph 1-10. Skywatch Tower



Photograph 1-11. Rescue beacon

are dirt/gravel roads that are routinely used by the public, BP, NPS, and US Fish and Wildlife Service (USFWS) staff. The trailers and semi-permanent structures serve as administrative, mess, and housing quarters for BP agents, who are assigned to the camp details on 6 or 7-day shifts, depending on the BP station. The temporary camp details may be operational for as few as 120 days a year during the summer months or may need to be extended for longer periods of time if the number and frequency of attempted crossings and drive-throughs continue to increase in remote areas.



Photograph 1-12. Temporary Camp Site

1.5.9 Portable Lights

Portable lights allow the BP the flexibility to move lights to sites where the BP intelligence indicate increases in IE activities may occur. Portable light systems are an integral component of the detection process. Enhancing the agents' ability to see IEs during the night aids in their apprehension without increasing the number of agents in the field. The addition of portable light systems aid in the deterrence and detection of IEs, thus providing more effective control of high IE traffic areas and enhancing the safety of BP agents. A 6-kilowatt self-contained diesel generator powers these lights. Each unit typically has four 1000-watt lamps, totaling 4000 watts of illumination (Photograph 1-13). Portable lights will generally operate continuously every night and require refueling every day. The portable light systems can be towed to the desired location by the BP vehicles and are typically spaced 100 to 400 feet apart, depending upon topography and IE traffic patterns. Placement of the portable lights is estimated to temporarily affect approximately 100 square feet (*i.e.*, 10-feet x 10-feet). The area affected by illumination from the lights is limited to 200 feet from the light source, mostly in a southerly direction. Also, the lights have shields placed over the lamps to reduce or eliminate the effects of backlighting. Permanent lights are discussed in Section 1.8.3.



Photograph 1-13. Portable light

1.6 SPECIAL OPERATIONS

Special operations are conducted on an as-needed basis to address circumstances out of the ordinary. During the period of May to September 2001, the Ajo Station, in conjunction with the Yuma Sector, Wellton Station, maintained a 24-hour presence on the Los Vidrios Trail. This action was in response to increased drive through entries in the Los Vidrios Trail area.

1.6.1 Operation Desert Grip

The primary purpose of the operation is to assist in identifying and rescuing IEs who may be at risk of dying due to overexposure along the US-Mexico border. A secondary purpose of the operation is to reduce illegal immigration and drug trafficking along the border by increasing the BP's presence in these remote areas. Current BP operations within this area are minimal due to the distance, time involved to drive to this area, conditions of the roads into the area, and the limited manpower available from the Wellton and Ajo stations. As a result, within the past several years this area has become the route of choice for IEs. This area of the border is very remote and numerous walking groups ill-prepared for the 50 to 70-mile journey from the international border to the perceived safety of Interstate 8 fall victim to the harsh environment of the desert. IEs often deviate from established administrative roads and abandon disabled vehicles without regard to environmentally sensitive areas. Operation Desert Grip allows the BP to detect and deter IEs, prevent damage to valuable habitat on the CPNWR and OPCNM, and avoid deaths associated with the harsh desert environment.

The Tucson and Yuma Sectors initiated Operation Desert Grip on May 5, 2002. This operation has allowed the BP to establish a 24-hour presence along the US-Mexico border near the Los Vidrios Trail and El Camino Del Diablo. The original operation was a cooperative action where BP agents patrol an area from near Monument 180 east into the Ajo Station's AO at Monument 175 using El Camino Del Diablo as a base route. The agents patrol east and west along the El Camino Del Diablo, which is used as the primary operational route for this action (INS 2002e).

Under Operation Desert Grip in 2002, two camp detail sites were established, one in the Ajo Station's AO and one in the Wellton Station's AO. The Ajo camp detail site is located at Bates Well in the OPCNM and the Wellton camp detail is at the Los Vidrios camping area (Desert Grip camp detail) in the CPNWR. The camp details consisted of a 27-foot camp trailer parked in a disturbed area along an established road. Five agents were detailed at the temporary camp

details on 7-day shifts and worked two 12-hour shifts (INS 2002e). In 2003, seven additional temporary camp details were added in the Ajo (1), Casa Grande (4), and Tucson (2) stations' AOs (DHS 2003b and DHS 2003c). In 2004, the Yuma Sector Operation Desert Grip included one additional temporary camp detail at Tule Well and upgraded the existing Desert Grip camp detail to a 3,840 square-foot modular building. Other upgrades included a helipad and deep septic system (DHS 2004b). The Desert Grip camp detail would typically be operated from March through October. However, under the circumstance of increased crossings, drive-throughs or other similar illegal activity, the operation of the camps may occur 365 days per year. Operation Desert Grip will continue as long as illegal activities require it (DHS 2004b).

1.6.2 Operation Skywatch

During the summers of 2000 and 2001 the Tucson and Yuma Sectors initiated Operation Skywatch. The purpose of Operation Skywatch was to conduct aerial reconnaissance along the US–Mexico border to detect or rescue IEs during the extremely hot summer months (May/June to September). Operation Skywatch typically commences in early June and continues for approximately 125 days annually, if needed. The BP Tucson Sector maintains and operates two additional fixed-winged single engine aircraft and up to 20 helicopters (including the nine helicopters normally maintained by the Tucson Sector), reassigned on a temporary basis from the Yuma Sector and other BP Sectors, for aerial reconnaissance missions along the US-Mexico border in Arizona. The aircraft support personnel for the action generally include two supervisory aircraft pilots, 24 journeymen pilots, and up to 12 mechanics (INS 2002b). The BP has proposed to conduct Operation Skywatch annually. Environmental Assessments were prepared for the 2000, 2001, and 2002 Operation Skywatch programs (INS 2002b). Emergency Section 7 consultation with the USFWS, Phoenix Field Office was conducted for the 2000 Operation Skywatch program.

The aircraft have been primarily staged at the Tucson International Airport. However, a secondary staging site has been established at the Fort Huachuca Libby Airfield. Other staging areas might be required, depending on changing operational needs. The Yuma Sector will also assist in the Tucson Sector's SAR mission by providing two fixed-wing aircraft on an as-needed basis. During the operations, all aircraft provided by the Yuma Sector would remain under the operational control of the Yuma Sector and based out of Yuma. Effects to Federally protected species from air support provided by the Yuma Sector were addressed in a BA for that Sector (INS 1998). The legacy INS and the BP requested re-initiation of formal Section 7 consultation

for BP operations in the Yuma Sector in a letter dated 8 May 2002. The BP is currently preparing a BA for BP operations in the Tucson Sector. The emergency Section 7 consultation for the Operation Skywatch Program is included as part of the Yuma Sector formal consultation and will be included as part of the Tucson Sector formal consultation.

The helicopters would typically fly at an altitude of 100 to 200 feet above ground level (agl). Typical reconnaissance missions (*i.e.*, fixed wing aircraft) will be flown at 2,000 to 4,000 feet agl, but pilots may drop down to 200 feet agl to accurately evaluate IE conditions to determine if rescue operations are necessary. Shifts for the aircraft crew (pilots, mechanics, and other support personnel, as needed) would initially be 4:00AM to 10:00AM, 10:00AM to 4:00PM, 4:00PM to 10:00PM, and 10:00PM to 4:00AM to provide at least one aircraft aloft at any time (from Douglas/Naco to Ajo). Fixed wing aircraft would normally fly along the border corridor during daylight hours only and typically at higher altitudes. Most of the aerial reconnaissance efforts would be conducted over Pima, Santa Cruz, and Cochise counties (INS 2002b).

In support of the ABCI the BP has established an operational test of UAVs (previously discussed in Section 1.5.4) as part of Operation Skywatch. The initial test is being conducted to determine if UAVs would increase border surveillance effectiveness and enhance the mission of the BP and, if so, to identify, evaluate, and quantify the resources required for, versus the benefits derived from, a long-term BP UAV program. The UAVs are deployed in remote areas of the US-Mexico border where resources and personnel are limited.

The mission of the UAVs is (1) to deter illegal entry through the public knowledge of their use, (2) to assist ground patrol units, track IEs, and facilitate apprehension, (3) to act in a rescue assist mode, and (4) to gather additional intelligence data, where possible, to transfer to the appropriate BP station.

The BP maintains and operates two Hermes 450 UAVs for aerial reconnaissance missions along the US-Mexico border. The Hermes 450 is designed to perform surveillance and reconnaissance missions under adverse environmental conditions. Support personnel for the UAVs include four pilots, 15 mechanics, and six data analysts detailed to the Tucson Sector for a period of approximately 125 days. These personnel are in addition to the BP air support staff maintained at the Libby Army Airfield. The UAVs are staged at and operate from the Libby Army Airfield, Fort Huachuca, Arizona. Libby Army Airfield is co-located with the Sierra Vista

Municipal Airport and serves as the operations, logistics, and maintenance center for BP UAV operations in support of the ABCI. Two maintenance buildings support UAV operations and a 1,500-foot extension to the southeastern-most taxiway serves as a UAV-only runway. The aircraft are operated from established aircraft operating areas that are equipped with proper fuel and hazardous materials (e.g. cleaning solvents, petroleum, oils, and lubricants) storage and handling facilities.

Flight operations are conducted along the US-Mexico border from the Ajo Station's AO eastward to the Arizona-New Mexico boundary, typically at altitudes of 9,500 feet above mean sea level (amsl) or higher. Flights are generally confined to Fort Huachuca Special Use Airspace and to designated Special Use Airspace and Military Operation Areas along the US-Mexico border. Flights along the border vary in times of operation but typically occur during the nighttime hours to allow the BP agent to make visual observations and assessments by taking advantage of the UAVs electro-optical and infrared sensor capabilities.

Several major organizations currently participate in UAV-related activities on Fort Huachuca. These organizations represent both testing and training in support of a variety of UAV platforms and include:

- 111th Military Intelligence (MI) Brigade, US Army Intelligence Center;
- White Sands Missile Range-Electronic Proving Ground;
- Intelligence Electronic Warfare Test Directorate;
- TRADOC System Manager (TSM), UAVs; and
- Naval Air Maintenance Training Group Detachment.

1.6.3 Arizona Border Control Initiative

On March 16, 2004, Mr. Asa Hutchison (DHS Under Secretary for BTS) announced the ABCI. The ABCI is a collaborative effort among DHS/BTS agencies (e.g., BP, Transportation Security Administration (TSA), and Immigration and Custom Enforcement (ICE)) and local law enforcement agencies. The ABCI went into effect June 1, 2004. Implementation of the ABCI increased BP operations in the Tucson Sector. The Tucson Sector received enhancements as part of the ABCI. Enhancements included additional permanent and trainee agents, additional special operation personnel, additional permanent and detailed air assets, pilots, and aircraft mechanics, interior repatriation, and UAV mission support, as discussed in the following paragraphs.

1.6.3.1 Routine Patrols

The deployment of additional officers would increase the number of patrols on historically patrolled roads in the Tucson Sector. As part of the ABCI, the BP has proposed to use identified illegal trails and all administrative trails on public lands.

1.6.3.2 Off-road Operations

The deployment of additional officers would increase the potential for off-road operations in the Tucson Sector. As part of the ABCI, the BP has proposed the use of horses, ATVs, motorcycles, and four-wheel drive vehicles for tracking IEs off-road on public lands in circumstances that require immediate aid or action. Methods of off-road enforcement action will be coordinated with the affected land manager to minimize impacts.

1.6.3.3 Air Patrols

Additional aircraft and air support staff would also be assigned to the Tucson Sector. As part of the ABCI, UAVs, currently under operational testing, could be more widely used along the border in remote areas. The BP agents could potentially manage security of these remote areas more effectively and efficiently through prompt detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle contraband or tools of terrorism across US borders.

1.6.3.4 Temporary Camp Details

In support of the ABCI five additional temporary camp details have been proposed in the Tucson and Yuma Sectors. A project specific NEPA document would be prepared for this action prior to implementation. The existing Desert Grip camp detail in the Yuma Sector has been improved to a 3,840 square foot or 172.5 square foot/person modular building in support of the ABCI (DHS 2004b).

1.7 TECHNOLOGY-BASED SYSTEMS

Technology-based systems include items that assist in the detection of illegal activities from remote locations. The following paragraphs discuss the typical technology-based systems used by the BP and how they are operated and maintained.

1.7.1 ISIS Components

Components of the CBP's Integrated Surveillance Intelligence Systems (ISIS) have become an integral part of the detection process and thereby enhance the BP agents' ability to apprehend IEs. The ISIS components include, but are not limited to, operational repeaters, unattended ground sensors, low-light television cameras, remote video surveillance (RVS) infrared cameras (Photograph 1-14), towers (and their connections to power and communication lines), and intelligent computer-aided detection equipment (ICAD). The BP is currently exploring the use of sensor operated radar systems to aid in the detection of IEs.



Photograph 1-14. RVS system

1.7.7.1 Operational Repeaters

Operational repeater locations are also used by the BP for radio and sensor communications. These locations are mountain or hilltop sites where antennas and electronic signal receiving and sending equipment are placed. Generally, several companies and organizations use these sites for similar purposes. The locations often have radio, television, and telephone equipment at the sites. Access to operational repeater sites is by established road or by helicopter.

1.7.7.2 Sensors

Sensors are small transmitters buried underground. Generally, sensors are located along illegal traffic corridors in areas previously disturbed by illegal traffic. Sensors have historically been used by the BP to improve apprehension efficiency by increasing the area that agents can protect from illegal entry. The use of sensors also reduces the number of agents needed to patrol a station's AO. Furthermore, strategically placed sensors help agents determine the number, direction, and speed of IEs entering the US. In some instances, sensors will malfunction, requiring additional maintenance. Sensors are generally serviced and placed by vehicle or by foot. Routine maintenance is conducted as required. Sensor locations may be changed as dictated by operational needs. The installation of sensors does not require the removal or disturbance of vegetation. Sensors are deployed by all the BP stations within the Tucson and Yuma Sectors. The location and specific number of sensors in use by each station are law enforcement sensitive information and are not provided in this public document.

However, a range of the number of sensors on inventory is provided for each station in the Tucson and Yuma Sectors in Section 2.

1.7.7.3 Remote Video Surveillance (RVS)

RVS systems allow the BP to remotely monitor the US border for illegal activity. They generally consist of two cameras (color and infrared) and microwave transmitters mounted on either a single pole or three-legged tower. The poles are generally 80 feet agl and the towers are generally 140 feet agl. Primary power is provided from existing electrical grids or propane powered generators. Propane powered generators are typically used as a secondary power source. Typical RVS designs requires 900 square feet or 2,500 square feet (30 feet x 30 feet or 50 feet x 50 feet, respectively) at each site depending on power source and associated facilities. Some larger RVS relay towers require up to 10,000 square feet (100 feet x 100 feet).

1.7.7.4 Remote Radar/Optical System

The BP is currently exploring the use of two types of remote radar/optical detection systems as a potential source for detecting and tracking illegal traffic. The first system consists of highly sensitive radar for detecting personnel, vehicles, and aircraft, a day/night optical system (video and infrared) cued by the radar for classification, and microwave transmitter. The system can be powered using an existing electrical grid, battery, or solar panels. If integrated into the ISIS program, this type of system would be located in remote areas along the US-Mexico border. The second system consists of a portable radar that can detect personnel and vehicles. This system does not have an optical detection system.

The various remote sensing systems can be used separately or in combination with several types of systems or with other, more routine, enforcement activities (*i.e.*, patrols). However, to be most effective, or for maximum optimization, the ISIS need to be utilized in conjunction with other infrastructure and resources.

1.8 INFRASTRUCTURE

Infrastructure is an essential part of the BP's operational capability to apprehend and, ultimately, deter IEs. Infrastructure can include items that impede entry, such as fences and vehicle barriers, or assist in apprehension, such as border roads, fences, and permanent lights. The following paragraphs discuss the typical infrastructure used by the BP.

1.8.1 Fences and Barriers

Fences are generally 10 to 15 feet high and usually constructed within 6 feet of the US-Mexico border. The designs depend upon the presence of other natural or man-made physical barriers, local water flows, local terrain, type and frequency of illegal traffic, and the BP station's enforcement strategy. Environmental analyses of fences and barriers precede any installation. Border fences have proven to be effective deterrents in numerous areas (e.g., San Diego, Naco, Nogales, and Tecate), even though a single fence can be breached (since BP agents cannot protect the south side of the fence). Fences are typically constructed in urban and developed areas, particularly around ports of entry (POE), although some barriers and fences are installed in remote areas where there is high volume of illegal traffic. Military surplus steel landing mat fences have been the type of fence most commonly constructed along the border. Numerous other styles, including bollard, sandia, and steel picket fences, have also been used as shown in Exhibit 1-1.

Exhibit 1-1. Various Styles of Fences Used Along the Border



Picket or decorative fence



Sandia fence



Bollard fence



Landing mat fence

Vehicle barriers are temporary or permanent structures designed to prevent illegal entry of vehicles across the US-Mexico border. As the name implies, vehicle barriers are designed to impede illegal vehicle entry only; they do not necessarily preclude pedestrian or wildlife movement. The barriers are typically placed immediately adjacent to the north side of the US-Mexico border to minimize disturbance to wildlife and vegetation. Generally, impacts are minimal because existing road construction has previously disturbed these areas. Various styles of vehicle barriers that have been used previously are shown in Exhibit 1-2.

Exhibit 1-2. Various Styles of Vehicle Barriers Used Along the Border



Permanent Vehicle Barrier with 10-foot Fence Extensions



Temporary Barrier Constructed from Railroad Rails



Permanent Low Vehicle Barrier



Temporary Barrier Constructed from Pipe

1.8.2 Roads

Roads are probably the most important supporting infrastructure element for BP operational activities. The BP patrols improved and semi-improved roads, located on public and private property, and traveled by the general public and other agencies. These roads are primarily used as patrol routes, drag roads, and firebreaks. The roads patrolled by the BP constitute a fraction of the existing roads in the Tucson and Yuma Sectors. For purposes of this PEIS, roads are classified into four categories: private, public, administrative, and illegal. Private roads occur on private lands. Public roads are open to public traffic at least part of the year and can be improved or unimproved. Administrative roads are located on public lands (e.g., OPCNM, Coronado National Forest, CPNWR, etc.) and are closed to public traffic. However, administrative roads (or trails) are used by the affected land manager for maintenance and management of the public lands. These roads can also be used by emergency vehicles (e.g., fire suppression) during exigent circumstances. Illegal roads have been created by IEs and smugglers or by off-road vehicles used by the general public.

The condition and maintenance of southwest border roads are, therefore, serious enforcement concerns. Many of the dirt roads within the border region of the Tucson and Yuma Sectors were about 24 feet wide when built. Over the years, vegetation has encroached to the point that some of these roads are now less than 10 feet wide (Photograph 1-15). In addition, many roads have experienced wind and water erosion that has resulted in impassable stretches (Photograph 1-16). The current condition of the deteriorated roads does not allow the safe or efficient use of some roads by the BP. Also, their condition prohibits adequate enforcement activities within some regions. Routine maintenance of these roads requires grading and leveling. Routine road



Photograph 1-15. Unimproved Border Road



Photograph 1-16. Impassable Road Section

maintenance is required periodically and is part of normal BP operations. Improvements to the roads require new road material, drainage structures, and water/ditch crossings (Photograph 1-17). Any improvements to roads beyond routine maintenance activities will require site-specific environmental analysis.

1.8.3 Permanent Lighting

Light systems are used by the BP along the US-Mexico border to aid in the deterrence and detection of IEs in the Tucson and Yuma Sectors. Permanent, fixed stadium-style lights are used in areas with utilities, specifically near POEs (Photograph 1-18); and portable, diesel generator lights are used in remote areas or areas lacking utilities. Permanent lights consist of stadium-type lights on approximately 30 to 80-foot poles with two to six lights per pole with lighting systems typically spaced about 150 to 350 feet apart, depending upon the local terrain and BP needs. Light bulbs can range from 400 to 1,500 watts. Two types of poles are used for most projects: wooden poles, encased in concrete and steel culverts (to prevent them from being cut down), or steel poles with concrete footings. Overhead or underground electrical lines power permanent lights. The lights are generally operated 10 to 12 hours, from dusk until dawn.

Permanent and portable lighting systems can be used separately or in combination with other, more routine, enforcement activities (*i.e.*, patrols). However, to be most effective, or for maximum optimization, light systems need to be utilized in conjunction with other infrastructure and resources. No new lighting systems are installed without environmental analysis of the site location, applications, and controls of the proposed lighting system.



Photograph 1-17. Border Road with Improvements



Photograph 1-18. Permanent light

1.8.4 BP Operational Activities Summary

As discussed above, the operational activities can be categorized as technology aided or infrastructure dependent. Technical aided operational activities use technological tools (*i.e.*, RVS towers and portable lighting systems). Operational activities dependent on infrastructure include drag roads, routine patrols, and checkpoints. Table 1-1 outlines the activities discussed and their categorization.

Table 1-1. Summary of Technology Aided and Infrastructure Dependent BP Operational Activities

Action/Item	Operational Activity	Technology Aided	Infrastructure Dependent
Routine Patrols	X		X
Drag Road Operations	X		X
Off Road Operations	X		
Air Operations	X	X	X
Checkpoints	X		X
Observation Points	X	X	
Rescue Beacons	X	X	X
Temporary Camp Details	X		X
Portable Lights	X	X	
Operation Desert Grip	X		X
Operation Skywatch	X	X	X
ABCII	X	X	X
ISIS Components		X	X
Fences and Barriers			X
Roads			X
Permanent Lighting			X

1.9 REPORT ORGANIZATION

The operational activities discussed above are considered to have various degrees of impact upon the natural environment along the US-Mexico Border. Consequently, the BP elected to prepare the revised draft PEIS to determine the extent of these impacts.

This revised draft PEIS is organized into 10 major sections including this section.

- Section 2.0 will describe the stations and their operations, as well as the alternatives being considered;
- Section 3.0 will describe the affected environment of the project study area;

- Section 4.0 will discuss the environmental consequences of implementing the viable alternatives;
- Section 5.0 will discuss cumulative impacts from this and other proposed projects;
- Section 6.0 will discuss the proposed environmental design measures;
- Section 7.0 provides the references cited in the revised draft PEIS;
- Section 8.0 provides a list of the persons involved in the preparation of the PEIS;
- Section 9.0 provides a list of persons and agencies who received the revised draft PEIS; and
- Section 10.0 provides a list of acronyms used in the revised draft PEIS.

Appendix A includes supporting documents for the public involvement program such as copies of the scoping meeting notices and notices of availability published in local newspapers. Appendix B is a list of USFS sensitive species in the Coronado National Forest. Appendix C is a list of state protected species for the affected counties. Appendix D is a broad overview of southern Arizona prehistory and previous investigations within the study area. Appendix E is a list of National Register of Historic Places (NRHP) properties within the study area.

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***SECTION 2.0
OVERVIEW OF EXISTING OPERATIONS AND
ALTERNATIVES CONSIDERED***

2.0 OVERVIEW OF EXISTING OPERATIONS AND ALTERNATIVES CONSIDERED

2.1 OVERVIEW OF THE TUCSON AND YUMA SECTORS

The following paragraphs describe the existing operations and infrastructure located within the Tucson and Yuma Sectors.

2.1.1 Tucson Sector

The Tucson Sector encompasses all counties in southern Arizona except for Yuma, La Paz, and Mojave, and is responsible for approximately 260 miles of the US-Mexico Border. The Sector is comprised of 8 BP stations. These stations include the following: Ajo, Casa Grande, Tucson, Nogales, Douglas, Naco, Sonoita, and Willcox. Most of these stations are located near the US-Mexico border. Existing infrastructure and operations within the stations that comprise the Tucson Sector are summarized in Table 2-1. The following subsections provide descriptions of the activities that occur within each of the station's AO. Although the stations operate independent of each other, operational needs may require the sharing of resources between stations. Included in the Tucson Sector's AO is the TON, which is home to over 25,000 indigenous people. The TON Police Department and Tribal Councils work with various Federal agencies assisting in the control of IEs.

During the spring and summer months, when temperatures in the desert can exceed 120 degrees Fahrenheit (°F) with very low humidity, IEs often suffer from exposure which can and does result in death. Consequently, agents must routinely conduct SAR operations in the Sector. In FY 2003, 121 SAR operations and 139 deaths were recorded in the Tucson Sector. To date 96 SAR operations and 99 deaths have been recorded in the Tucson Sector during FY 2004 (BP 2004a).

2.1.1.1 Ajo Station

The Ajo Station is located at Why, Arizona on State Route (SR) 85, about 30 miles north of the Lukeville, Arizona POE. There are up to approximately 130 agents currently assigned to the Ajo Station, including enhancements from the ABCI. The Ajo Station's AO consists of approximately 9,000 square miles, and approximately 80 linear miles of the US-Mexico border, all within Pima County. Within the Station's AO are the towns of Ajo, Gila Bend, Lukeville and

Table 2-1. Approximate Existing Operations/Infrastructure within the Tucson Sector

ACTIVITY	STATION								TOTALS
	Ajo	Casa Grande	Tucson	Nogales	Sonoita	Naco	Douglas	Willcox	
Miles of drag roads	20	81	35	9	23	7	78	0	253
Miles of roads patrolled	409	454	307	423	588	404	289	294	3168
No. of operational repeaters	2	3	4	1	2	1	2	1	16
Ground sensors	Up to 160	Up to 90	Up to 135	Up to 345	Up to 150	Up to 200	Up to 305	Up to 110	1495
No. of agents	Up to 130	Up to 265	Up to 240	Up to 500	Up to 110	Up to 390	Up to 515	Up to 121	2271
No. of RVS sites	0	0	0	10	0	9	13	0	32
Miles of portable generator lights (number of lights)	Stationary ¹ (10)	0	0	3 (60)	0	10 (35)	47 (97)	0	60 (202)
Miles of stadium style lights	0	0	0	2	0	5	3	0	107
Miles of decorative fence	0	0	0	0.5	0	0	2	0	2.5
Miles of bollard fence	0	0	0	0	0	0	0.5	0	0.5
Miles of landing mat fence	0	0	0	3	0	5	4	0	12
Rescue beacons	6	0	0	0	0	4	0	0	10
Skywatch Towers	2	2	4	6	0	14	9	0	37
Temporary camp details	2	3	2	0	0	0	0	0	7
Miles of permanent vehicle barriers	14	0	0	0.1	0	6	1	0	21.1
Miles of temporary vehicle barriers	0	0	0	0	0	12			12
Miles of vertical fence extension	0	0	0	2	0	1	0	0	3
Air patrols	as needed	as needed	as needed	as needed	as needed	as needed	as needed	as needed	
Helipad	Yes	No	No	Yes	No	Yes	Yes	No	4 stations
Off road operations ²	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8 stations
New station facility	Yes	No	No	No	Yes	Yes	No	Yes	4 stations
Horse patrols	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8 stations
Tactical Checkpoint	1	3	0	1	1	2	2	0	7 stations

¹ Portable lights are deployed at tactical checkpoint and temporary camp details.

² Off-road operations typically involve foot pursuit of IEs; however, ATVs, motorcycles, bicycles, and four-wheel drive vehicles can also be operated off-road in the pursuit of IEs.

Note: Values were derived from previous environmental analysis and geographic information systems data of existing BP infrastructure as of October 1, 2003. Totals have been rounded to the nearest integer

Why. The Ajo Station's AO includes the western region of the TON and portions of the CPNWR, OPCNM, and Barry M. Goldwater Range (BMGR). The BMGR is a multi-purpose gunnery range operated jointly by the US Air Force (USAF) and the US Marine Corps (USMC). In the Ajo Station's AO, the BMGR is controlled by the USAF and is known as the BMGR East. The terrain of the Ajo Station is characterized by arid and rural desert with valleys, arroyos and mountains. The majority of mountains in this area trend in a northwest to southeast direction. Valleys are relatively flat and sparsely vegetated allowing vehicles to enter the US in most areas without the need for roads.

There are four areas where the majority of IEs attempt to enter the station's AO: 1) Lukeville POE area, 2) Menagers Dam, 3) Quitobaquito Springs, and 4) Papago Farms. The majority of the station's resources are concentrated in these four areas. Figure 2-1 depicts the locations of activities and current infrastructure within the Ajo Station's AO. The BP activities within the Ajo Station's AO are discussed below and are presented in Table 2-1.

Patrols:

Roads patrolled consist of improved and semi-improved roads within the station's AO, including SR-85, SR-86, FR-1, and FR-24. Public roads on the CPNWR and OPCNM are routinely patrolled by BP agents. The roads are numbered in the Key to Figure 2-1. Patrols are conducted continuously; however, the patrol routes and frequency change in response to IE traffic patterns. Approximately 20 miles of drag roads are prepared in the Ajo Station's AO, as needed.

In support of the ABCI, the Ajo Station proposes the use of identified illegal roads and all administrative trails on the CPNWR and OPCNM. Use of these routes would enhance the BP agents ability to track and locate IEs, enhance SAR operations, and the presence of BP agents would act as a deterrence.

Tactical Checkpoints:

The Ajo Station currently operates one tactical traffic checkpoint on SR 85 at Milepost 57.4, and a second site on SR 85 is currently being analyzed in an environmental assessment.

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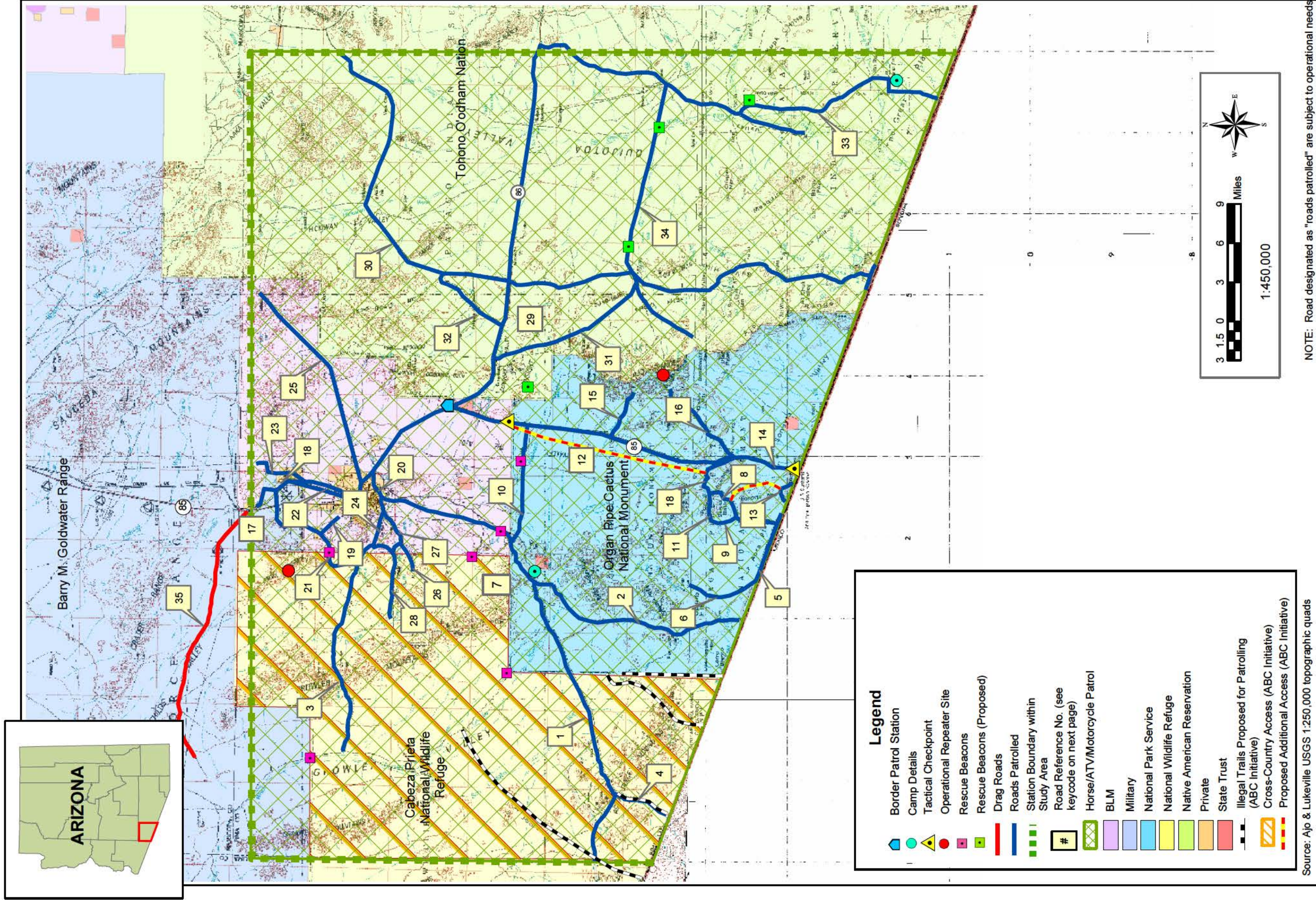


Figure 2-1: Border Patrol Activities within the Ajo Station's Area of Operations

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Key to Figure 2-1: Ajo Station

Road Number	Road Name
1	El Camino del Diablo
2	Pozo Nuevo
3	Charlie Bell Pass
4	Davidson Canyon Road
5	Border Road
6	Organ Pipe West Boundary Fence Road
7	Bates Well Road
8	Victoria Mine Road
9	Senita Basin Road
10	59.4 Crossover Road
11	North Puerto Blanco
12	State Route 85
13	South Puerto Blanco
14	Camino de Dos Republicos
15	Alamo Canyon Road
16	Ajo Mt. Drive
17	Mead Road
18	Country Club Road
19	Rasmussen Road
20	Darby Road
21	Child's Mt. Road
22	Well Road
23	Range Road
24	Scenic Loop Road
25	Pipeline Road
26	Chico Shunie Road
27	Mica Mine Road
28	Adobe Well Road
29	State Route 86
30	Indian Route 1
31	Indian Route 5
32	Indian Route 7
33	Indian Route 21
34	Indian Route 28
35	Range 4 Drag Road

Off-Road Operations:

Off-road operations conducted in the station's AO include agents on foot, motorcycle, four-wheel drive vehicles, horses, and ATVs. Agents use the ATVs and motorcycles for SAR missions on BLM lands, CPNWR, TON and OPCNM when needed. In support of the ABCI, the Ajo Station proposes cross-country horse and motorcycle/ATV access on the CPNWR (see Figure 2-1). Horses and motorcycles/ATVs would be used to the extent practicable to track IEs off-road in circumstances that require immediate action. Cross-country access would be limited to following the sign of IEs.

Air Operations:

Air operations within the station's AO are infrequent and destinations are dependent upon the travel route of IEs. A helipad and refueling station are located at the Ajo Station facility. Flights generally trend along Growler Valley and are usually related to SAR missions for lost and/or distressed IEs, with most flights originating from the Yuma Sector to the west.

Sensors:

The Ajo Station maintains an inventory of up to 160 sensors. Sensors are routinely maintained as a part of operational activities.

Observation Points:

The Ajo Station has a current inventory of two skywatch towers. The towers are deployed in disturbed areas near high traffic areas.

Rescue Beacon:

There are currently six rescue beacons in operation within the Ajo Station's AO, located on the CPNWR, OPCNM, and adjacent BLM lands. Four additional rescue beacons have been proposed for placement on the TON within the Ajo Station's AO. Approval from the affected TON Legislative Districts would need to be secured prior to placing rescue beacons on the TON. The environmental analysis for these rescue beacon sites would need to be completed upon approval from the affected TON Legislative Districts.

Temporary Camp Details:

The Ajo Station currently has two established temporary camp details; one on the OPCNM and another on the TON. The temporary camp detail sites are located on previously disturbed

areas. The Ajo and Casa Grande Stations jointly run camp details on the TON, located in the Ajo Station's AO near the Papago Farms area, which is discussed in Section 2.1.1.2. Two additional temporary camp detail sites have been identified and proposed in support of the ABCI.

Portable Lights:

Portable lights are used at the tactical checkpoint on SR 85 and the two temporary camp details in the Ajo Station's AO. A total of approximately 10 lights are used at these locations.

ISIS Components:

Two operational repeater sites are currently maintained in the Ajo Station's AO.

2.1.1.2 Casa Grande Station

The Casa Grande Station's AO is approximately 7,000 square miles, mainly located in western Pima County. Including enhancements from the ABCI, there are currently up to 265 agents assigned to the Casa Grande Station. The station's AO encompasses approximately 40 linear miles of remote international boundary entirely within the TON. The station's AO includes metropolitan areas such as Casa Grande and Chandler, Arizona, and the TON. The station's AO is relatively flat desert terrain with numerous washes at the border and hills are scattered throughout the area. Vegetation is sparse in the open and heavy in the washes. There are no POEs within the station's AO, and the closest town to the border is Vamori, Arizona. During the spring and summer months, when temperatures in the desert can exceed 120°F with very low humidity, IEs sometimes suffer from exposure. Consequently, agents must conduct SAR operations. BP operational activities within the station's AO are presented in Table 2-1. Figure 2-2 depicts the enforcement activities and current infrastructure within the Casa Grande Station's AO.

Patrols:

The Casa Grande agents patrol approximately 454 miles of public and unimproved roads. Approximately 81 miles of drag roads, with the largest segment located along the US-Mexico border, are currently maintained in the Casa Grande Station's AO. The roads are numbered in the Key to Figure 2-2.

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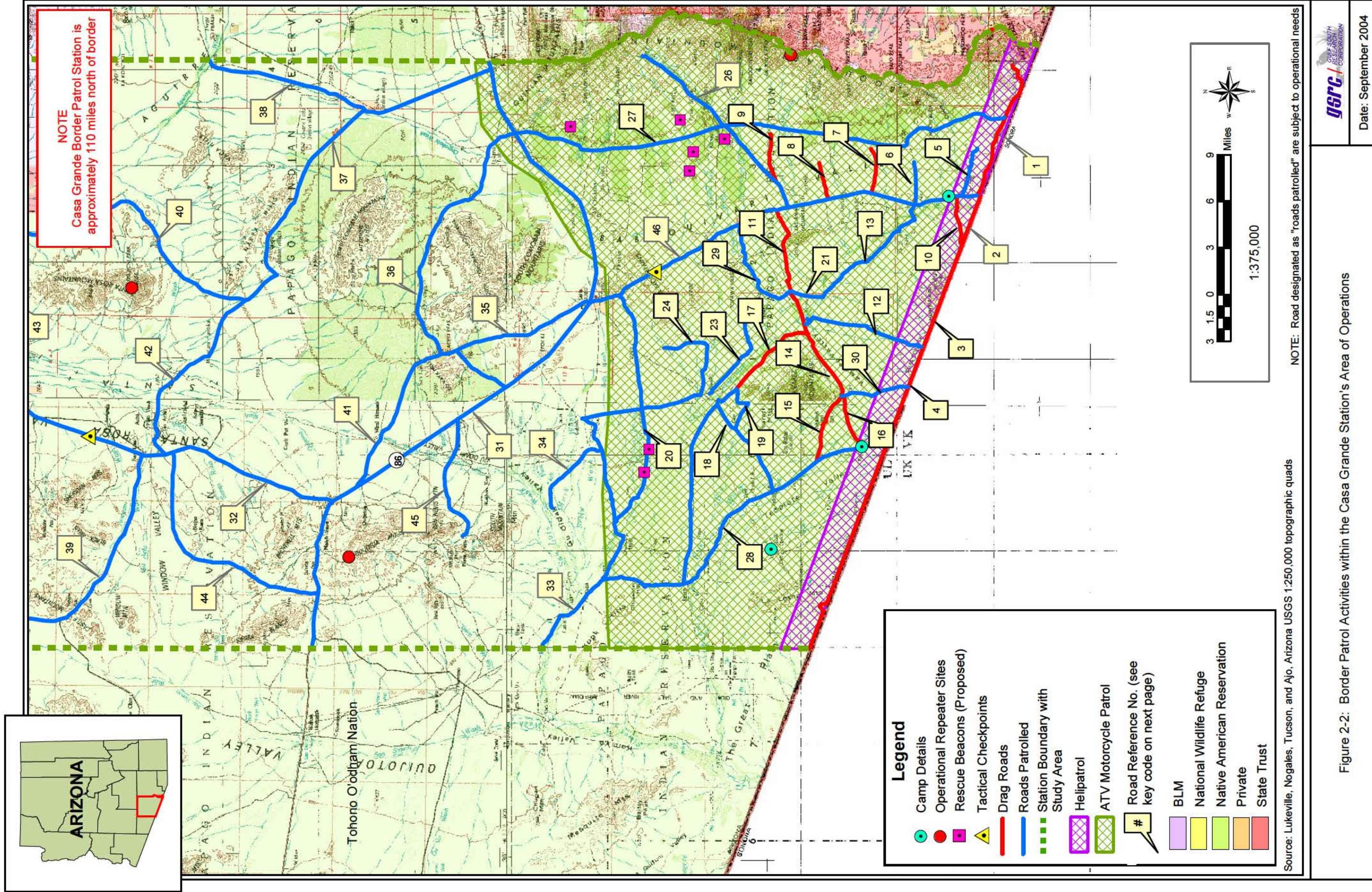


Figure 2-2: Border Patrol Activities within the Casa Grande Station's Area of Operations

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Key to Figure 2-2: Casa Grande Station

Road Number	Road Name
1	61 Drag
2	62 Drag
3	63 Drag
4	88-89 Drag
5	No Hair Drag
6	San Miguel Drag
7	Huarache Drag
8	Signcut Drag
9	Baboquivari Drag
10	Miles Drag
11	16 Drag
12	Wamul Tank Road
13	Horseshoe Well Drag
14	Vamori-Itak Ruins Drag
15	Itak Ruins-Tecolote Drag
16	Itak-Toros Ranch Drag
17	Vamori-Cowlic Drag
18	Cowlic-Aluminum Gate
19	Aluminum Gate-Mule Deer Gate
20	Pablo Charco Drag
21	Federal Route 2-Bone Gate
22	Cowlic-Bone Gate
23	Harper's Drag
24	Federal Route 20-Federal Route 31
25	18 Drag
26	EK Ranch Road
27	Trading Post Road
28	Federal Route 18-Kots Kug Ranch
29	Bone Gate-Topawa
30	Toros Gate-Tecolote
31	Highway 86
32	Federal Route 15
33	Federal Route 24
34	Chicago Windmill
35	Airport to Nolia
36	Nolia to FR 30
37	FR 34 to Quevo Well
38	FR 35
39	FR 34 to Ventana
40	Quevo Well to GAR
41	San Luis to Quisotoa Trading Post
42	Santa Rosa to Silnakya
43	N. Komilik to Silverbells
44	Covered Wells to Santa Rosa
45	South Mountain Pass
46	FR 19

Tactical Checkpoints:

There are currently three tactical checkpoints located within the station's AO on the TON. The tactical checkpoints are located at Milepost 21 on Federal Route (FR) 19, south of North Komelik on FR 15, and near Anegam on FR 15.

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

Air Operations:

The Casa Grande Station does not maintain a helipad or refueling facilities for helicopters. Routine helipatrols occur along the international boundary within the TON (see Figure 2-2). Deviations from this travel route are only made to follow tracks, persons, or vehicles that have entered the US illegally.

Helicopters also assist in SAR missions involving distressed persons. Flights are infrequent and dependent upon Tucson Sector priorities and pilot availability

Sensors:

The Casa Grande Station maintains an inventory of up to 90 sensors as part of its operations. The routine maintenance of sensors is conducted as a part of these operations.

Observation Points:

The Casa Grande Station maintains an inventory of two skywatch towers. The skywatch towers are deployed in disturbed near areas of high illegal traffic.

Rescue Beacons:

Currently, rescue beacons are not utilized in the Casa Grande AO. However, seven rescue beacons have been proposed for placement on the TON (see Figure 2-2). Approval from the affected TON Legislative Districts would need to be secured prior to placing rescue beacons on the TON. The environmental analysis for these rescue beacon sites would need to be completed upon approval from the affected TON Legislative Districts.

Temporary Camp Details:

The Casa Grande Station operates three temporary camp details on the TON. One additional temporary camp detail on the TON at Papago Farms is located in the Casa Grande Station's AO; however, the temporary camp detail is operated by the Ajo Station (see Figure 2-2). The camp details are located in previously disturbed areas. These temporary camp details are operated in the same manner as previously described.

Portable Lights:

Currently portable lights are not deployed in the Casa Grande Station's AO.

ISIS Components:

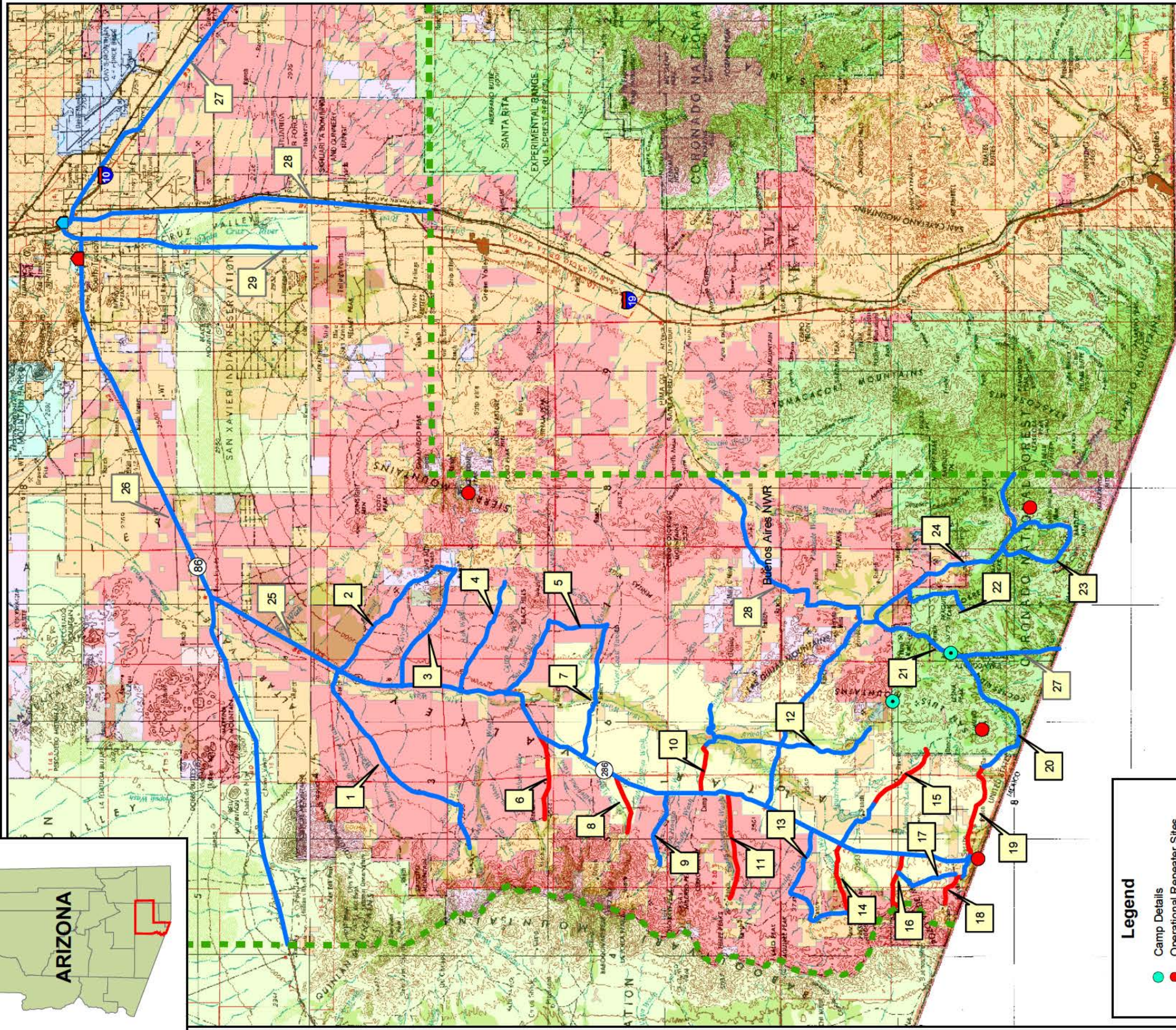
Three operational repeaters are located within the Casa Grande Station.

2.1.1.3 Tucson Station

The Tucson Station encompasses portions of Santa Cruz and Pima counties. There are currently up to 240 BP agents, including the ABCI enhancements, authorized for the Tucson Station. The AO for this station encompasses approximately 4,000 square miles including approximately 26 linear miles of the US-Mexico border stretching from the Pima/Santa Cruz County line west to the Baboquivari Mountains. The station includes the metropolitan area of Tucson. Large arid deserts, agricultural valleys and rugged mountains characterize the terrain of this station's AO.

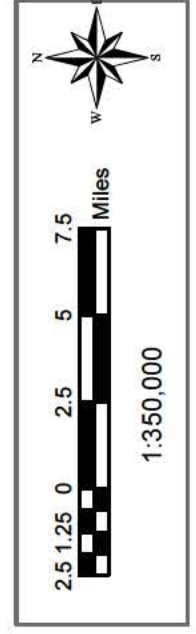
Tucson Station operations are divided into three phases. The first phase is the responsibility for the immediate border area with the majority of resources directed to those areas. The second phase entails the responsibility for backing-up the Douglas, Naco, Sonoita, and Nogales stations. The third phase is special operations, such as criminal alien prosecutions, intelligence, and narcotics prosecutions. During the spring and summer months, when temperatures in the desert can exceed 120°F with very low humidity, IEs sometimes suffer from exposure. Consequently, agents must conduct SAR operations. The BP operational activities within the Tucson Station's AO were presented previously in Table 2-1 and are discussed in the following paragraphs. Figure 2-3 depicts current BP activities in the southern portion of the Tucson Station's AO.

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Legend

- Camp Details
- Operational Repeater Sites
- Tucson Border Patrol Station
- Tucson Sector Headquarters
- Drag Road
- Roads Patrolled
- Station Boundary within
- Study Area
- # Road Reference No. (See key code on next page)
- BLM
- Military
- National Park Service
- National Wildlife Refuge
- Native American Reservation
- Private
- State Parks & Recreation Areas
- State Trust
- US Forest Service



Source: Nogales and Tucson, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-3: Border Activities within the Tucson Station's Area of Operations



Date: September 2004

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Key to Figure 2-3: Tucson Station

Road Number	Road Name
1	Anvil Ranch Road
2	Shaw Access Road
3	Wild Horse Ranch Road
4	Palo Alto Road
5	Black Hills Road
6	Elkhorn Ranch Road (Drag)
7	Pozo Nuevo Road
8	Brown Canyon Road (Drag)
9	Thomas Canyon Road
10	Secundino Road
11	Santa Margarita Ranch Road (Drag)
12	High Gates Road
13	Joe King Ranch Road
14	Aros Ranch Road (Drag)
15	B.A. Drag
16	Sierra Vista Road (Drag)
17	Connect Road
18	De La Osa Ranch Road (Drag)
19	Garcia Ranch Road (Drag)
20	Fresnal Canyon Road (FS-601)
21	Tres Bellotas Road (FS-216)
22	Yellow Jacket Road
23	Warsaw Canyon Road (FS-217)
24	Ruby Road (FS-39)
25	Highway 286
26	Highway 86
27	Tres Bellotos Road
28	Arivaca Road

Patrols:

Agents at the Tucson Station patrol approximately 307 miles of improved and unimproved roads within the station's AO. These roads primarily run east/west and branch off from State Highway 286. Approximately 35 miles of drag roads are currently maintained in the Tucson Station's AO. The Key to Figure 2-3 lists each of the Tucson Station's roads.

Tactical Checkpoints:

Currently, no tactical checkpoints are operated within the Tucson Station's AO.

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO. Off-road operations occur daily during all shifts when tracking IEs cross-country.

Air Operations:

The Tucson International Airport and Fort Huachuca Libby Airfield/Sierra Vista Airport are currently utilized as bases for air operations within the entire Tucson Sector. There are no specific flight routes or destinations within the Tucson Station. Air operations in this area are primarily used to assist ground units in the interdiction of IEs and narcotics.

Sensors:

The Tucson Station maintains an inventory of up 135 sensors as part of its routine operations. The routine maintenance of sensors is conducted as a part of these operations.

Observation Points:

The Tucson Station maintains an inventory of four skywatch towers.

Rescue Beacons:

Currently rescue beacons are not deployed in the Tucson Station's AO. Two potential sites were identified; however, the landowner would not grant permission to use the sites.

Temporary Camp Details:

Two temporary camp details are operated on the Coronado National Forest in the Tucson Station's AO. The temporary camp details are operated in the same manner as previously described.

Portable Lights:

Currently portable lights are not deployed in the Tucson Station's AO.

ISIS Components:

Four operational repeaters are maintained in the Tucson Station's AO.

2.1.1.4 Nogales Station

The Nogales Station encompasses approximately 27 linear miles of the US-Mexico border. Currently up to 500 BP agents are assigned to the Nogales Station, including authorized positions and enhancements under the ABCI. The BP activities within the Nogales Station's AO were presented in Table 2-1 and are discussed in the following paragraphs. Figure 2-4 depicts the locations of operational activities and current infrastructure within the Nogales Station's AO.

Patrols:

Agents patrol approximately 423 miles of semi-improved and unimproved roads on private and public lands within the Nogales Station's AO daily. These roads are primarily concentrated in the area around the City of Nogales. The roads are numbered in the Key to Figure 2-4. Approximately 9 miles of drag roads are maintained in the Nogales Station's AO.

Tactical Checkpoints:

The Nogales Station currently operates one tactical checkpoint outside the City of Nogales on Interstate 19 (I-19), which is alternated between two sites.

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

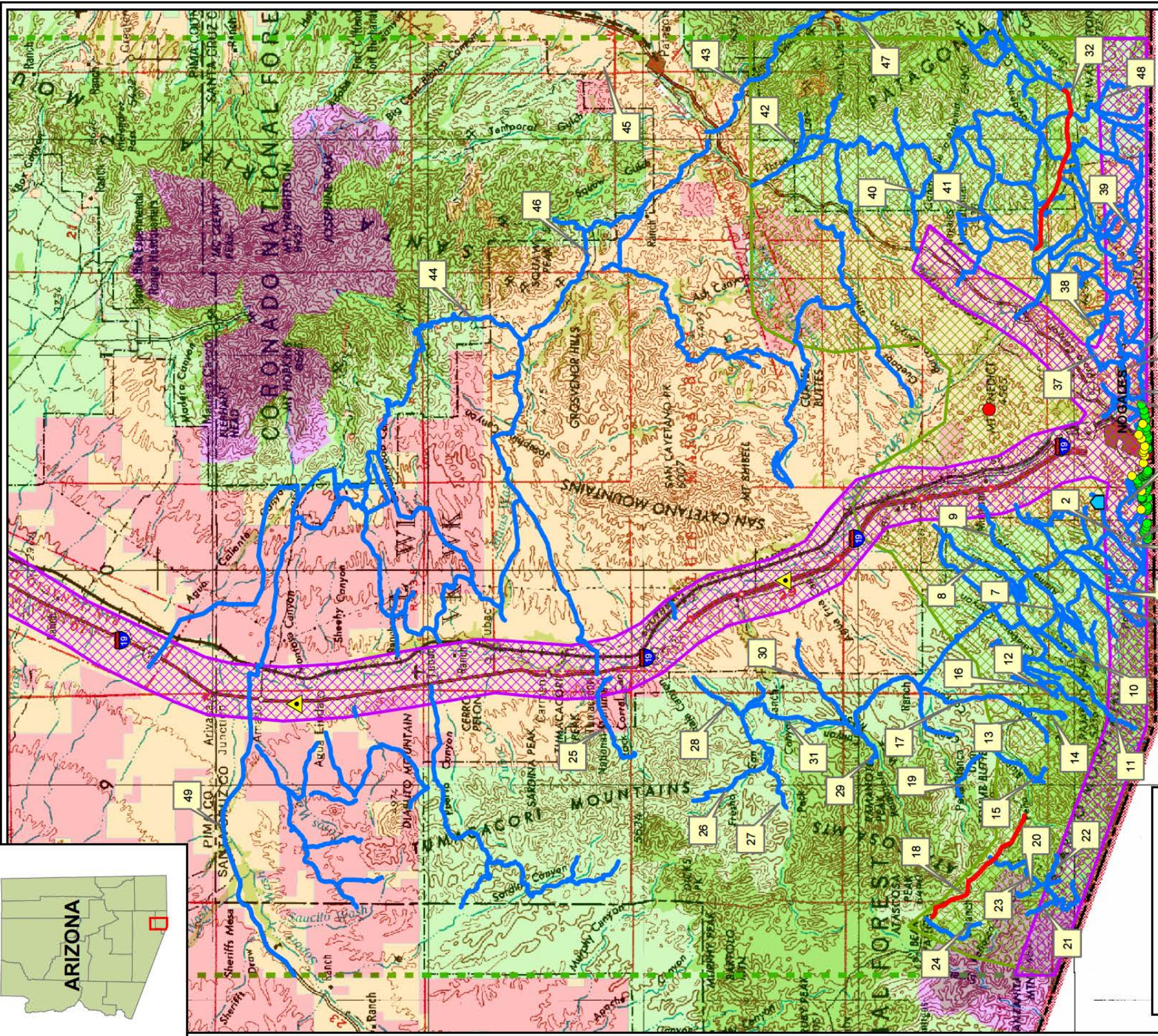
Air Operations:

The Nogales Border Patrol Station has a helipad and refueling capabilities. In addition, the Nogales International Airport is also utilized for air operations. Part of the border within the station's AO is patrolled by air due to the rugged terrain, with a concentrated effort in the area 1 mile east and 1 mile west of the City of Nogales. Helicopters also patrol along I-19 from Tucson to Nogales as needed.

Sensors:

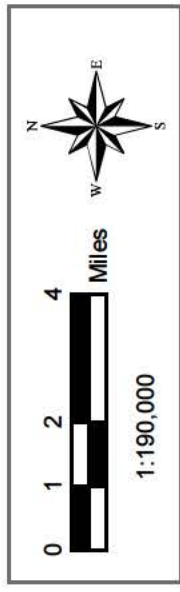
The Nogales Station maintains an inventory of up to 345 sensors as part of its routine operations. The routine maintenance of sensors is conducted as a part of these operations.

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Legend

- Border Patrol Station
- Tactical Checkpoint
- Operational Repeater Sites
- RVS Sites
- Portable Generator Lights
- Drag Roads
- Roads Patrolled
- Road Reference No. (See key code on next page)
- Station Boundary within Study Area
- Helipatrol
- Horse/ATV/Motorcycle Patrol
- BLM
- Private
- State Parks & Recreation Areas
- State Trust
- US Forest Service
- USFS & BLM Wilderness Area



Source: Nogales, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-4: Border Patrol Activities within the Nogales Station's Area of Operations



Date: September 2004

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Key to Figure 2-4: Nogales Station

Road Number	Road Name
1	W. Border Road
2	50's Ridge Road
3	Mariposa Wash Road
4	60's Ridge Road
5	Forrest Service (FS) Road 4210 (Potrero Canyon)
6	FS Road 4207 (Green Canyon)
7	FS Road 4206 (3 Gates/Alamo)
8	FS Road 616 (Bellatosa)
9	FS Road 4204 (Pesquiera Canyon)
10	FS Road 623 (Pesquiera Canyon)
11	FS Road 222
12	FS Road 4202 (Calabasa Canyon Road)
13	FS Road 4203 (Walker Canyon left fork)
14	FS Road 221 (Walker Canyon right fork)
15	FS Road 4195 (Pena Blanca)
16	FS Road 4201 (Calabasas Camp/Ridge Road)
17	FS Road 223 (Walker Wash Road)
18	FS Road 39 (Dirt portion of Ruby/Drag Road)
19	FS Road 4200 (Bellota Tank Road)
20	FS 4146 Tinaja Canyon/Bear Valley
21	FS 4189 Tinaja/Manzanita Peak
22	FS 4182 (Summit/Alamo West)
23	FS Road 39A (Summit Motorway)
24	FS Road 115 (Bear Valley)
25	FS Road 4145 (Rock Corral)
26	FS Road 4148 (Javelina Canyon)
27	FS Road 4149 (Peck Canyon dirt portion)
28	FS Road 4151 (Negro Canyon)
29	FS Road 4191 (Wise Mesa)
30	FS Road 4192 (Wise Mesa to Agua Fria)
31	FS Road 4198 (Ramanote Wells)
32	FS Road 61 (Duquesne Road/Drag Road)
33	"C" Road
34	"A" Road
35	Kimmer Road
36	Dairy Road
37	Live Oak
38	Hinds Ridge Road
39	Buena Vista Ranch Road
40	FS Road 235 (Paloma Road)
41	FS Road 125 (Wild Hog)
42	FS Road 215 (3R Road)
43	FS Road 812 (Flux Canyon)
44	FS Road 143 (Solero Ranch Road)
45	FS Road 72 (Temporal Gulch)
46	FS Road 144 (Squaw Gulch)
47	FS Road 49 (Harshaw Road)
48	FS Road 128 (Washington Camp Road)
49	Arivaca Road

Observation Points:

A total of six skywatch towers are maintained in the Nogales Station's AO.

Rescue Beacons:

Currently, rescue beacons are not located in the Nogales Station's AO.

Temporary Camp Details:

No temporary camp details are currently deployed in the Nogales Station's AO.

Portable Lights:

Currently approximately 3 miles of portable lights (60 lights) are deployed along the international border in the Nogales Station's AO.

ISIS Components:

The Nogales Station currently operates one operational repeater. Currently, 10 RVS sites are operated in the Nogales Station's AO.

Other Infrastructure:

Currently, the Nogales Station maintains approximately 2 miles of stadium-style lights, approximately 3 miles of landing mat fence, 0.1 mile of vehicle barriers, and 0.5 miles of decorative fence.

2.1.1.5 Sonoita Station

The Sonoita Station's AO encompasses approximately 1,000 square miles and approximately 25 linear miles of the US-Mexico border within Santa Cruz County. The area extends from the Patagonia Mountains in the west to the Huachuca Mountains in the east. The northern border of the station's AO is approximately 6 miles south of I-10. Including enhancements under the ABCI, there are currently up to 110 BP agents authorized for the Sonoita Station. The station has a rough, rocky, mountainous terrain and rolling hills with deep canyons interspersed. Elevations within the station's AO range from 4,000 to 9,500 feet amsl. The station's AO is largely rural with cattle ranches and private residences intermixed with National Forest, BLM, Department of Defense (Fort Huachuca) and state lands.

The BP activities within the station's AO were presented previously in Table 2-1 and are discussed below. Figure 2-5 depicts the locations of current infrastructure within the Sonoita Station's AO.

Patrols:

Agents at Sonoita Station currently patrol approximately 588 miles of semi-improved and unimproved roads on a daily basis. There are approximately 23 miles of drag roads within the station's AO. Drag road preparation is conducted as needed. The roads are numbered in the Key to Figure 2-5.

Tactical Checkpoints:

One tactical checkpoint is operated on SR 83 at Milepost 40.8 within the Sonoita Station's AO.

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

Air Operations:

Helicopter flights in the station's AO originate from Sierra Vista, Nogales or Tucson and are used to assist and support agents. Helicopter flights occur throughout the station's AO in response to IE and narcotic trafficking patterns; however, there are no set flight paths. The Sonoita Station can potentially utilize four existing helicopter landing pads in the Huachuca Mountains within Fort Huachuca and proposes the use of three helicopter landing pads within the Miller Peak Wilderness Area for the purpose of inserting agents (see Figure 2-5).

Sensors:

The Sonoita Station maintains an inventory of up to 150 sensors as part of its operations. Sensors are routinely maintained as a part of operational activities.

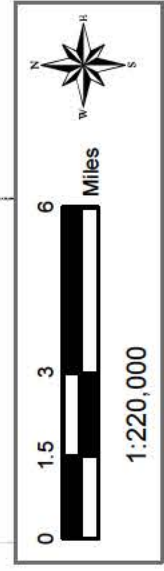
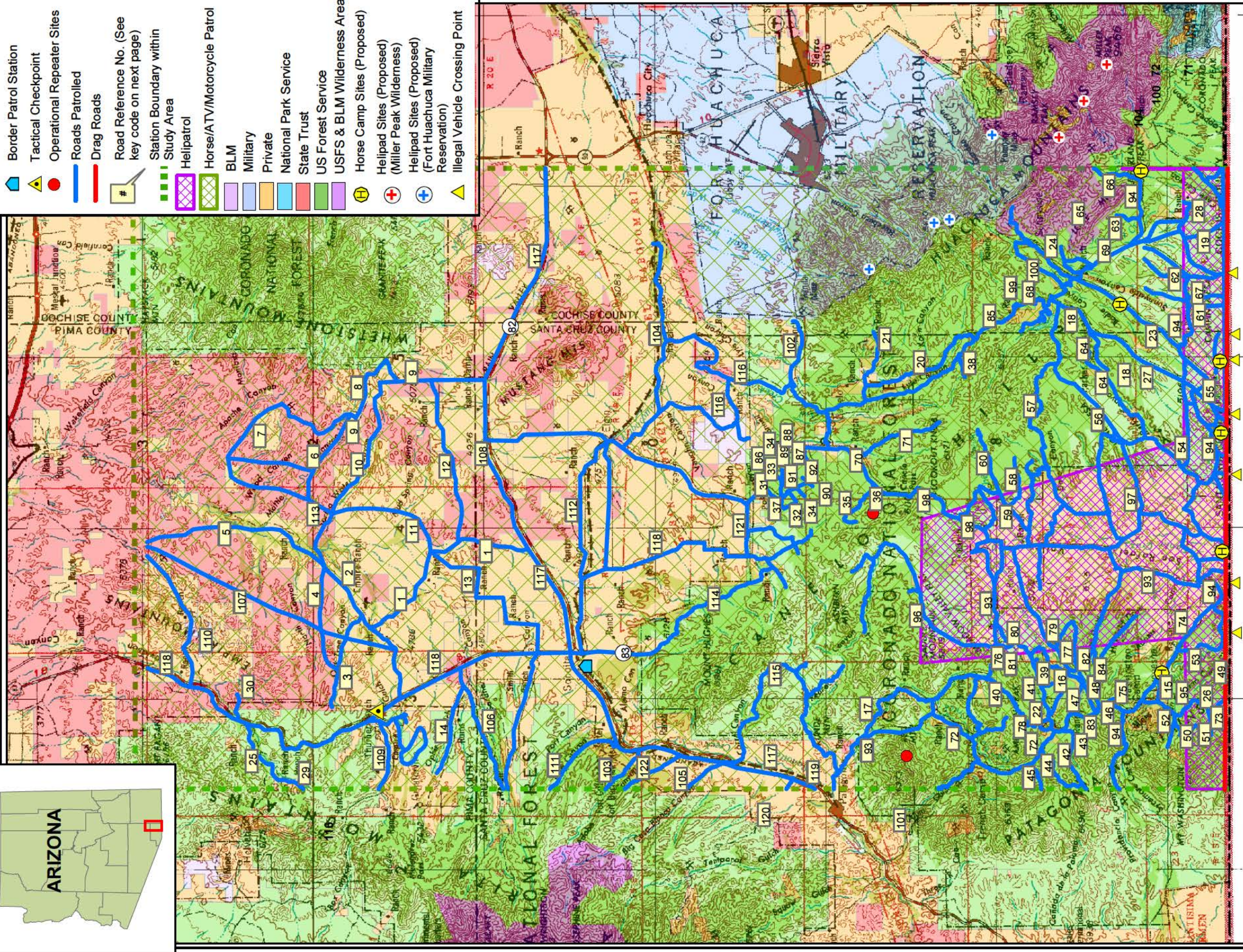
Observation Points:

The Sonoita Station does not maintain an inventory of skywatch towers.

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Legend

- Border Patrol Station
- Tactical Checkpoint
- Operational Repeater Sites
- Roads Patrolled
- Drag Roads
- Road Reference No. (See key code on next page)
- Station Boundary within Study Area
- Helipatrol
- Horse/ATV/Motorcycle Patrol
- BLM
- Military
- Private
- National Park Service
- State Trust
- US Forest Service
- USFS & BLM Wilderness Area
- Horse Camp Sites (Proposed)
- Helipad Sites (Proposed) (Miller Peak Wilderness)
- Helipad Sites (Proposed) (Fort Huachuca Military Reservation)
- Illegal Vehicle Crossing Point



Source: Nogales, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-5: Border Patrol Activities within the Sonoyta Station's Area of Operations

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Key to Figure 2-5: Sonoita Station

Road Number	Road Name
1	Empire Cienega 900
2	Empire Cienega 901
3	Empire Cienega 902
4	Empire Cienega 905
5	Empire Cienega 907
6	Empire Cienega 908
7	Empire Cienega 910
8	Empire Cienega 911
9	Empire Cienega 912
10	Empire Cienega 913
11	Empire Cienega 914
12	Empire Cienega 916
13	Empire Cienega 919
14	Fish Canyon
15	Forest Service Road 128
16	Forest Service Road 134
17	Forest Service Road 139
18	Forest Service Road 194
19	Forest Service Road 196
20	Forest Service Road 201
21	Forest Service Road 202
22	Forest Service Road 214
23	Forest Service Road 227
24	Forest Service Road 228
25	Forest Service Road 231
26	Forest Service Road 4015
27	Forest Service Road 4016
28	Forest Service Road 4019
29	Forest Service Road 4058
30	Forest Service Road 4061
31	Forest Service Road 4617
32	Forest Service Road 4619
33	Forest Service Road 4620
34	Forest Service Road 4622
35	Forest Service Road 4626
36	Forest Service Road 4627
37	Forest Service Road 4635
38	Forest Service Road 4636
39	Forest Service Road 4677
40	Forest Service Road 4690
41	Forest Service Road 4691
42	Forest Service Road 4695
43	Forest Service Road 4695A
44	Forest Service Road 4698
45	Forest Service Road 4701
46	Forest Service Road 4704
47	Forest Service Road 4712
48	Forest Service Road 4713

Road Number	Road Name
49	Forest Service Road 4716
50	Forest Service Road 4718
51	Forest Service Road 4719
52	Forest Service Road 4720
53	Forest Service Road 4722
54	Forest Service Road 4729
55	Forest Service Road 4730
56	Forest Service Road 4732
57	Forest Service Road 4735
58	Forest Service Road 4736
59	Forest Service Road 4740
60	Forest Service Road 4742
61	Forest Service Road 4764
62	Forest Service Road 4765
63	Forest Service Road 4770
64	Forest Service Road 4771
65	Forest Service Road 4772
66	Forest Service Road 4774
67	Forest Service Road 4777
68	Forest Service Road 4783
69	Forest Service Road 48
70	Forest Service Road 4889
71	Forest Service Road 4892
72	Forest Service Road 49
73	Forest Service Road 4909
74	Forest Service Road 4911
75	Forest Service Road 5508
76	Forest Service Road 5535
77	Forest Service Road 5539
78	Forest Service Road 5540
79	Forest Service Road 5541
80	Forest Service Road 5561
81	Forest Service Road 5563
82	Forest Service Road 5569
83	Forest Service Road 5589
84	Forest Service Road 5593
85	Forest Service Road 5609
86	Forest Service Road 5621
87	Forest Service Road 5622
88	Forest Service Road 5624
89	Forest Service Road 5626
90	Forest Service Road 5629
91	Forest Service Road 5630
92	Forest Service Road 5632
93	Forest Service Road 58
94	Forest Service Road 61
95	Forest Service Road 7015
96	Forest Service Road 765

Key to Figure 2-5, continued

Road Number	Road Name
97	Forest Service Road 766
98	Forest Service Road 799
99	Forest Service Road 8020
100	Forest Service Road 8021
101	Forest Service Road 812
102	Forest Service Road 827
103	Adobe Canyon
104	Babocomari
105	Casa Blanca
106	Gardner Canyon
107	Gas Line Road
108	Granite Peak
109	Greaterville/Bo
110	Hilton Ranch
111	Hog Canyon
112	Lower Elgin
113	Mattie Canyon
114	Papago Springs
115	Red Rock Canyon
116	Research Ranch
117	State Route 82
118	State Route 83
119	Stevens Canyon
120	Temporal Canyon
121	Vaughn Loop
122	Wood Canyon

*Routine patrols considered as part of the study area

Rescue Beacons:

No rescue beacons are currently located in the Sonoita Station's AO.

Temporary Camp Details:

Currently, temporary camp details are not deployed in the Sonoita Station's AO.

Portable Lights:

Portable lights are not currently deployed in the Sonoita Station's AO.

ISIS Components:

Two operational repeaters are maintained and operated in the Sonoita Station's AO. One of the operational repeaters is portable and can be moved via helicopter to other sites.

2.1.1.6 Naco Station

The Naco Station's AO is located within Cochise County and covers approximately 1,256 square miles. The Station's AO includes approximately 36 linear miles of US-Mexico border and the communities of Naco, Bisbee, Tombstone, Sierra Vista, Warren, Hereford, Palominas and Huachuca, Arizona. There are currently up to 390 BP agents, including enhancements under the ABCI, assigned to the Naco Station. The geographical terrain of the area is desert with rolling hills covered with brush thickets and numerous north-south trending washes; however, the Huachuca Mountains are located in the western portion of the station's AO. The station's AO is largely rural with private lands intermixed with National Forest, BLM, Department of Defense (Fort Huachuca) and state lands. The approximate elevation of the station is 4,800 feet amsl.

BP activities within the station's AO are discussed in the following paragraphs and were presented in Table 2-1. Figure 2-6 depicts the locations of current infrastructure within the Naco Station's AO.

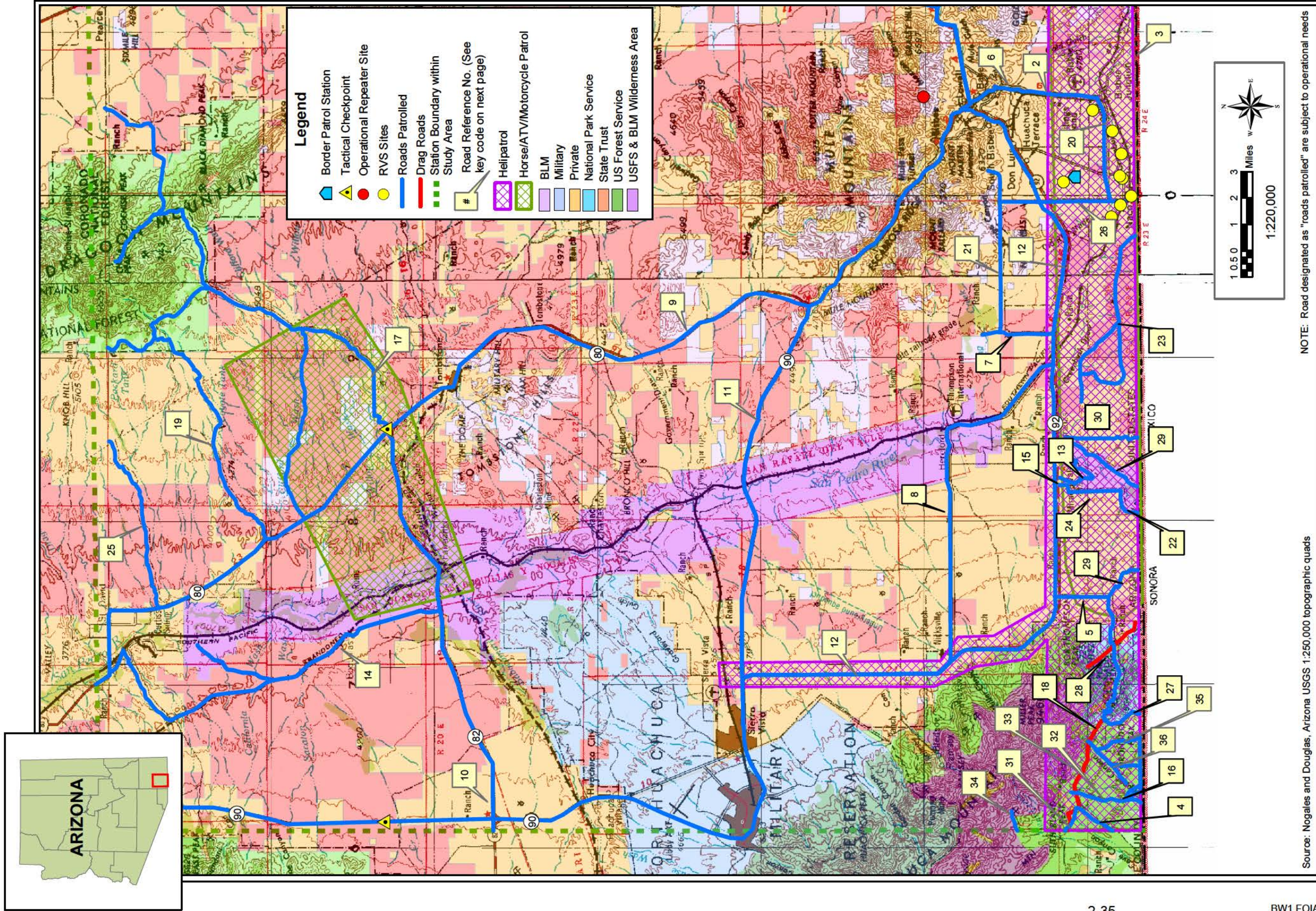
Patrols:

Agents at the Naco Station patrol approximately 404 miles of improved and semi-improved roads within the Naco Station's AO. These roads are located on private and public lands and are used by the general public and other agencies. The roads are numbered on Figure 2-6 and correspond to the Key to Figure 2-6. The Naco Station currently conducts maintenance on 30 miles of existing unimproved road (border road). The Naco Station currently maintains approximately 7 miles of drag roads. Drag road preparation is conducted as needed.

Tactical Checkpoints:

There are two tactical checkpoint operated within the station's AO. One checkpoint is located on SR 90 and the second tactical checkpoint is located at the intersection of highways 80 and 82 (see Figure 2-6). The tactical checkpoint at the intersection of highways 80 and 82 is manned by BP agents from the Willcox Station.

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Source: Nogales and Douglas, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-6: Border Patrol Activities within the Naco Station's Area of Operations

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Key to Figure 2-6: Naco Station

Road Number	Road Name
1	Airport Road
2	Big Sandy Road
3	Border Road
4	Boundary Marker 104 Drive Thrus
5	Coronado Road
6	Knob Hill Road
7	Foudy Road
8	Hereford Road
9	Highway 80
10	State Route 82
11	Highway 90
12	Highway 92
13	Hutchinson Road
14	Iron Horse Road
15	Kings Ranch Road
16	Mesa Drive Thru
17	Middle March Road
18	Montezuma Pass
19	Pole Line Road
20	Purdy Lane
21	Red Mountain
22	Rough Rider
23	Secondary Road (Ladd Ranch)
24	Smith Road
25	Syble Ranch Road
26	Wilson Road
27	Yaqui Springs Drive Thru
28	Forest Lane
29	Brown Ranch Road
30	Border Monument Drive
31	Forest Service Road 4772
32	Forest Service Road 4726
33	Forest Service Road 61
34	Forest Service Road 4774
35	Forest Service Road 4772
36	Forest Service Road 5714

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

Air Operations:

There is a helipad and a small refueling facility at the Naco Station. Helicopter support is provided on an as needed basis. Flights generally occur along the US-Mexico border and SR 92.

Sensors:

The Naco Station maintains an inventory of up to 200 sensors as part of its operational activities. Sensors are routinely maintained as a part of operational activities.

Observation Points:

The Naco Station maintains an inventory of 14 skywatch towers.

Rescue Beacons:

Currently, four rescue beacons are located in the Naco Station's AO and there are plans to place additional rescue beacons. However, these plans are in the early stages of development, and the number of beacons to be placed has not been established. An environmental analysis for any proposed rescue beacon sites would be performed prior to placement.

Temporary Camp Details:

There are no temporary camp details operated in the Naco Station's AO.

Portable Lights:

There are currently 35 portable lights in use over a 10 mile corridor in the Naco Station's AO.

ISIS Components:

There are currently nine RVS sites and one operational repeater maintained and operated in the Naco Station's AO.

Other Infrastructure:

The Naco Station currently has approximately 5 miles of stadium style lights, approximately 6 miles of fence, and 6 miles of vehicle barriers, and approximately 12 miles of temporary vehicle barriers.

2.1.1.7 Douglas Station

The Douglas Station is located within southeast Cochise County and covers approximately 1,440 square miles. The station's AO includes approximately 47 linear miles of US-Mexico border. There are currently up to 515 BP agents, including ABCI enhancements, assigned to the Douglas Station. The communities of Douglas, Pirtleville, Elfrida and McNeal, Arizona are within the station's AO. The City of Douglas shares the border with Agua Prieta, Mexico. The terrain of the area is relatively flat high desert, with numerous washes, and is bordered by the Dragoon and Mule Mountains to the west, and the Chiricahua, Pedregosa, Perilla, and Peloncillo Mountains to the east. The approximate elevation of the station is 4,000 feet amsl.

BP operational activities within the Douglas Station's AO are discussed in the following paragraphs and were presented previously in Table 2-1. Figure 2-7 depicts the locations of current infrastructure within the Douglas Station's AO.

Patrols:

Activities are primarily concentrated near the City of Douglas and agents patrol approximately 289 miles of improved and semi-improved roads within the Douglas Station's AO. These roads are located on private and public lands and are used by the general public and other agencies. The roads are numbered in the Key to Figure 2-7. There are 78 miles of drag roads within the Douglas Station's AO that are used as needed.

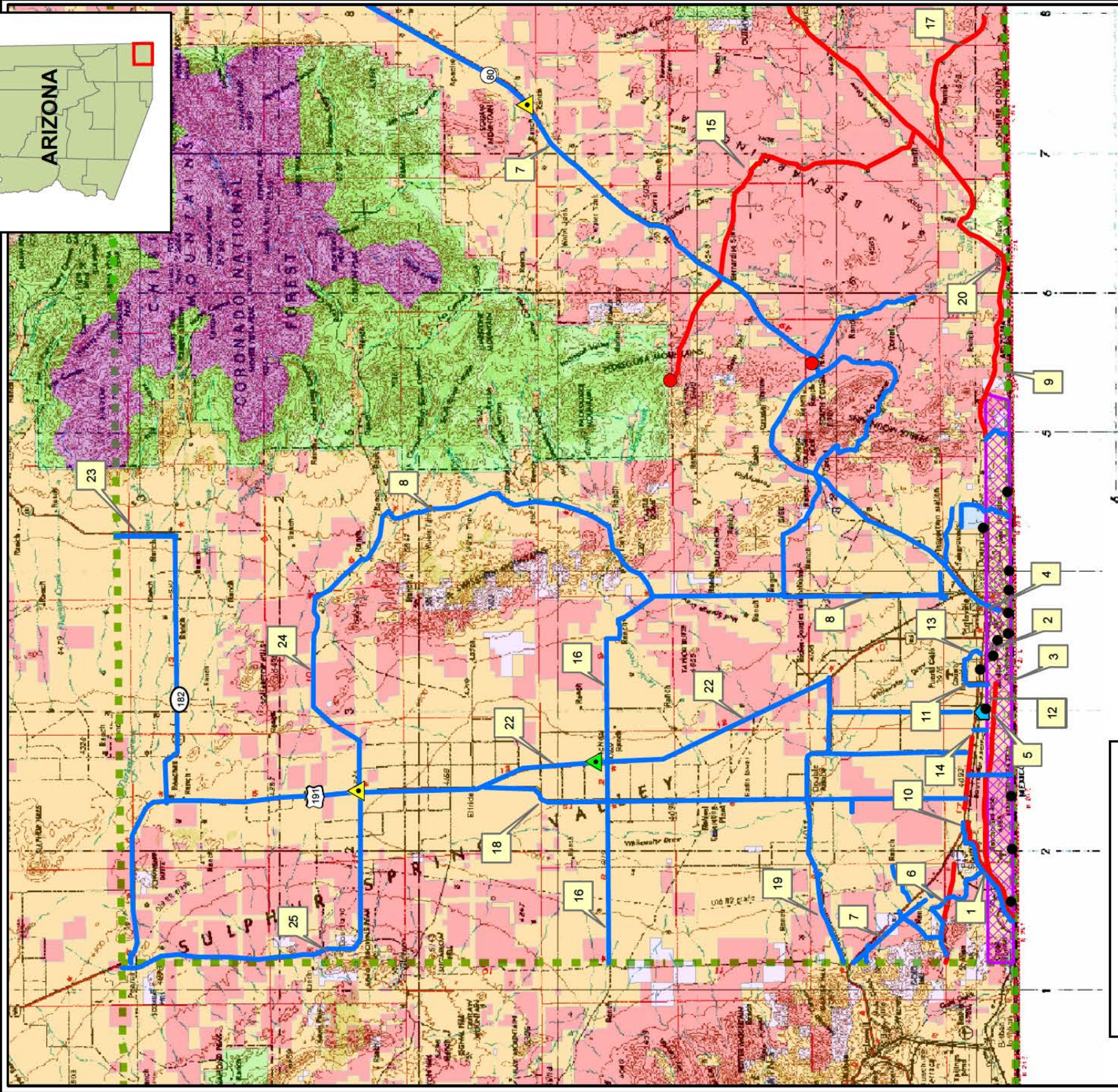
Tactical Checkpoints:

There are two tactical checkpoints, at milepost 29.5 on SR 191 and at milepost 406.5 on Highway 80, in the Douglas AO. However, BP agents assigned to the Willcox Station operate this checkpoint. A third tactical checkpoint has been proposed at milepost 41 on SR 191 in the Douglas Station's AO. The Willcox Station would also be responsible for this checkpoint.

Off-Road Operations:

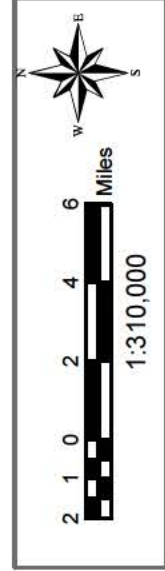
ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

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Legend

- Border Patrol Station
- RVS Sites
- Proposed Tactical Checkpoint
- Tactical Checkpoint
- Repeater Site
- Roads Patrolled
- Drag Roads
- Helipatrol
- Station Boundary within Study Area
- Road Reference No. (See key code on next page)
- BLM
- Military
- National Wildlife Refuge Wilderness
- Private
- State Trust
- US Forest Service
- USFS & BLM Wilderness Area



Source: Douglas, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-7: Border Patrol Activities within the Douglas Station's Area of Operations

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Key to Figure 2-7: Douglas Station

Road Number	Road Name
1	Border Road
2	Calumet
3	Cattleman's Road
4	Chino
5	Gas Line
6	Gravel Pit
7	Highway 80
8	Leslie Canyon
9	Line Road
10	Paul Spur
11	Plantation
12	Puzzi
13	Smelter
14	Kings Highway
15	Maddux Haul Road
16	Davis Road
17	Guadalupe Canyon
18	Central Highway
19	Double Adobe Road
20	Geronimo Trail
21	Brooks Road
22	State Route 191
23	State Route 182
24	Rucker Canyon Road
25	Courtland Road

Air Operations:

Douglas has helipad and refueling capabilities located at the local airport. There are currently no regular flights or set patrol routes in the Douglas area. When assistance is requested, helicopters fly along the border near the City of Douglas. Deviations from this route are only made to follow tracks, persons, or vehicles that have entered the US illegally.

Sensors:

The Douglas Station maintains an inventory of up to 305 sensors as part of routine operational activities. The sensors are maintained as part of routine operational activities.

Observation Points:

A total of nine skywatch towers are maintained in the Douglas Station's AO.

Rescue Beacons:

No rescue beacons are currently located in the Douglas Station's AO.

Temporary Camp Details:

An intermittent horse patrol camp detail is operated on private property in the eastern area of the Douglas Station's AO. The Douglas Station does not operate any temporary camp details as part of Operation Desert Grip.

Portable Lights:

The Douglas Station currently operates approximately 47 miles of portable lights (97 lights).

ISIS Components:

There are currently 13 RVS sites and two operational repeater sites operated in the Douglas Station's AO.

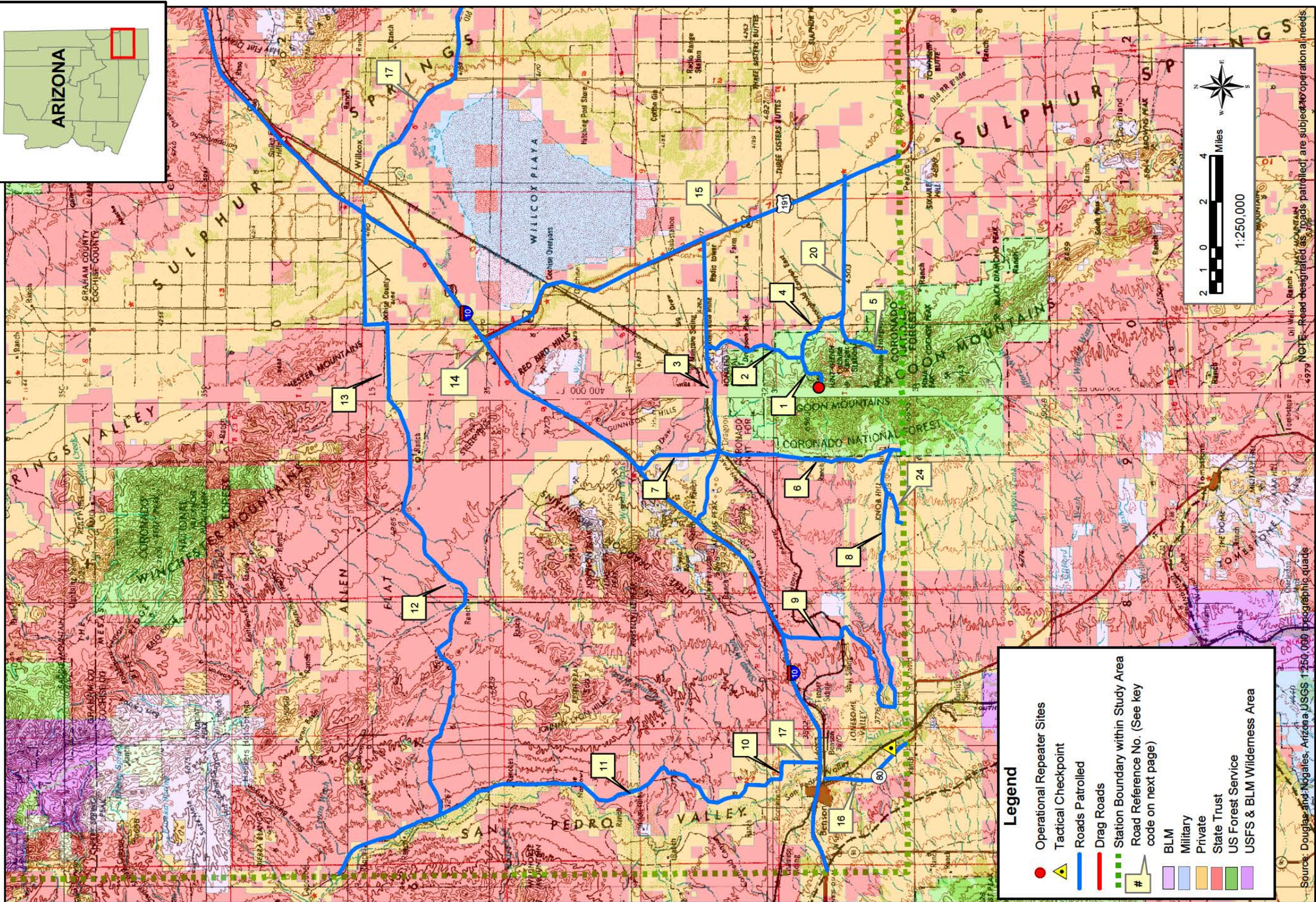
Other Infrastructure:

The Douglas Station currently operates approximately 3 miles of stadium-style lights, e generator lights (97 lights), 4 miles of landing mat fence, 2 miles of decorative fence, 1 mile of vehicle barriers, 0.5 mile of bollard fence, and 2 miles of temporary vehicle barriers. In addition, a new BP Station was assessed in prior NEPA documents (INS 2000b) and is currently in operation (INS 2000b).

2.1.1.8 Willcox Station

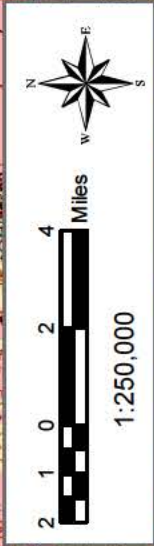
The Willcox Station's AO begins approximately 30 miles north of the US-Mexico border, but shares operational responsibilities and resources with the Douglas Station, on an as needed basis, in the southeast corner of Arizona. The Willcox Station's AO is located mostly in Cochise County but can respond as needed to other counties such as Greenlee, Pima, Graham, Apache, and Navajo. There are currently up to 121 BP agents, including ABCI enhancements, authorized for the Willcox Station.

BP operational activities within the Willcox Station's AO are discussed in the following paragraphs and were presented previously in Table 2-1. Figures 2-8 and 2-9 depict the locations of current operations and infrastructure within the Willcox Station's AO.



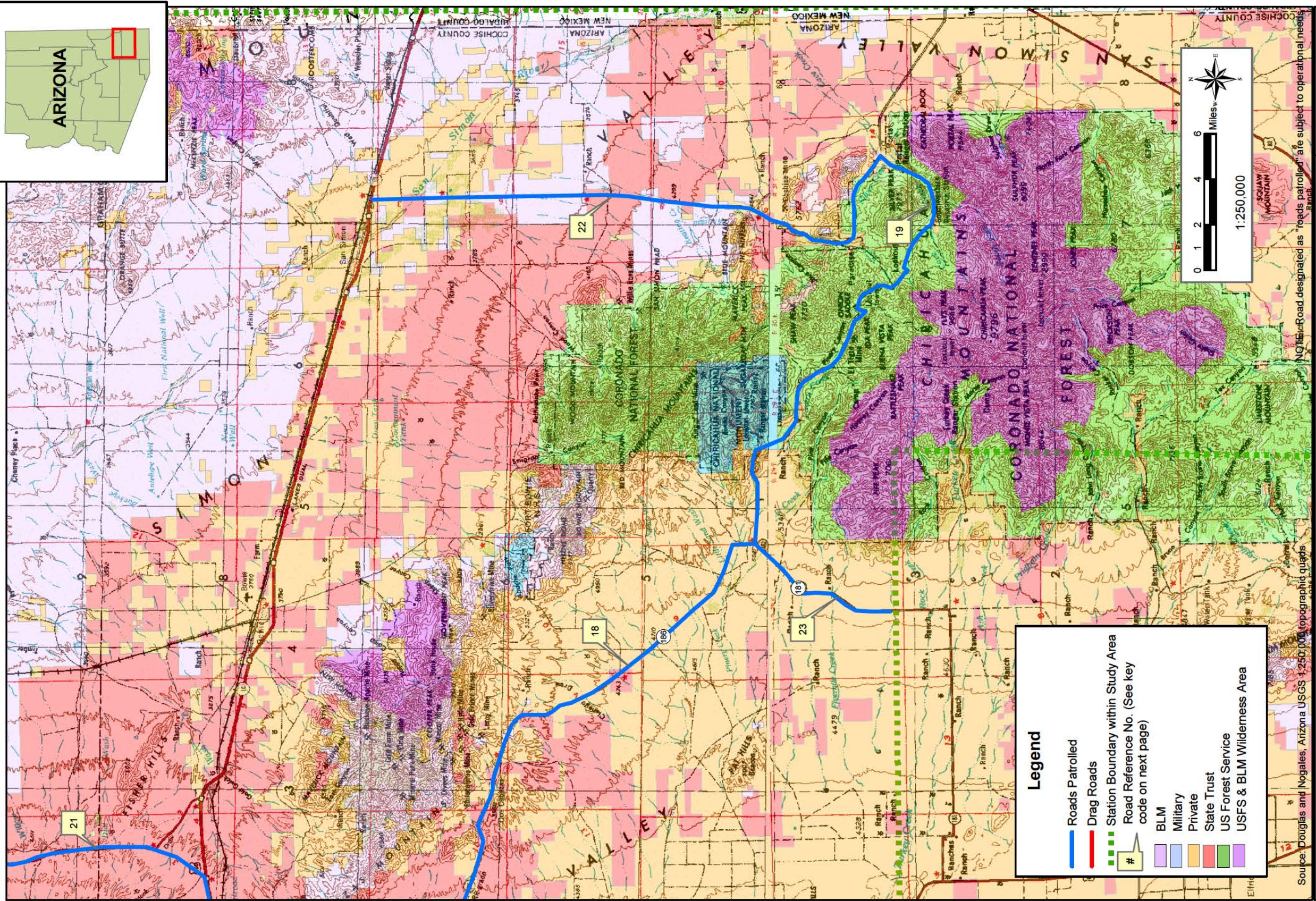
Legend

- Operational Repeater Sites
- ▲ Tactical Checkpoint
- Roads Patrolled
- Drag Roads
- Station Boundary within Study Area
- # Road Reference No. (See key code on next page)
- BLM
- Military
- Private
- State Trust
- US Forest Service
- USFS & BLM Wilderness Area



Source: Douglas and Nogales, Arizona, USGS 1:250,000 topographic quads. NOTE: Roads designated as 'roads patrolled' are subject to operational needs.

Figure 2-8: Border Patrol Activities within the Willcox Station's Area of Operations



Legend

- Roads Patrolled
- Drag Roads
- - - Station Boundary within Study Area
- # Road Reference No. (See key code on next page)
- BLM
- Military
- Private
- State Trust
- US Forest Service
- USFS & BLM Wilderness Area

Source: Douglas and Nogales, Arizona USGS 1:250,000 topographic quads

NO Hwy-Road designated as "roads patrolled" are subject to operational needs

Figure 2-9: Border Patrol Activities within the Willcox Station's Area of Operations

Patrols:

There are approximately 294 miles of public and private roads and trails patrolled within the station's AO. The principal roads patrolled in the Willcox Station's AO are SR 80 and SR 191. Drag roads are not maintained in the Willcox Station's AO.

Roads patrolled by the Willcox Station in the study area are shown in Figure 2-8. The roads are numbered in the Key to Figures 2-8 and 2-9. The Willcox Station also patrols Courtland Road, Davis Road, Double Adobe Road, SR 181, Rucker Canyon Road, Leslie Canyon Road, and Dragoon Road in the Douglas Station's AO and the Iron Horse Road, Middle March Road, Pole Line Road, Syble Ranch Road, and SR 82 in the Naco Station's AO (see Figures 2-6 and 2-7).

Key to Figures 2-8 and 2-9: Willcox Station

Road Number	Road Name
1	Forest Service Road 795
2	Forest Service Road 795
3	Dragoon Road
4	Forest Service Road 795
5	Stronghold Road
6	Old Ranch Road
7	Johnson Road
8	Dragoon Wash
9	Sybil Road
10	Pomerene Road
11	Cascabel Road
12	Three Links Road
13	Airport Road
14	I-10
15	State Route 191
16	State Route 80
17	Old Mill Road
18	State Route 186
19	Pinery Canyon
20	Ironwood Road
21	US Highway 191
22	San Simon/Paradise Road
23	State Route 181
24	Sybil Ranch Road

Tactical Checkpoints:

The Willcox Station operates two tactical checkpoints. One is located at the junction of SR 80 and 82 in the Naco Station's AO and the other tactical checkpoint operated by the Willcox Station is at milepost 29.5 on SR 191 in the Douglas AO. The Willcox Station would also

operate the proposed tactical checkpoint at milepost 41 on SR 191 although the checkpoint would be physically located within the Douglas Station's AO.

Off-Road Operations:

ATVs, motorcycles and four-wheel drive vehicles are limited to existing roads except for hot pursuits and exigent circumstances. Horseback and foot patrols are conducted throughout the station's AO.

Air Operations:

Currently, there are no helicopter facilities, regular flights, or regular patrol routes at this time within the Willcox Station's AO. Helicopter facilities may be constructed in the future at the Willcox Station's AO.

Sensors:

The Willcox Station maintains an inventory of up to 110 sensors as part of its routine operational activities. Maintenance of sensors is performed as needed as part of routine operational activities.

Observation Points:

The Willcox Station does not maintain an inventory of skywatch towers.

Rescue Beacons:

Currently, rescue beacons are not located in the Willcox Station's AO.

Temporary Camp Details:

The Willcox Station does not operate any temporary camp details.

Portable Lights:

Currently, portable lights are not deployed in the Willcox Station's AO.

ISIS Components:

There is one operational repeater operated in Willcox Station's AO.

Other Infrastructure:

The construction of a new station is expected to be begin when funding is available, possibly as early as FY 05. The NEPA document was completed in September 2002.

2.1.2 Yuma Sector

The Yuma Sector was established in 1955 and encompasses all or portions of Yuma, La Paz, and Mojave counties in Arizona; Riverside, San Bernardino, and Imperial counties in California; and Lincoln, Nye, and White Pine Counties in Nevada. The Yuma Sector Headquarters is located in the southwest corner of Arizona and has responsibility for 118 linear miles of US-Mexico border. The Sector's AO consists of approximately 76,000 square miles, falling under the responsibility of three stations. However, only Yuma and Wellton stations' activities (within southern Arizona) are addressed in this PEIS; the Blythe Station is located in California and their actions are not addressed in this PEIS.

A new 40,000 square foot Sector maintenance facility was completed in June 2001. This new facility is located on South Avenue A, directly across from the existing Yuma Station in Yuma, Arizona. A new 25,000 square foot Sector headquarters was completed in 2002 immediately north of the maintenance facility. The constructions of these facilities were analyzed in a previous NEPA document (INS 1999b). The Yuma Sector may receive up to 320 additional agents under the current plan of the ABCI. It has not been determined at this time where these agents will be stationed.

2.1.2.1 Yuma Station

The Yuma Station is located at 4030 South Avenue A in Yuma. A new 45,000 square feet station facility is proposed across Avenue A from the existing Yuma Station. The station patrols a total of 54 linear miles of the US-Mexico border, including 28 miles along the Sonora border, 17 miles of which is a river border where the international line is formed by the Colorado River between Arizona and Mexico. There are currently up to 260 BP agents assigned to the Yuma Station. Although the number of agents has not been determined, it is anticipated that additional agents would be assigned to the Yuma Station as part of the current plan of the ABCI. The Yuma Station's AO includes the southeastern portion of Imperial County, California. The north boundary of the station's AO in Arizona is generally considered the Union Pacific Railroad, which parallels I-8. The BP activities within the Yuma Station's southern Arizona AO are discussed below and shown in Figure 2-10.

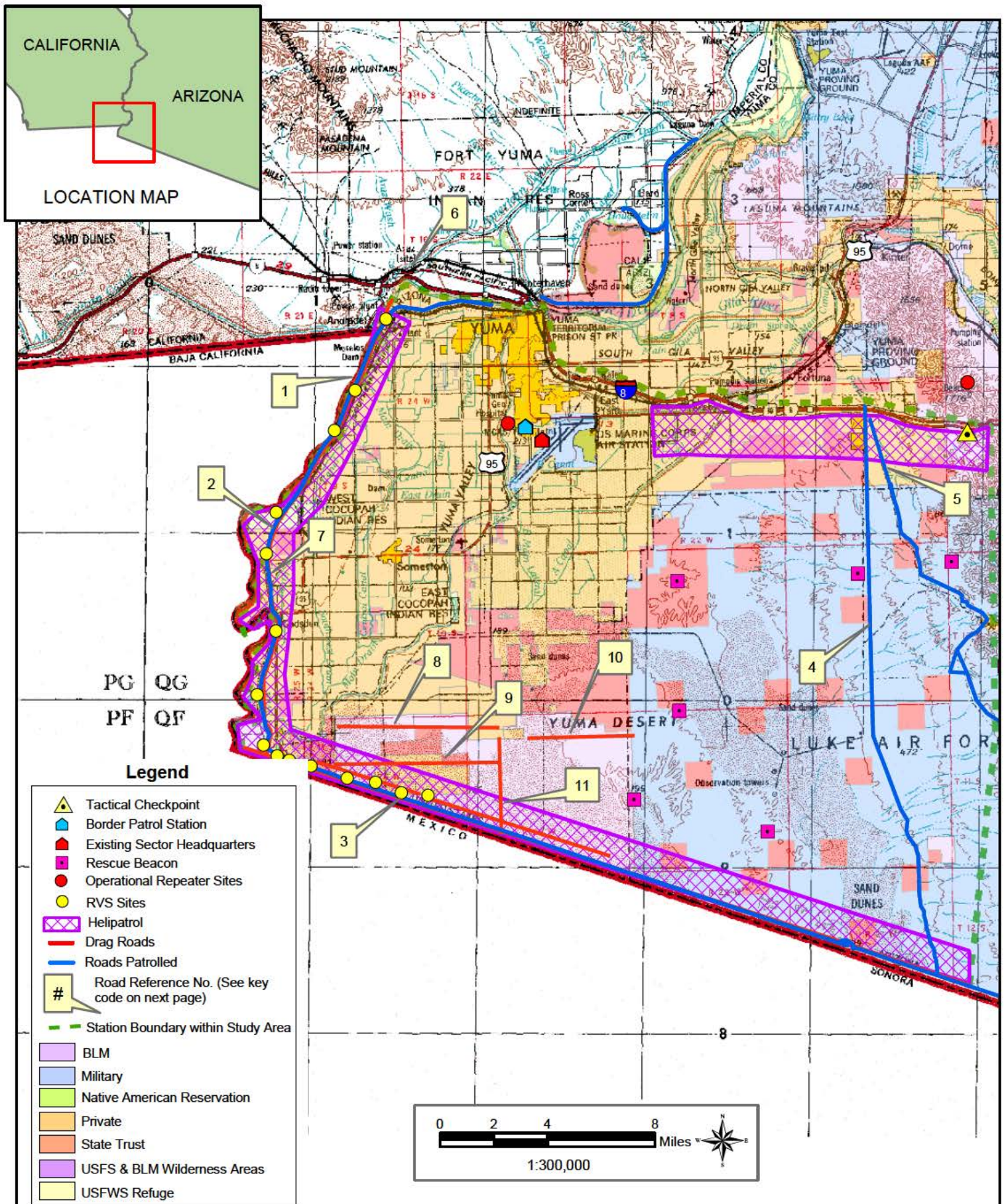


Figure 2-10: Border Patrol Activities within the Yuma Station's Area of Operations

Patrols:

There are approximately 365 miles of public and private roads patrolled within the Yuma Station's AO. The roads are numbered in the Key to Figure 2-10. It should be noted, however, that all of the public roads within the city of Yuma and surrounding roads are also patrolled, but are not depicted in Figure 2-10 or the Key to Figure 2-10. There are approximately 78 miles of existing public and private roads used as drag roads within the station's AO that are prepared as needed.

Key to Figure 2-10: Yuma Station

Road Number	Road Name
1	Salinity Canal Road
2	Levee Road
3	Border Road
4	Foothills Boulevard
5	El Camino Del Diablo
6	TV Drag (Drag)
7	River Drag (Drag)
8	New Drag (Drag)
9	Co. 24 th Street (Drag)
10	Co. 23 rd Street (Drag)
11	Avenue B (Drag)

Tactical Checkpoints:

The Yuma Station does not currently operate any tactical checkpoints in Arizona.

Permanent Checkpoints:

The Yuma Station operates two permanent checkpoints at milepost 17 on I-8 and at milepost 52 on Highway 95. The latter checkpoint is co-managed with the Wellton Station.

Off-Road Operations:

Off-road operations consist of agents on foot, ATVs and four-wheel drive vehicles throughout the station's AO. Currently, the Yuma Station patrols the US-Mexico border with ATVs. Marine operations (e.g., hover craft, boat operations, SCUBA missions) are also conducted along the Colorado River and All-American Canal system.

Air Operations:

Fixed-winged aircraft and helicopters are used to patrol the US-Mexico border and for SAR missions. Day and night operational flights are conducted in the Yuma Station's AO (see Figure 2-10).

Sensors:

The Yuma Station maintains an inventory of up to 300 sensors as part of its routine operations. The sensors are maintained as part of the Yuma Station's daily operations.

Observation Points:

The Yuma Station maintains an inventory of one skywatch tower that is deployed along the Colorado River.

Rescue Beacons:

Currently, five rescue beacons are utilized in the Yuma Station's AO. The Yuma Station proposes to place four additional rescue beacons in the future. An environmental analysis of any proposed rescue beacon sites would be performed prior to placement.

Temporary Camp Details:

The Yuma Station has no temporary camp details in operation.

Portable Lights:

Currently, the Yuma Station operates and maintains 27 portable lights along an approximately 3-mile corridor near the San Luis POE.

ISIS Components:

There are currently 15 RVS sites and two operational repeaters operated in the Yuma Station's AO in Arizona.

Other Infrastructure:

Currently, the Yuma Station maintains approximately 6 miles of landing mat fence on either side of the San Luis POE.

2.1.2.2 Wellton Station

The Wellton Station was established on February 1, 1955. The station was closed from 1964 to 1967 and was operated as the Tacna Station from 1970 until 1990 when the current station was opened. The station is responsible for 64 linear miles of US-Mexico border. The station's AO includes the BMGR-West and the CPNWR, making their patrol area some of the most isolated in the nation. There are currently up to 85 BP agents assigned to the station. No additional agents were assigned to the Wellton Station as part of the ABCI. Although the number of agents has not been determined, it is anticipated that additional agents would be assigned to the Wellton Station. The Wellton Station's operational activities are shown in Figure 2-11.

Patrols:

There are approximately 325 miles of public and private roads used for patrol in the Wellton Station's AO and 145 miles of public roads used for dragging. The roads are numbered in the Key to Figure 2-11. In support of the ABCI, the Wellton Station proposes the use, including maintenance of all existing roads and administrative trails on the CPNWR. The Wellton Station also proposes the use of some illegal roads (those created by IE traffic) on the CPNWR as needed.

Permanent Checkpoints:

The Wellton Station currently maintains a permanent checkpoint at milepost 52 on Highway 95 (see Figure 2-11).

Tactical Checkpoints:

One tactical checkpoint is located with the Wellton Station's AO in Arizona at milepost 57 on I-8 (see Figure 2-11). This tactical checkpoint could be relocated in the near future.

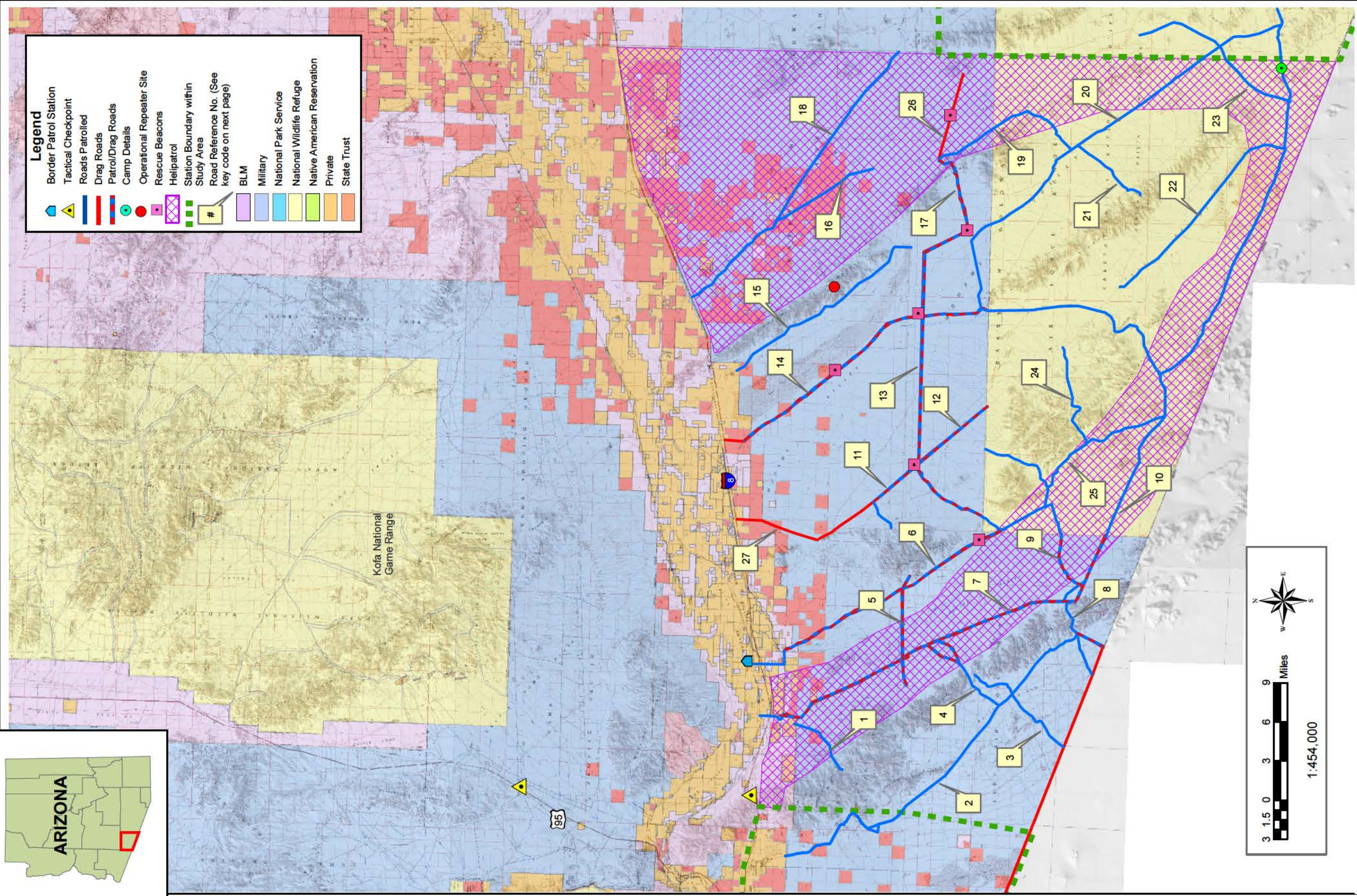
Off-Road Operations:

Off-road operations consist of foot patrols and four-wheel drive vehicles throughout the station's AO.

Air Operations:

The Wellton Station has a designated helicopter flight route. Flights are made from the Yuma International Airport. Deviations from this route are only made to follow the tracks, persons, or vehicles that illegally entered the US or SAR missions. The helicopter flies along established dirt

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Legend

- Border Patrol Station
- Tactical Checkpoint
- Roads Patrolled
- Drag Roads
- Patrol/Drag Roads
- Camp Details
- Operational Repeater Site
- Rescue Beacons
- Helipatrol
- Station Boundary within Study Area
- Road Reference No. (See key code on next page)
- BLM
- Military
- National Park Service
- National Wildlife Refuge
- Native American Reservation
- Private
- State Trust

3 1.5 0 3 6 9 Miles
1:454,000

Source: El Centro, Ajo, Salton Sea, and Phoenix, Arizona USGS 1:250,000 topographic quads

NOTE: Road designated as "roads patrolled" are subject to operational needs

Figure 2-11: Border Patrol Activities within the Wellton Station's Area of Operations



Date: September 2004

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Key to Figure 2-11: Wellton Station

Road Number	Road Name
1	Dripping Springs
2	El Camino Del Diablo
3	Ciprano Pass
4	Smugglers Pass
5	Hobbs Drag*
6	Avenue 29E*
7	Avenue 25E*
8	High Tanks Pass
9	Tractor Road*
10	Lower Drag Road*
11	Big Pass Drag*
12	Little Pass Drag*
13	Mohawk Drag *
14	Papago Road
15	E. Sand Dunes Road
16	Stoval Road
17	Culver Canyon Road*
18	Growler's Wash Road
19	Monreal Well Road
20	Old Papago Road
21	Eagle Tank Road
22	Tule Desert Trail
23	Vidrine Smuggler's Path
24	C.P. Tank Road
25	Tule Road
26	Vidrios Drag (Drag)
27	Avenue 40E (Drag)

* Road is used for patrolling and dragging operations

roads, washes and trails at an elevation between 50 and 75 feet above ground level (agl). The helicopter is required to operate between 50 and 200 feet agl. This flight ceiling is imposed by the USAF due to military aircraft maneuvers routinely occurring on BMGR. Approximately 60 miles of the flight route is within the CPNWR, and approximately 90 miles is within Sonoran pronghorn habitat (INS 1998).

Helicopters are also uses as needed for emergency extraction of IEs in life-threatening situations.

Sensors:

The Wellton Station maintains an inventory of up to 120 sensors. Maintenance of sensors is performed as a part of routine operations.

Temporary Camp Details:

Currently, the Wellton Station has two camp detail sites approved for operation on the CPNWR. One site is located at the Los Vidrios camp site. In support of the ABCI, the original Desert Grip camp detail was upgraded from a Conex box style camp to a 3,840 square foot modular building. The second camp detail site (see Figure 2-11) will be established at Tule Well (DHS 2004b).

Observation Points:

The Wellton Station does not maintain an inventory of skywatch towers.

Rescue Beacons:

Currently, six rescue beacons are utilized in the Wellton Station's AO. The rescue beacons are located on the BMGR.

Portable Lights:

Portable lights are not currently deployed in the Wellton Station's AO.

ISIS Components:

One operational repeater is maintained in the Wellton Station's AO.

2.2 ALTERNATIVES CONSIDERED

The definition of viable alternatives for purposes of this evaluation is constrained by those that meet the purpose and need of the CBP and BP. Three separate and distinct alternatives for achieving this mission will be evaluated in detail in this revised draft PEIS: (1) Expand Operations, Technology-Based Systems, and Approved Infrastructure (the preferred alternative); (2) Expand Technology-Based Systems and Approved Infrastructure; and (3) Expand Existing Operations and Technology-Based Systems. Although it does not satisfy the stated purpose and need, the No Action Alternative is also carried forward for evaluation, as required by the NEPA and CEQ regulations. All four alternatives are described in the following paragraphs.

2.2.1 Alternative 1. Preferred Alternative- Expand Operations, Technology-Based Systems, and Approved Infrastructure

This alternative would allow the BP to expand its existing operations/activities (including technology-based systems) and to complete the approved infrastructure projects (*i.e.*, border barriers, border fences, stadium-style lighting) as identified in Table 2-2. The term “approved” as used in this document refers to projects that have been analyzed in previous NEPA environmental documents with signed decision documents (*i.e.*, FONSI or ROD). Alternative 1 would provide sufficient support needed by the BP toward its mission of deterrence by allowing expansion of current operations/activities as dictated by changes in IE strategy. This alternative would give the BP flexibility to combine a balanced level of technology-based operations (*i.e.*, RVS, sensors, etc.), traditional operations/activities (patrols, dragging, checkpoints, etc.), with an appropriate number of tactical fences, vehicle barriers, and patrol roads strategically concentrating resources when and where they are needed most. Alternative 1 includes the expansion of the following BP operational activities and existing and technology-based systems:

- ISIS components;
- Support vehicles;
- Air support;
- Portable lighting;
- Checkpoints;
- Patrols;
- Off-road operations;
- Drag road preparation;
- Rescue beacons;
- Temporary camp details; and
- Additional BP personnel.

The normal routine enforcement operations, like concentrating patrol agents in certain areas, requesting aerial support, and permanent or temporary increases in staff, would not require further NEPA analyses. Under this alternative, the BP would have to evaluate individual projects in accordance with 28 C.F.R. Part 61, Appendix C, and any subsequent regulations promulgated by CBP or DHS to determine if project specific NEPA documents would be required. At this time, the new DHS Environmental Planning Program that covers the DHS NEPA implementation regulations is being published as Management Directive (MD) 5100.1. These regulations were published in the *Federal Register* for public review on 14 June 2004 and are currently being finalized.

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Table 2-2. Existing and Approved Operations/Activities within Tucson and Yuma Sectors, December 2003

Station	Physical Infrastructure	Technology Based Systems	Operations/Activities
Yuma Sector			
Yuma	Maintain approximately 6 miles of landing mat fence Construction of a new Border Patrol Station.	Continue operation of ground sensors Continue operation of 2 operational repeaters Continue operation of 15 RVS sites Continue operation of 5 rescue beacons	Continue off road, marine, and traditional patrolling activities in addition to air patrols Continue routine dragging/ sign detection operations Continue operation of 27 portable generator lights Continue operation of two permanent checkpoints Operation Skywatch-deploys aircraft for low level search and rescue /reconnaissance operations for approximately 125 days per year in conjunction with Wellton, Ajo, Casa Grande, and Tucson stations
Wellton	No infrastructure projects are approved at this time *	Continue operation of ground sensors Operation of 6 rescue beacons Continue operation of 1 operational repeater	Continue off road and air patrol activities, in addition to traditional patrolling activities Continue to conduct routine dragging/sign detection operations Continue operation of one tactical checkpoint Continue operation of one permanent checkpoint Operation Skywatch deploys aircraft for low level search and rescue /reconnaissance operations for approximately 125 days per year in conjunction with Yuma, Ajo, Casa Grande, and Tucson stations Operation Desert Grip – continue to operate a Desert Grip camp for agents and operations and deploy Tule Well camp if needed
Tucson Sector			
Ajo	No infrastructure projects are approved at this time *	Installation and operation of 10 rescue beacons and continue operation of 6 rescue beacons Continue operation of ground sensors Continue operation of 2 operational repeaters Installation and operation of 11 RVS sites	Continue off road, horse, and traditional patrolling activities as part of the ABCI, in addition to air patrols Operation Skywatch deploys aircraft for low level search and rescue /reconnaissance operations for approximately 125 days per year in conjunction with Yuma, Wellton, Casa Grande, and Tucson stations. Operation Desert Grip- continue to operate two temporary field stations for agents and operations Continue operation of 1 tactical checkpoint Continue operation of portable lights at temporary camp details and tactical checkpoint
Casa Grande	No infrastructure projects are approved at this time *	Installation and operation of 6 rescue beacons Continue operation of ground sensors Continue operation of 3 operational repeaters	Continue off road, horse, and traditional patrolling activities, in addition to air patrols Continue to conduct routine dragging/ sign detection operations Operation Skywatch deploys aircraft for low level search and rescue /reconnaissance operations for approximately 125 days per year in conjunction with Wellton, Ajo, and Tucson Stations Operation of 3 tactical checkpoints Continue operation of three remote temporary field station for agents and operations in conjunction with Wellton, Ajo, and Tucson stations. Operation of Joint Processing Center
Tucson	No infrastructure projects are approved at this time *	Continue operation of ground sensors Continue operation of 4 operational repeaters	Continue routine off road, horse, and traditional patrolling activities, in addition to infrequent air patrols (Existing activities) Continue to conduct routine dragging/ sign detection operations (Existing activity) Operation Skywatch- deploys aircraft for low level search and rescue /reconnaissance operations for approximately 125 days per year in conjunction with Wellton, Ajo, and Casa Grande Continue to operate 2 temporary camp details Expansion of Operation Desert Grip by adding 2 remote temporary field stations for agents and operations Construct new Tucson Sector headquarters near the Tucson Station

Table 2-2, continued

Station	Physical Infrastructure	Technology Based Systems	Operations/Activities
Nogales	<p>Maintain approximately 2 miles of stadium-style lights, approximately 3 miles of landing mat fence, approximately 2 miles of vertical fence, approximately 0.1 mile of vehicle barriers, and approximately 0.5 miles of decorative fence</p> <p>Construction of 2 miles of road upgrades and /or new roadway construction with pertinent drainage structures</p> <p>Construction of 1 mile of primary fence barriers along the border (pedestrian fencing); including 1-mile of fence maintenance road</p> <p>Restoration of Ephriam Ridge</p> <p>Continue maintenance and patrol of underground tunnels</p> <p>Purchase a 30-acre site with an existing building to serve as a new and expanded station facility</p>	<p>Continue operation of 10 existing RVS sites and installation and operation of an additional 15 RVS sites</p> <p>Continue operation of 1 operational repeater</p> <p>Continue operation of ground sensors</p>	<p>Continue off road horse, and traditional patrolling activities, in addition to infrequent air patrols</p> <p>Continue to conduct routine dragging/ sign detection operations</p> <p>Continue operation of 1 tactical checkpoint</p> <p>Continue the use of 60 portable lights along a 4-mile corridor</p>
Sonoita	<p>No infrastructure projects are approved at this time *</p>	<p>Continue operation of ground sensors</p> <p>Continue operation of 2 operational repeaters</p>	<p>Continue routine off road, horse and traditional patrolling activities, in addition to infrequent air patrols</p> <p>Continue to conduct routine dragging/ sign detection operations</p> <p>Continue operation of 1 tactical checkpoint</p>
Naco	<p>Maintain approximately 5 miles of stadium style lights, approximately 6 miles of fence, and approximately 6 miles of permanent vehicle barriers, and approximately 12 miles of temporary vehicle barriers</p> <p>Installation and operation of 7 miles of permanent lighting along the US-Mexico border</p> <p>Construction of 17 miles of primary barriers (pedestrian fencing and /or vehicle barriers)</p> <p>Construction of 9 miles of secondary pedestrian fencing positions 60 feet to 270 feet north of the border. Fencing includes construction of an additional 15.4 miles of fence maintenance roadways</p> <p>Construction of 20 miles of road upgrades and/or new roadway construction with pertinent drainage structures</p> <p>Construction of 5 additional miles of roads for dragging /detection operations</p>	<p>Continue operation of 9 existing RVS sites and installation and operation of an additional 8 RVS sites (INS 2003b)</p> <p>Continue operation of ground sensors</p> <p>Continue operation of 1 operational repeater</p> <p>Continue operation of four rescue beacons</p>	<p>Continue routine off road patrols, horse, infrequent air and traditional patrolling activities</p> <p>Continue to conduct routine dragging/ sign detection operations</p> <p>Continue operation of 2 tactical checkpoint stations</p> <p>Continue the use of 35 portable lights along a 10-mile corridor</p>

Table 2-2, continued

Station	Physical Infrastructure	Technology Based Systems	Operations/Activities
Douglas	<p>Maintain approximately 3 miles of permanent lighting, approximately 4 miles of landing mat fence, approximately 2 miles of decorative fence, approximately 1 mile of permanent vehicle barriers, approximately 0.5 mile of bollard fence, and approximately 2 miles of temporary vehicle barriers</p> <p>Construction of 14 miles of primary barriers (pedestrian fencing and /or vehicle barriers) (INS 2003)</p> <p>Installation and operation of 6 miles of permanent lighting along the US-Mexico border (INS 2001b). Approximately 8 miles of additional permanent lighting was assessed in a previous NEPA document and was directed to undergo additional NEPA documentation prior to construction (USACE 2001c)</p> <p>Construction of approximately 9 miles of secondary pedestrian fencing positions 60 feet to 270 feet north of the border. Construction of an additional 14 miles of fence maintenance roadways</p> <p>Construction of 24 miles of road upgrades and/or new roadway construction with pertinent drainage structures; Upgrade the international ditch to a concrete channel</p> <p>Construction of approximately 8 additional miles of drag roads for dragging /detection operations</p>	<p>Continue operation of 13 existing RVS sites and Installation and operation of an additional 1 RVS sites (INS 2003b)</p> <p>Continue operation of ground sensors</p> <p>Continue operation of 2 operational repeaters</p>	<p>Continue off road patrols, horse, infrequent air and traditional patrolling activities (Existing activities)</p> <p>Continue to conduct routine dragging/ sign detection operations</p> <p>Continue operation of 2 tactical checkpoint stations and establish a third tactical checkpoint station</p> <p>Continue operation of an intermittent horse patrol camp</p> <p>Continue the use of 97 portable lights along a 66-mile corridor</p>
Willcox	<p>Construction of a new station headquarters</p>	<p>Continue operation of ground sensors</p> <p>Continue operation of 1 operational repeater</p>	<p>Continue routine off road patrols, horse, air and traditional patrolling activities</p> <p>Continue operation of 3 tactical checkpoints</p>

* No specific infrastructure has been identified. The projects in the original draft PEIS were conceptual infrastructure systems.

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Implementation of Alternative 1 would increase the effectiveness of the BP and enhance the safety and welfare of BP agents, IEs and the general public. The expansion of BP operations and technology-based systems and the completion of approved infrastructure would increase the effectiveness of the BP agents to apprehend and rescue IEs within proximity of the border, thereby reducing the footprint of illegal activities. The implementation of Alternative 1 would increase the BP enforcement area and cause short-term impacts to resources within the project area until sufficient control of the border area is achieved. However, the combination of increased operations, technology-based systems and infrastructure will minimize the long-term environmental impacts associated with illegal activities by providing the BP with an increased level of deterrence through enhanced detection and apprehension.

2.2.2 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

This alternative promotes the expansion of technology-based systems and approved infrastructure over traditional operations/activities as identified previously in Table 2-2. Border Patrol operations would not be expanded in Alternative 2 in comparison to Alternative 1 (preferred action). Technology-based systems would expand the use of RVS sites and operation of ground sensors positioned at strategic locations along the border. Alternative 2 would include the construction/expansion of two BP stations to house and store equipment required for these types of operations and it would also allow for the completion of approved infrastructure projects. Implementation of this alternative would be designed to maintain traditional daily operations conducted by BP agents and limit new personnel needs. Alternative 2 includes the expansion of ISIS components (*i.e.*, RVS, sensors, operational repeaters, etc.) and the maintenance and completion of approved border roads, border barriers, and stadium style lighting.

While an increase in the technology-based systems would enhance the deterrence and detection abilities of the BP, these systems alone do not provide the same level of deterrence, as do existing daily operational activities. Although cameras and sensors would aid agents in the detection of IEs, they would not enhance the effectiveness of apprehensions. Without a certainty of detection and apprehension, deterrence is reduced. Traditional patrols and aerial support would still be required to pursue and apprehend IEs after the border is breached. Alternative 2 would still require BP agents to deploy to remote areas to apprehend IEs. It is likely that more agents would be required to monitor RVS systems and to respond to the likely

increase in non-deterred IE attempted crossings. This alternative would not effectively reduce the amount of natural resource damage due to trampling by IEs attempting to escape apprehension or reach safety inside the US. This alternative would have fewer direct impacts to the region's natural environment than Alternative 1; however, indirect impacts would be greater because increased illegal foot and vehicle traffic would increase patrol activity. Consequently, patrol activity (*i.e.*, off-road pursuits) would occur further from the border.

2.2.3 Alternative 3. Expand Existing Operations and Technology-Based Systems

This alternative strictly relies on the employment and expansion of existing operations/activities (including technology-based systems) identified previously in Table 2-2. It does not include the completion of currently approved infrastructure projects evaluated through the NEPA process. Expanding all operations/activities including technology-based systems would rely almost solely on detection of IEs as the means of effectively enhancing deterrence or apprehension. An invisible technology barrier would be the primary deterrence to illegal entry. Alternative 3 includes the expansion of the following BP operational activities and technology-based systems:

- ISIS components;
- Support vehicles;
- Air support;
- Portable lighting;
- Checkpoints;
- Patrols;
- Off-road operations;
- Drag road preparation;
- Rescue beacons;
- Temporary camp details; and
- Additional BP personnel.

This alternative would increase operational activities and technology-based systems (*i.e.*, manpower for patrols, checkpoints, RVS units and supporting utilities, support from existing programs such as Operation Skywatch and Operation Desert Grip, and the ABCI). In combination with existing operations and infrastructure, use of technology-based systems, such as the approved RVS sites and portable lighting, would further enhance effectiveness of detection. In areas or instances where there is adequate BP manpower, this alternative would enhance deterrence. However, at the present level of physical infrastructure on the border and without construction of any of the currently approved infrastructure projects, the amount of physical deterrence devices would be inadequate to gain and maintain control of the border region. Even with an increase in manpower and ability to detect breaches of the border, agent

response times would be diminished without adequate access to remote areas. Response times would not be short enough to effectively apprehend IEs or rescue distressed individuals within proximity of the border. The BP agents would consistently be required either to pursue IEs across sensitive habitat or be forced to wait until they reveal their location or come in contact with checkpoints. This alternative would not effectively limit the amount of natural resource damage due to trampling by IEs once they breach the US-Mexico border. This alternative would have fewer direct impacts to the region's natural environment than Alternative 1; however, indirect impacts would be greater because increased illegal foot and vehicle traffic might require BP apprehension activity further from the border.

2.2.4 No Action Alternative. Maintain All Operations/Activities, Technology-Based Systems, and Infrastructure at Current Level of Effort

This alternative would not allow for the expansion of BP operations (including technology-based systems) and would eliminate all currently approved construction projects identified in Table 2-2. The BP use and maintenance of patrol and drag roads would continue. This alternative would allow operations and any normal maintenance and operational requirements associated with existing infrastructure to continue. The continuing increase in IE traffic would likely overwhelm the current BP level of effort. Indirectly, this alternative would likely increase IE and drug smuggling activity and the potential threat for terrorists entering the US. The No Action Alternative would not facilitate the BP's mission to gain and maintain control of the border.

2.3 SUMMARY OF ALTERNATIVES

A summary matrix that illustrates whether each of the alternatives satisfies the stated purpose and need is presented in Table 2-3. A summary of the environmental impacts anticipated as a result of the remaining viable alternatives, as compared to the No Action Alternative is presented in Table 2-4.

Table 2-3. Summary Matrix for Alternatives Considered in the PEIS

Project Purpose and Need	Alternatives			
	Alt 1	Alt 2	Alt 3	No Action
Enhance the BP mission to prevent the entry of terrorists and their weapons and to enforce the laws that protect the US homeland by the detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle any person or contraband across the sovereign borders of the US	Yes	Yes	No	No
Provides a safe, effective, and efficient environment for BP Agents in which to accomplish the BP mission	Yes	Yes	No	No
Enhances the effectiveness of the apprehension activities through the combined use of manpower, technology, and infrastructure and to increase deterrence	Yes	Partially	Partially	No
Increase deterrence through enhanced detection and apprehension	Yes	Partially	Partially	No
Creates a limited zone of certain apprehension in proximity to the US-Mexico border	Partially	Partially	Partially	No
Prevents the loss of life of IEs traversing the desert	Yes	Partially	Partially	No
Protects sensitive resources, public and private lands, and US residents from IEs, illegal activities, and terrorists	Yes	Partially	Partially	No

- Alternative 1.** Expand operations, technology-based systems, and approved infrastructure (Preferred Alternative)
- Alternative 2.** Expand technology-based systems and approved infrastructure
- Alternative 3.** Expand operations and technology-based systems
- No Action** Maintain all operations, technology-based systems and infrastructure at current levels

Table 2-4. Summary Matrix of Potential Impacts by Alternative¹

Natural and Cultural Resources									
Alternatives	Land Use	Soils	Prime Farmland	Water Supply and Quality	Air Quality	Noise	Aesthetics	Socio-economics	Environmental Justice
No Action	No additional direct effect to land use.	No additional direct effects; indirect effects (e.g. soil disturbance and erosion) from increased illegal off-road traffic.	No additional direct impacts would occur. However, indirect impacts from illegal traffic would continue and likely increase.	No additional direct impacts.	No direct impacts.	Minor indirect effects from BP vehicles in pursuit of IEs.	No additional direct effects; indirect effects from increased environmental damage from illegal traffic.	No additional direct impacts; indirect adverse effects to residential areas, recreation areas, and commercial developments associated with increased illegal activity. Likely increase in IE loss of life.	No impacts.
Alternative 1. Expand Operations, Technology Based Systems, and Approved Infrastructure	Additional permanent conversion of 587 acres from potential commercial developments and open lands to border infrastructure, technology-based systems, and operations. Expanded operations would increase potential impacts by approximately 10% over existing levels.	Additional 587 acres of soil disturbed as a result of the expansion of infrastructure, operations, and technology-based systems and an additional 10% over existing levels of potential disturbance due to expanded operations.	The expansion of operations would increase the potential for additional impacts. Adverse impacts would be short-term; however, long-term beneficial impacts would be expected as IE activities are deterred by expanded BP actions.	Some temporary impacts to water quality in ephemeral streams during construction; would be minimized through BMPs; all unavoidable impacts to wetlands/ other waters and groundwater supplies would be quantified, permitted, & mitigated in site-specific NEPA documents.	Insignificant emissions; below <i>de minimus</i> thresholds, if projects are conducted in phases with implementation of environmental design measures.	Additional noise from expanded operations including increased patrol vehicles (ATVs, trucks, and aircraft) as well as short-term construction noise and noise from vehicles and portable light generators could impact visitors to recreation areas; adjacent residential areas.	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No relocation of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers; indirect beneficial effects to land values would occur by stabilization of border. Some effects to tax base if landownership is transferred to DHS. Potential decrease in IE loss of life by increased deterrence, better detection, and confined crossing sites.	No impacts.
Alternative 2. Expand Technology-Based Systems and Approved Infrastructure	Additional permanent conversion of 587 acres from potential commercial developments and open lands to border infrastructure and technology-based systems.	Additional permanent disturbance to soils estimated at 587 acres; no prime farmlands impacted.	No additional direct impacts are expected. However, indirect adverse effects from increased illegal traffic would likely occur.	Some temporary impacts to water quality in ephemeral streams during construction; would be minimized through BMPs; all unavoidable impacts to wetlands/ other waters would be quantified, permitted, & mitigated in site-specific NEPA documents.	Insignificant emissions; below <i>de minimus</i> thresholds.	Temporary construction noise would return to ambient conditions upon completion of projects	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No displacements of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers; indirect beneficial effects to land values would occur. No impact to current level of IE loss of life.	No impacts.
Alternative 3. Expand Operations and Technology-Based Systems	Additional permanent conversion of 2 acres as a result of the expansion of operations and technology-based systems. Impacts would be expected to increase by approximately 10% as a result of increased operations.	Additional disturbance to soil estimated at 2 acres and an additional 10% over existing levels of potential disturbance for expanded operations; no impact to prime farmlands.	Effects would be similar to those described for Alternative 1.	Very minimal chance of impact to water quality in ephemeral streams during expanded operations use.	Insignificant emissions; below <i>de minimus</i> thresholds.	Additional noise from expanded operations including increased patrol vehicles (ATVs, trucks, and aircraft).	Potential beneficial and adverse effects on those areas valued for their aesthetic qualities (e.g., Wilderness Areas, National Parks, Wildlife Refuges, etc.)	No displacements of houses or commercial facilities; some minor benefits due to purchase of materials from local suppliers. No impact to current level of IE loss of life.	No impacts.

Table 2-4, continued

Natural and Cultural Resources							
Alternatives	Vegetation Communities	Wildlife	Fisheries	Unique and Sensitive Areas	Threatened and Endangered Species	Hazardous Waste	Cultural Resources
No Action	No additional direct impacts; potential significant indirect effects from increased illegal traffic.	No additional direct effects; indirect effects to wildlife in all areas due to continued and increased IE traffic.	No impacts.	No additional direct impacts to sensitive areas.	No impacts.	No impacts.	No additional direct effects would occur to historic properties or cultural sites; indirect impacts would continue on potentially eligible sites from illegal and BP traffic as well as intentional looting.
Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure	Additional 587 acres of vegetation cleared as a result of the expansion of proposed BP border infrastructure and technology-based systems construction areas, and an additional 10% over existing levels of potential disturbance for expanded operations. An additional 430 acres would be impacted by illumination. Extant disturbed habitat (Sonoran desert scrublands) would be most impacted.	Additional 587 acres removed as potential habitat due to the expansion of approved infrastructure and technology-based systems, and an additional 10% over existing levels of potential disturbance for expanded operations. Additional 430 acres of indirect impacts (increased lighting). Impacts to neotropical migrants and other wildlife from noise avoided by minimizing construction during nesting seasons.	No impacts.	Approximately 4.8 acres within seven different Unique & Sensitive Areas would be permanently removed and an additional 10% over existing levels of potential disturbance to account for expanded operations. Some effects to T&E critical habitat and occupied habitats.	Some species may be adversely impacted by the expansion of BP operations. Mitigation measures would be implemented to not jeopardize the continued existence of any protected species.	No impacts.	Potential for direct impact to historic properties or cultural sites. Requires site-specific surveys and Section 106 coordination. Testing and/or data recovery may be required.
Alternative 2. Expand Technology-Based Systems and Approved Infrastructure	The construction of on-going and technology-based systems and infrastructure would directly affect 587 acres of vegetation. An additional 334 acres would be directly affected by illumination.	Additional 587 acres of potential habitat affected due to the expansion of infrastructure and technology-based systems.	No impacts.	Approximately 4.8 acres within seven different Unique & Sensitive Areas would be permanently removed. Potential effects to T&E critical habitat and occupied habitat.	Existing and ongoing T&E species concerns surrounding BP infrastructure and operations would continue. Reduced potential for additional direct impacts associated with expanded operations only (no construction of BP additional infrastructure). Minimal additional indirect impacts. Potential impacts reduced compared to Alternative 1.	No impacts.	Potential for direct impact to historic properties or cultural sites. Requires site-specific surveys and Section 106 coordination. Testing and/or data recovery may be required.
Alternative 3. Expand Operations and Technology-Based Systems	Impact to approximately 2 acres of vegetation as a result of the expansion of technology-based infrastructure and an additional 10% over existing levels of potential disturbance for expanded operations.	Additional impacts to 2 acres. Minimal direct effects to wildlife due to extant disturbances and developed areas.	No impacts	Approximately 0.6 acre of Unique and Sensitive Areas would be impacted as well as an additional 10% over existing levels of potential disturbance for expanded operations	No direct impacts associated with expanded construction of BP infrastructure. Minimal indirect impacts. Impacts similar to Alternative 2.	No impacts.	No impacts to historic properties; potential impacts to unknown cultural sites require site-specific surveys. Testing and/or data recovery may be required.

¹ Please refer to Tables 4-1 and 4-2 for a detailed summary of impacts. Acreage impacts were derived from approved and ongoing CBP operations/activities and infrastructure provided by the Tucson and Yuma Sectors. Values were derived from previous environmental analysis and geographic information systems data of existing BP infrastructure as of October 1, 2003.

² The impacts presented for Alternatives 1 and 3 include only those impacts that are quantifiable at this time (e.g. approved infrastructure and technology-based systems). Additional impacts are expected from the expansion of operations; however, the expansion of off-road enforcement activities, increased road patrols, and air patrols are unquantifiable at this time.

SECTION 3.0
AFFECTED ENVIRONMENT

3.0 AFFECTED ENVIRONMENT

Discussions in this chapter shall be limited to only those resources that could potentially be affected by the BP activities, as per CEQ guidance (40 C.F.R. §1501.7). Therefore, discussions of resources such as geology, utilities, communications, hazardous waste, and climate would not be impacted by BP daily operations and thus are not included for evaluation in this PEIS. Furthermore, detailed descriptions about the existing conditions of the human and natural environment along the Arizona border were presented in the Technical Support Documents for the Supplemental Programmatic Environmental Impact Statement (SPEIS) for INS and Joint Task Force Six (JTF-6) activities (USACE 2001a). These discussions are incorporated herein by reference, as allowed by the CEQ regulations for implementing NEPA (40 C.F.R. §1508).

Four Arizona counties (Cochise, Pima, Santa Cruz, and Yuma) within 50 miles of the US-Mexico border comprise the portions of AOs within the Tucson or Yuma Sectors that are addressed in this PEIS. As mentioned previously, this is not the entire area under the Tucson or Yuma Sectors' jurisdictions. Both the Tucson and Yuma Sectors' jurisdictions extend beyond the study area to encompass all of the State of Arizona and include Maricopa, Pinal, Graham, La Paz, Greenlee, Yavapai, Mohave, and Coconino counties. In addition, portions of Imperial, Riverside, and San Bernardino counties in California are contained in the Yuma Sector; however, because this assessment only includes those counties in Arizona affected by BP activities, these California counties are not included as part of this revised draft PEIS.

3.1 LAND USE

The major land uses in the study area include agriculture, rangeland, urban, forest, wildlife management, recreation/special use, military, wilderness, and water. The major Federal agencies controlling large land areas are the USFS, NPS, BLM, and the Department of Defense (DoD). The major state agencies controlling large areas of land are the Arizona State Land Department and Arizona State Parks. Native American Tribes also own significant areas of land. Private and corporate uses are classified as urban areas, intensive specialized agriculture land, and large areas of rangeland. "Other" land ownership includes land controlled by other Federal agencies, such as the USFWS, along with county and municipal lands.

3.1.1 Cochise County

The total area of Cochise County, Arizona is approximately 6,170 square miles. The estimated 2001 census population was 119,281 with a population density of 19.3 persons per square mile (US Census Bureau 2003d). The major population centers are Sierra Vista and Fort Huachuca. The largest land use in the entire county is in the private and corporate ownership category (42 percent). The principal land uses outside the urban areas are rangeland and agriculture (cotton, alfalfa, barley, corn, and vegetables). Fort Huachuca is located within Cochise County and the DoD controls approximately 841,000 acres (21 percent). The USFS controls approximately 490,000 acres (12 percent) of land in this county. The majority of the USFS land is the multiple-use Coronado National Forest. The USFWS controls the San Bernardino National Wildlife Refuge (SBNWR) within Cochise County. The BLM controls approximately 391,000 acres (9 percent). The BLM lands include the SPRNCA and numerous multiple use areas used primarily for recreation and grazing. The State of Arizona controls approximately 1,368,000 acres (34 percent), which is used primarily for recreation, historical, and natural areas. The Cochise County portion of the study area has three small to medium sized urban areas, Douglas, Bisbee, and Naco, that range in population from less than 1,000 to over 15,000 inhabitants.

3.1.2 Pima County

The total area of Pima County, Arizona is 9,187 square miles. The 2001 estimated population was 863,049 with a population density of 93.9 persons per square mile (US Census Bureau 2003d). Major industries located in Pima County include agriculture and tourism. Major land uses in the county include: CPNWR, OPCNM, TON, BLM managed lands, and the Buenos Aires National Wildlife Refuge (BANWR). According to the Arizona Department of Commerce (2003), the primary urban areas and their estimated 2002 populations are Tucson (507,085), Oro Valley (34,050) and Marana (17,770), Arizona.

3.1.3 Santa Cruz County

The total area of Santa Cruz County, Arizona is 1,238 square miles. The estimated 2001 population was 39,590 with a population density of 31.9 persons per square mile (US Census Bureau 2003d). Major industries located in Santa Cruz County include tourism, international trade, and manufacturing. According to the Arizona Department of Commerce (2003), the primary urban areas and their estimated 2001 populations are Nogales (21,110) and Patagonia (905).

3.1.4 Yuma County

The total area of Yuma County, Arizona is 5,514 square miles. The estimated 2001 population was 164,942 with a population density of 29.9 persons per square mile (US Census Bureau 2003d). Major industries located in Yuma County include tourism, international trade, agriculture, and manufacturing. The northeast portion of the county consists of the Fort Yuma Quechan Indian Reservation. The Cocopah Indian Reservation is located in the southwestern portion of Yuma County and consists of three separate areas; West Reservation, East Reservation, and North Reservation. Other land uses in the County include: Kofa National Wildlife Refuge, MCAS-Yuma, BMGR-West, BLM managed lands, and the CPNWR. According to the Arizona Department of Commerce (2003), the primary urban areas and their estimated 2001 populations are Yuma (81,380), San Luis (18,345), and Somerton (7,985).

3.2 TRANSPORTATION

3.2.1 Roads

The Interstate highway system within the study area is well developed (Rand McNally 1997). The following paragraphs describe the Interstates and US Highways found within each county.

3.2.1.1 Cochise County

I-10 extends through Cochise County, Arizona and continues west through the cities of Tucson and Phoenix. SR 90 extends from I-10, through Sierra Vista, and intersects with US Highway 80. SR 80 extends from I-10 (at Benson, Arizona) to the New Mexico border, passing through Bisbee and Douglas, Arizona. US Highway 92 also extends from Sierra Vista to Bisbee, Arizona, but takes a more southern route near Naco, Arizona. From Graham County (north of Cochise County, Arizona), US Highway 191 intersects I-10 and extends south to Douglas, Arizona. SR 181 connects US Highway 191 to the Chiricahua National Monument. SR 186 also provides access to the Chiricahua National Monument via I-10 at Willcox, Arizona. Two POEs are located in Cochise County at Douglas and Naco, Arizona.

3.2.1.2 Pima County

SR 86 is the major east-west artery through central Pima County. There are no major roadways that parallel close to the US-Mexico border. There are two POEs from Mexico via Pima County, Arizona. The first is located along SR 85 at Lukeville and the second is along SR 286 at Sasabe.

3.2.1.3 Santa Cruz County

SR 289 generally parallels the US-Mexico border in the southern portion of Santa Cruz County. Access to Mexico is provided through two POEs at Nogales, Arizona. Vehicles can access the border crossing from the north along I-19, which is the major roadway in the county. Vehicles from the eastern portion of Santa Cruz County or western Cochise County can access I-19 and the border from SR 82.

3.2.1.4 Yuma County

The primary roadway access provided from I-8 to the border crossing at San Luis is US Highway 95. Highway 95 is a north-south artery that proceeds from the San Luis POE through Yuma and Blythe, California, Las Vegas, Nevada, and Boise, Idaho to the Canadian border. It intersects with I-8, as well as with Interstates 10, 15, 40, 80, 84, and 90.

3.2.2 Airports

There are two major airports within the area of operation: Tucson International Airport and Yuma International Airport. In addition to these major airports, there are numerous small and medium airports located throughout the area of operation. These small to medium sized airports do not conduct regularly scheduled commercial or commuter flights. Most of these airports are not located in the vicinity of the border area; however, aircraft providing surveillance and search and rescue missions of the US-Mexico border could utilize some of these smaller airports (e.g., Sierra Vista).

3.3 SOILS

Soil composition and other attributes are a function of source material, climate, and topography. Many parts of the study area have not been mapped for soils including parts of Cochise, Pima, and Yuma counties. The counties within the study area share a similar climate and similar types of parent material: unconsolidated stream sediments, consolidated sedimentary rocks, and crystalline igneous and metamorphic rocks. There are 42 general soil associations within the Basin and Range Province, which can be grouped by topography: mountains, uplands/foothills, valley slope, and alluvial fan/floodplain. The counties where these soils occur are listed in Table 3-1, and briefly described in the following paragraphs.

Table 3-1. Soil Characteristics for Counties within the Basin and Range Province

Topography/ Soil Association	Counties	Permeability Range	Flood/Erosion Hazard	Limits to Construction
Mountains				
Luzena-Faraway	Cochise	Moderate-slow	Rare/severe	Low-high shrink-swell
Barkerville-Gaddes	Cochise	Moderately rapid	Rare/severe	Low shrink-swell
Tortugas-Rock Outcrop	Cochise, Santa Cruz	Moderate	Rare/severe	Low shrink-swell
Faraway-Rock Outcrop-Barkerville	Santa Cruz	Slow	Slight/high	Low shrink-swell
Cherioni-Gachado-Rock Outcrop	Pima	Slow	Slight/slight	Low shrink-swell
Lomitas-Rock Outcrop	Yuma, La Paz	Moderate	Rare/severe	Low shrink-swell
Uplands/Foothills				
White House-Bernadino-Carulampi	Pima, Santa Cruz	Slow-moderate	Rare/severe	High shrink-swell
Kimbrough-Cave	Cochise	Moderate	Rare/severe	Moderate shrink-swell
Hathaway-Nickel	Cochise, Santa Cruz	Moderate	Rare/severe	Low shrink-swell
Rilloso-Latene	Cochise	Moderate	Rare/severe	Moderate shrink-swell
Graham-Lampshire-Ustollic	Cochise	Slow-rapid	Rare/severe	Low-high shrink-swell
Mabray	Cochise	Moderate	Rare/severe	Low
Krentz	Cochise	Moderate	Rare/severe	Low shrink-swell
Rough Broken Land-Gullied Land	Cochise	Moderate	Rare/severe	Low-moderate shrink-swell
Granite Rock Land	Cochise	Moderate-slow	Rare/severe	Low-high shrink-swell
Pinaleno-Nickel-Palos Verdes	Pima	Slow-rapid	Rare/slight	Low shrink-swell
Lamphshire-Chiricahua-Graham	Santa Cruz	Slow-moderate	Rare/moderate-high	Low-high shrink-swell
Superstition-Rositaas	Yuma	Rapid	Rare/moderate	Low shrink-swell
Valley Slope				
Sonoita-Anthony	Cochise, Pima Santa Cruz	Moderate	Slight/slight	Low shrink-swell
White House Tubac-Forrest	Pima, Cochise	Slow	Slight/severe	High shrink-swell
Eba	Cochise	Slow	Rare/moderate	Moderate shrink-swell
Martinez	Cochise, Santa Cruz	Very slow	Slight/moderate	High shrink-swell
Casto	Cochise, Santa Cruz	Slow	Rare/severe	Low shrink-swell

Table 3-1. Continued

Topography/ Soil Association	Counties	Permeability Range	Flood/Erosion Hazard	Limits to Construction
Cruces	Cochise	Moderate	Rare/severe	Low shrink-swell
Bonita-Sontag	Cochise	Slow-very slow	Slight/moderate	High shrink-swell
Laveen-Coolidge	Pima	Moderate-rapid	Severe/severe	Moderate shrink-swell
Alluvial Fan/Valley Floor				
Gothard-Crot-Stewart	Cochise	Moderately slow	Slight-severe/slight	High shrink-swell
Elfrida	Cochise	Moderately slow	Slight/slight	Moderate shrink-swell
Karro	Cochise	Moderately slow	Slight/slight	Moderate shrink-swell
McAllister	Cochise	Slow	Slight/slight	Moderate shrink-swell
Mohave	Cochise	Moderately slow	Slight/slight	Moderate shrink-swell
Dry Lake-Playa	Cochise	Rapid-slow	Severe/severe	High shrink-swell
Comoro-Anthony-Grabe	Cochise	Moderately rapid	Slight/slight	Low shrink-swell
Vinton-Gila	Cochise Pima	Rapid	Slight/severe	Low shrink-swell
Guest	Cochise	Slow-very slow	Slight/slight	High shrink-swell
Coolidge-Wellton-Antho	Yuma	Moderately rapid	Slight/slight	Low shrink-swell
Antho-Valencia-Gilman	Pima	Moderate-slow	Severe/moderate	Low shrink-swell
Rillito-Gunsight-Pinal	Pima, Yuma	Moderate	Slight/moderate	Low shrink-swell
Gilman-Vint-Brisos	Yuma	Moderate-rapid	Severe/slight	Low shrink-swell
Imperial-Glenbar-Holtville	Yuma	Slow-moderate	Frequent/slight	Moderate-high shrink-swell
Comora-Pima	Santa Cruz	Occasional/slight	Occasional/slight	Low-high shrink-swell
Harqua-Perryville-Gunsight	Yuma	Occasional/slight	Occasional/slight	Low-moderate shrink-swell

Source: US Department of Agriculture 1971; Richardson and Miller 1974; Maricopa Planning Department 1977; Richardson et al. 1979

The mountainside soils are shallow, steep, and, where sufficient soil is present, well-drained. There are four general soil associations present in this group that can be found throughout the mountain ranges of the area of operation.

Soils formed on uplands/foothills are transitional and show a variety of features that reflect local topography. They are shallow to deep, gently to steeply sloping, and well drained. The surface can be deeply dissected, and rock outcrops may be exposed. Twelve general soil associations are present in this group. Transitional soils are rarely found in western Pima and Yuma counties except in the Supersition-Rositas association in Yuma County where sand dunes are present.

The soils of the valley slopes are deep, well drained, and on slopes of up to 10 degrees. They form on and from older alluvial layers. Sediments are unsorted and have variable textures. There are eight general soil associations present in this group. These soils are extensive in Cochise, Santa Cruz, and eastern Pima counties.

The alluvial fan/floodplain soils contain 16 soil associations and are generally level to near level, deep soils formed from older alluvium. Composition and texture are variable depending upon host material. Examples of these soils include: Dry Lake-Playa found in the Willcox Playa, Vinton-Gila found in the San Pedro River Basin, Grabe-Gila-Pima found in the Santa Cruz River Basin, and Rillito-Gunsight-Pinal found in the Lower Colorado River and Lower Gila River basins (US Department of Agriculture 1971; Richardson and Miller 1974; Richardson et al. 1979; Barmore 1980).

3.4 PRIME FARMLANDS

The Farmland Protection Policy Act of 1980 and 1995 was established to preserve the Nation's farmland. In Section 7 of the Code of Federal Regulations (CFR) 657.5, prime farmlands are defined as having the best combinations of physical and chemical properties to be able to produce fiber, animal feed, food, and are available for these uses. All prime farmlands in Arizona are classified as "Category 1" based on the requirement of irrigation to be arable. Prime farmlands in Arizona occur mainly within the San Pedro Valley and the Lower Colorado River area near Yuma. Many of the soils identified within the study area require irrigation in order to be considered prime farmlands. The prime farmlands located within the study area are presented in Table 3-2. As can be seen from this table, most of the prime farmland soils are found in Pima County (Breckenfield 2000).

Table 3-2. Study Area Soils Considered Prime Farmland When Irrigated

Soil Name	Counties
Antho fine sandy loam	Yuma
Anthony fine sandy loam, 0 to 3 percent slopes	Pima
Anthony sandy loam	Yuma
Bucklebar-hayhook-tubac complex, 0 to 3 percent slopes	Pima
Chucum loam, 1 to 3 percent slopes	Pima
Comoro sandy loam, 0 to 2 percent slopes	Pima
Comoro soils, 0 to 5 percent slopes	Santa Cruz
Date land fine sandy loam	Yuma
Date land loamy fine sand	Yuma
Dateland-denure association, 1 to 3 percent slopes	Pima
Dateland-denure association, 1 to 3 percent slopes	Pima
Denure-panaka complex, 1 to 3 percent slopes	Pima
Diasnar sandy loam, 1 to 5 percent slopes	Pima
Gadsden clay	Yuma
Gadsden silty clay loam, 0 to 1 percent slopes	Pima
Gilman loam	Yuma
Gilman very fine sandy loam, 0 to 1 percent slopes	Pima
Ginland silty clay, 0 to 1 percent slopes	Pima
Glenbar loam, 0 to 1 percent slopes	Pima
Glenbar silty clay loam	Yuma
Glendale clay loam, 0 to 2 percent slopes	Pima
Glendale silt loam, 0 to 3 percent slopes	Pima
Glendale silt loam, 1 to 3 percent slopes	Pima
Glendale-pajarito complex, 1 to 3 percent slopes	Pima
Grabe soils	Santa Cruz
Grabe-Comoro complex, 0 to 5 percent slopes	Santa Cruz
Guest fine sandy loam, 0 to 1 percent slopes	Pima
Guest soils	Santa Cruz
Hantz clay loam, 0 to 1 percent slopes	Pima
Hantz loam, 0 to 1 percent slopes	Pima
Holtville clay	Yuma
Indio silt loam	Yuma
Kofa clay	Yuma
Mohall loam, 0 to 2 percent slopes	Pima
Mohall loam. 0 to 2 percent slopes	Pima
Mohall-pahaka complex, 1 to 3 percent slopes	Pima
Mohall-pahaka complex, 1 to 3 percent slopes	Pima
Mohall-trix complex, 0 to 1 percent slopes	Pima
Mohall-trix complex, 0 to 1 percent slopes	Pima
Pajarito-sahuarita complex, 1 to 3 percent slopes	Pima
Pima soils	Santa Cruz
Ripley silt loam	Yuma
Rive road and Comoro soils, 0 to 2 percent slopes	Pima
Sasco loam, 0 to 1 percent slopes	Pima
Tubac complex, 0 to 2 percent slopes	Pima
Tucson-Mohall Valencia complex, 1 to 3 percent slopes	Pima
Vecent clay loam, 0 to 1 percent slopes	Pima
Vecont clay loam, 0 to 1 percent slopes	Pima
Winterburg loam, 0 to 1 percent slopes	Pima
Antho fine sandy loam	Yuma

Table 3-2, continued

Soil Name	Counties
Anthony fine sandy loam, 0 to 3 percent slopes	Pima
Anthony sandy loam	Yuma
Bucklebar-hayhook-tubac complex, 0 to 3 percent slopes	Pima
Chucum loam, 1 to 3 percent slopes	Pima
Comoro sandy loam, 0 to 2 percent slopes	Pima
Comoro soils, 0 to 5 percent slopes	Santa Cruz
Date land fine sandy loam	Yuma
Date land loamy fine sand	Yuma
Dateland-denure association, 1 to 3 percent slopes	Pima
Dateland-denure association, 1 to 3 percent slopes	Pima
Denure-panaka complex, 1 to 3 percent slopes	Pima
Diasnar sandy loam, 1 to 5 percent slopes	Pima
Gadsden clay	Yuma
Gadsden silty clay loam, 0 to 1 percent slopes	Pima
Gilman loam	Yuma
Gilman very fine sandy loam, 0 to 1 percent slopes	Pima
Ginland silty clay, 0 to 1 percent slopes	Pima
Glenbar loam, 0 to 1 percent slopes	Pima
Glenbar silty clay loam	Yuma
Glendale clay loam, 0 to 2 percent slopes	Pima
Glendale silt loam, 0 to 3 percent slopes	Pima
Glendale silt loam, 1 to 3 percent slopes	Pima
Glendale-pajarito complex, 1 to 3 percent slopes	Pima
Grabe soils	Santa Cruz
Grabe-Comoro complex, 0 to 5 percent slopes	Santa Cruz
Guest fine sandy loam, 0 to 1 percent slopes	Pima
Guest soils	Santa Cruz
Hantz clay loam, 0 to 1 percent slopes	Pima
Hantz loam, 0 to 1 percent slopes	Pima
Holtville clay	Yuma
Indio silt loam	Yuma
Kofa clay	Yuma
Mohall loam, 0 to 2 percent slopes	Pima
Mohall loam, 0 to 2 percent slopes	Pima
Mohall-pahaka complex, 1 to 3 percent slopes	Pima
Mohall-pahaka complex, 1 to 3 percent slopes	Pima
Mohall-trix complex, 0 to 1 percent slopes	Pima
Mohall-trix complex, 0 to 1 percent slopes	Pima
Pajarito-sahuarita complex, 1 to 3 percent slopes	Pima
Pima soils	Santa Cruz
Ripley silt loam	Yuma
Rive road and Comoro soils, 0 to 2 percent slopes	Pima
Sasco loam, 0 to 1 percent slopes	Pima
Tubac complex, 0 to 2 percent slopes	Pima
Tucson-Mohall Valencia complex, 1 to 3 percent slopes	Pima
Vecont clay loam, 0 to 1 percent slopes	Pima
Vecont clay loam, 0 to 1 percent slopes	Pima
Winterburg loam, 0 to 1 percent slopes	Pima

Table 3-2, continued

Soil Name	Counties
Bonita clay, 0 to 1 percent slopes	Cochise
Courtland sand loam, 0 to 2 percent slopes	Cochise
Courtland – diaspar complex, 0 to 3 percent slopes	Cochise
Diaspar sandy loam, 0 to 2 percent slopes	Cochise
Dona ana – Mohave complex, 1 to 5 percent slopes	Cochise
Elgin – mcallister – stronghold complex, 1 to 8 percent slopes	Cochise
Forrest clay loam, 1 to 3 percent slopes	Cochise
Forrest sandy loam, 1 to 3 percent slopes	Cochise
Forrest silt loam, 0 to 1 percent slopes	Cochise
Forrest – bonita complex, 0 to 3 percent slopes	Cochise
Glendale very fine sandy loam, 0 to 2 percent slopes	Cochise
Guest silty clay loam, 0 to 1 percent slopes	Cochise
Guest silty clay loam, 0 to 3 percent slopes	Cochise
Kahn complex, 0 to 3 percent slopes	Cochise
Mcallister loam, 1 to 3 percent slopes	Cochise
Mcneal gravelly sandy loam, 1 to 3 percent slopes	Cochise
Sasabe gravelly sandy loam, 0 to 2 percent slopes	Cochise
Tenneco fine sandy loam, 0 to 2 percent slopes	Cochise

* These soils are also considered prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season.

Source: Breckenfield 2000.

3.5 BIOLOGICAL RESOURCES

3.5.1 Vegetation Communities

The rich floral communities (3,666 species of native and naturalized plants) of Arizona can be defined on the basis of the interaction of geomorphology, soils, climate, animals, and humans. These vegetation areas set the stage for a wide array of land uses varying from intensive cropland agriculture to ranching and urban development. There are four biotic provinces in Arizona, two of which are in the study area. These two provinces are: 1) the Apachian province which runs west from the New Mexico-Arizona state line through a large portion of Cochise, Santa Cruz, and parts of Pima counties, and 2) the Sonoran province which includes the northwestern part of Santa Cruz, Pima, Yuma, and La Paz counties (Dice 1943). The Apachian biotic province covers the high grassy plains and mountains of southeastern Arizona and consists of plant and wildlife species adapted to semiarid conditions. The Sonoran biotic province covers the desert region of southwestern Arizona and is characterized by extensive plains from which isolated small mountains and buttes rise abruptly.

The ecosystems, or vegetation communities, found within the study area include both upland (Forest, Woodland, Grassland, and Desertland) and wetland (Forest) formations (Brown 1994; Brown and Lowe 1983). The distribution of both upland and wetland formations is a function of integrated environmental factors, primarily moisture. Vegetation communities of a specific formation are further classified by climate. Vegetation communities with shared formation and climate are termed biomes, and can be further classified by their dominant species to form vegetation-types. Each of the biomes found in the study area have been organized by formation and is discussed below.

3.5.1.1 Forest

Forest vegetation communities consist of large trees and are frequently characterized by closed or multilayered canopies. Forest trees generally attain heights greater than 50 feet in upland communities and 30 feet in wetland communities. Limited in distribution to areas of high elevation where precipitation and lower temperatures provide relatively high amounts of available moisture, and to riparian zones where ground water is readily available for respiration, forests are the least represented formation in southern Arizona.

Two upland forest biomes are present in the study area. The Madrean Montane Conifer Forest biome is found at middle elevations of the Chiricahua Mountains in Cochise County, and the highest elevations of the Santa Rita Mountains and the Huachuca Mountains in Santa Cruz County, Arizona (Arizona Board of Regents 2003). Two vegetation-types are found in this montane biome. Ponderosa pine (*Pinus ponderosa*) forests dominate lower elevations and Douglas fir (*Pseudotsuga menziesii*), white fir (*Abies concolor*), limber pine (*Pinus flexilis*), and aspen (*Populus tremuloides*) are more abundant in cooler areas of higher elevations, canyons, and north facing slopes. In the Chiricahua Mountains, this biome grades into the Rocky Mountain Subalpine Conifer Forest at the highest elevations where forests include Mexican white pine (*Pinus ayacahuite*) and, on northern slopes, the endemic Chihuahuan spruce (*Picea chihuahuana*). At lower elevations, both grasses and forbs in forest openings and edges represent the herbaceous component of upland forest biomes. At higher elevations, the herbaceous component consists of mosses, lichens, and fungi.

Two wetland forest biomes occur within the western half of the study area. The Sonoran Riparian Deciduous Forest biome is associated with riparian zones and floodplains of the larger rivers. Vegetation in this biome consists of tropic-subtropic species of willow (*Salix gooddingii*

var. *variabilis*), cottonwood (*Populus fremonti* var. *macdougalii*), Alamo (*P. dimorpha*), and velvet mesquite (*Prosopis velutina*). Willow and cottonwood forests are restricted to the immediate floodplain, while extensive mesquite bosques (woodlands) develop in on alluvium of old dissected floodplains at the confluence of larger rivers and their major tributaries. The second wetland forest biome is the Sonoran Oasis Forest and is represented by groves of California fan palm (*Washingtonia filifera*) restricted to certain isolated, permanent springs, seeps, and moist canyons in the western edge of the Sonoran Desert.

3.5.1.2 Woodland

Woodland vegetation communities are dominated by shorter trees (less than 50 feet in height) forming an open to very open, single layered canopy. The only upland woodland biome in the study area is the Madrean Evergreen Woodland. It is warm-temperate woodland found throughout the mountains of Cochise, Santa Cruz, and eastern Pima counties starting at an elevation of 4,000 feet msl. Although composition varies with edaphic factors, gymnosperms and encinal, or semi-evergreen, oaks dominate vegetation communities in this biome. Dominant species in this biome include alligator bark juniper (*Juniperus depeana*), one-seed juniper (*J. monosperma*), Chihuahua pine (*Pinus leiophylla* var. *chihuahuana*), Arizona pine (*P. ponderosa* var. *arizonica*), Arizona white oak (*Quercus arizonica*), Mexican blue oak (*Q. oblongifolia*), and Chihuahua oak (*Q. chihuahuensis*) (Brown 1994).

3.5.1.3 Grasslands

Grasses and other herbaceous species dominate grassland vegetation communities. The grassland communities of this province consist of the Semi-desert Grassland and the Plains Grassland. The Semi-desert Grassland is found in the valley areas of Cochise, Santa Cruz, and eastern Pima counties. This vegetation community is dominated by grama grasses (*Bouteloua* sp.), tobosa grass (*Pleuraphis mutica*), alkali sacaton (*Sporobolus airoides*), curly mesquite grass (*Hilaria belangeri*), and scrub-shrubs such as honey mesquite (*Prosopis glandulosa*), one-seed juniper, little leaf sumac (*Rhus microphylla*), false-mesquite (*Calliandra eriophylla*), and desert hackberry (*Celtis pallida*) (Brown 1994).

The Plains Grassland community is located between 4,000 and 7,500 feet amsl in Cochise and Santa Cruz counties. Dominant species include grama grasses, buffalo grass (*Buchloe dactyloides*), Indian rice grass (*Achnatherum hymenoides*), galleta grass (*Pleuraphis* sp.), prairie June grass (*Koeleria macrantha*), and plains love grass (*Eragrostis intermedia*), vine

mesquite (*Panicum obtusum*), and alkali sacaton. Shrubs such as four-wing saltbush (*Atriplex canescens*), sagebrush (*Artemisia* sp.), and snakeweed (*Gutierrezia* sp.) are often scattered throughout.

3.5.1.4 Desertlands

Desertland communities are represented in the most extreme of arid environments where plants are separated by significant areas of bare soil. Desertland comprises the vast majority of the habitat within the AO. The Desertland formation in southern Arizona is subdivided into Chihuahuan Desertscrub and Sonoran Desertscrub biomes. Chihuahuan Desertscrub is found only in Cochise and eastern Pima counties. Creosote bush (*Larrea tridentata*) is the dominant vegetation, but cacti, tarbush (*Flourensia cernua*), ocotillo (*Fouquieria splendens*), and honey mesquite are also common associates (Brown 1994).

West of the Beunos Aires, precipitation is unreliable and follows an uneven biseasonal pattern separated by periods of spring and fall drought. The Sonoran Desertscrub biome covers this portion of the project area. The Arizona Upland subdivision forms in southeastern Yuma County and the Lower Colorado River Valley (LCRV) subdivision forms to the west and continues past the Colorado River into California.

The Arizona Uplands subdivision supports diverse vegetation communities consisting of cacti and woody plants that are often spiny or have chemical defenses against herbivores. Cacti best represented in this subdivision include chollas (*Opuntia* sp.), desert Christmas cactus (*O. leptocaulis*), saguaro (*Carnegia gigantea*), organ pipe (*Senocereus thurberi*), night-blooming cereus (*Peniocereus greggii* var. *transmontanus*), fishhook pincushion (*Mammillaria microcarpa*), Thronber pincushion (*M. thornberi*), fishhook barrel cactus (*Ferocactus wislizenii*), and compass barrel cactus (*F. acanthodes*). Many of the trees that are confined to washes in the more arid portions of the Sonoran Desertscrub biome are interspersed among open layers of shrubs, cacti, and other succulents giving vegetation communities the appearance of an open scrubland. The dominant vegetation-type in the Arizona Upland subdivision is the paloverde-cacti-mixed scrub series and is dominated by yellow paloverde (*Parkinsonia microphylla*), and secondarily by ironwood (*Olneya tesota*), with saguaros reaching above this stratum.

The LCRV Subdivision is the driest of the Sonoran Desertscrub and perennial vegetation is often restricted to temporary drainages while interfluvial surfaces support only ephemeral

species. Shrubs and small trees lining these drainage ways have a high proportion of their chlorophyll in or beneath the bark of stems and either have small leaves or no leaves at all. These species include western honey mesquite, ironwood, blue paloverde (*P. florida*), and smoke tree (*Psoralea argophylla*). In sandier soils with better infiltration, the two common vegetation-types are dominated by creosote bush and white bursage (*Ambrosia dumosa*) or by saltbush (*Atriplex* sp.). Within the creosote bush-white bursage vegetation-type, creosote bush is evenly spaced while white bursage tends to have a more clumped spacing. The saltbush vegetation type is less common and occurs on finer soils where water retention is greater.

3.5.2 Fish and Wildlife Resources

Arizona contains an enormous diversity of environments for wildlife ranging from hot, dry deserts at low elevations through rich upland deserts, grasslands, and woodlands at mid-elevations to cold, moist montane/alpine habitats. The distribution of these environments is controlled by climatic conditions and topographic factors. Physiographic features such as scarps, plateaus, plains, mountains, and drainage systems along with soil types and pedogenic and biotic elements influence wildlife distribution. Due to the difference in climate and topography within the area of operation, the terrestrial wildlife will be divided into wildlife found in southeastern Arizona and wildlife found in southwestern Arizona.

The native faunal components of southeastern Arizona include 370 species of birds, including owls. The study area is dominated by sparrows and towhees (35 species); wood warblers (32 species); swans, geese, and ducks (31 species); tyrant flycatchers (30 species); sandpipers and phalaropes (26 species); and kites, eagles, and hawks (15 species). The majority of these bird species occur in spring and fall when Neotropical migrants (e.g., flycatchers and warblers) pass through on their way to summer breeding or wintering grounds and in the winter when summer resident birds (i.e., robins, kinglets, and sparrows) from the north arrive to spend the winter. The majority of the 109 mammalian species found in the study area are bats and rodents (i.e., mice, rats, and squirrels) with rodents being the most commonly encountered mammals. Of the 23 amphibian species, which inhabit southeastern Arizona, spadefoot toads and true toads are dominant and the most widespread. A total of 72 species of reptiles can be found in the area with the iguanid lizards and colubrid snakes being the most prevalent along with whiptails (Lowe 1964; Hoffmeister 1986; Lane 1988; US Department of the Interior [USDOI] 1989; USACE 1990; Davis and Russell 1991; Lowe and Holm 1992).

Distribution patterns of freshwater fish in Arizona are controlled by climatic and geological factors. A total of 47 fish species can be found in the major river basins and springs in the AO. The Santa Cruz River system, 12 species; the Rio Yaqui Basin, 11 species; Monkey Spring, 10 species; Sycamore Bear Canyon, four species; and Quitobaquito Spring, two species. Historically, the San Pedro River contained 14 species of native fish. Today, these have been largely replaced by introduced species such as the common carp, yellow bullhead, and mosquito fish. Only the longfin dace and desert sucker remain from the original San Pedro populations. The lower Gila River system contains 11 fish species of which only the Desert pupfish is a native species. The Lower Colorado River system supports 36 fish species, of which only four are native (Minckley 1973; Rinne and Minckley 1991; Robbins et al. 1991).

The USFS identifies Management Indicator Species (MIS) in the Land and Resource Management Plans of each national forest and are intended to represent habitat types that occur within the national forest boundary and/or because they are thought to be sensitive to National Forest System management activities. MIS for the Coronado National Forest, which covers large areas of Cochise, Santa Cruz, and Pima counties, are presented in Table 3-3.

3.5.3 Threatened/Endangered Species and Critical Habitat

The Endangered Species Act (ESA) of 1973 (16 U.S.C. §1532 *et. seq.*), 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 ESA. The Secretary of the Interior and the Secretary of Commerce have the responsibility for the identification of a threatened or endangered species, development of any potential recovery plans, and designation of critical habitat.

The USFWS and the National Marine Fisheries Service (NMFS) are the primary agencies responsible for implementing the ESA. The ESA applies to both plant and animal species. The implementing agencies' 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 (known as Section 7 consultation).

Table 3-3. Coronado National Forest Management Indicator Species by Habitat Type

	Indicator Group	Species	
1	Cavity Nesters	Coppery-tailed (Elegant) Trogon Sulphur-bellied Flycatcher Other primary and secondary cavity nesters*	
2	Riparian Species	Gray hawk Blue-throated hummingbird Coppery-tailed (elegant) trogon Rose-throated becard Thick-billed kingbird	Sulphur-bellied flycatcher Northern Beardless tyrannulet Bell's vireo Black bear
3	Species Needing Diversity	White-tailed deer Merriam's turkey Coppery-tailed (elegant) trogon Sulphur-bellied flycatcher Buff-breasted flycatcher Black bear	
4	Species Needing Herbaceous Cover	White-tailed deer Mearn's quail Pronghorn antelope Desert massassauga Baird's sparrow	
5	Species Needing Dense Canopy	Bell's vireo Northern beardless tyrannulet Gray hawk	
6	Game Species	White-tailed deer Mearn's quail Pronghorn antelope Desert bighorn sheep Merriam's turkey Black bear	
7	Special Interest Species	Mearn's quail Gray hawk Blue-throated hummingbird Coppery-tailed (elegant) trogon Rose-throated becard	Thick-billed kingbird Sulphur-bellied flycatcher Buff-breasted flycatcher Northern beardless tyrannulet Five-striped sparrow
8	Threatened and Endangered Species	Desert bighorn sheep Gray hawk Peregrine falcon Blue-throated hummingbird Coppery-tailed (Elegant) trogon Rose-throated becard Thick-billed kingbird Sulphur-bellied flycatcher Buff-breasted flycatcher Northern beardless tyrannulet Bell's vireo Baird's sparrow Five-striped sparrow Mexican stoneroller	Arizona (Apache) trout Gila topminnow Gila chub Sonora chub Desert massassauga Twin-spotted rattlesnake Arizona ridge-nosed rattlesnake Huachuca (Sonora) tiger salamander Tarahumara frog Western barking frog Spikedace Arizona treefrog Mt. Graham spruce (red) squirrel Gould's turkey

Source: US Forest Service 2004c

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 formally submitted to the implementing agency for official listing as threatened or endangered. Species may be considered endangered or threatened when any of the five following criteria occurs: (1) the present or threatened 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; or (5) other natural or man-made factors affecting its continued existence.

In addition, the USFWS has identified species that are candidates for listing as a result of identified threats to their continued existence. The candidate (C) designation includes those species for which the USFWS has sufficient information on hand to support proposals to list as endangered or threatened under the ESA. However, proposed rules have not yet been issued because such actions are precluded at present by other listing activity.

The ESA also calls for the conservation of what is termed Critical Habitat - the areas of land, water, and air space that are essential to the survival of a threatened or endangered species. Critical habitat includes such things as food and water, breeding sites, cover or shelter, and sufficient habitat area to provide for normal population growth and behavior. One of the primary threats to many species is the destruction or modification of essential habitat by uncontrolled land and water development.

3.5.3.1 Federal

A total of 39 Federally endangered, threatened, proposed threatened, and candidate species are present within Cochise, Pima, Santa Cruz, and Yuma counties. A total of 22 species are listed as endangered, 10 as threatened, 2 as proposed threatened, and 5 as candidate. Information pertaining to these federally protected species is included in Table 3-4. This list includes 10 birds, 6 mammals, 3 reptiles, 2 amphibians, 11 fishes, and 8 vascular plants. In addition to threatened, endangered, proposed and candidate species, the USFS lists species classified as sensitive. These USFS sensitive species are presented in Appendix B. The following paragraphs briefly describe these species and their habitat requirements that are listed, or proposed for listing, by the ESA.

Table 3-4. Federally Listed, Proposed, and Candidate Species Potentially Occurring within Cochise, Pima, Santa Cruz, and Yuma Counties, Arizona

Common/Scientific Name	Status	Date Listed	Counties	BP Stations	Habitat
PLANTS					
Acuna cactus <i>Echinomastus erectocentrus acunensis</i>	C	7/1/75	Pima	SON, NGL, TUS CAG, AJO	Well drained knolls and gravel ridges in Sonoran desert scrub
Canelo Hills ladies' tresses <i>Spiranthes delitescens</i>	E	1/6/97	Cochise, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS	Finely grained, highly organic, saturated soils of cienegas
Cochise pincushion cactus <i>Coryphantha robbinsorum</i>	T	1/9/86	Cochise	WCX, DGL, NCO	Semi desert grassland with small shrubs, agave, other cacti, and grama grass
Huachuca water umbel <i>Lilaeopsis schaffneriana ssp. recurva</i>	E	1/6/97	Cochise, Pima, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Cienegas, perennial low gradient streams, wetlands
Kearney's blue star <i>Amsonia kearneyana</i>	E	1/19/89	Pima	SON, NGL, TUS, CAG, AJO	West-facing drainages in the Baboquivari Mountains
Lemmon fleabane <i>Erigeron lemmonii</i>	C	7/1/75	Cochise	WCX, DGL, NCO	Crevice, ledges, and boulders in canyon bottoms in pine-oak woodlands
Nichol's turk's head cactus <i>Echinocactus horizonthalonius var. nicholii</i>	E	10/26/79	Pima	SON, NGL, TUS, CAG, AJO	Sonoran desert scrub on limestone slopes in desert hills
Pima pineapple cactus <i>Coryphantha scheeri robustispina</i>	E	4/20/92	Pima, Santa Cruz	SON, NGL, TUS, CAG, AJO	Sonoran desert scrub or semi-desert grassland communities
BIRDS					
Bald eagle <i>Haliaeetus leucocephalus</i>	T	1/12/95	Cochise, Pima, Santa Cruz, Yuma	WCX, DGL, NCO, SON, NGL, TUS, CAG, AJO, WEL, YUM	Large trees or cliffs near water with abundant prey
Brown pelican <i>Pelecanus occidentalis</i>	E	10/13/70	Yuma	WEL, YUM	Feed in shallow estuarine waters; nest on small coastal islands
Cactus ferruginous pygmy-owl <i>Glaucidium brasilianum cactorum</i>	E	3/10/97	Cochise, Pima, Santa Cruz, Yuma	WCX, DGL, NCO, SON, NGL, TUS, CAG, AJO, WEL, YUM	Mature cottonwood/willow, mesquite bosques, and Sonoran Desert scrub
Masked bobwhite <i>Colinus virginianus ridgewayi</i>	E	3/11/67	Pima	SON, NGL, TUS, CAG, AJO	Desert grasslands with diversity of dense native grasses, forbs and brush

Table 3-4, continued

Common/Scientific Name	Status	Date Listed	Counties	BP Stations	Habitat
Mexican spotted owl <i>Strix occidentalis lucida</i>	T	3/15/93	Cochise, Pima, Santa Cruz	WCX, DGL, NCO, SON, NGL, TUS, CAG, AJO	Nests in canyons and dense forests with multi-layered foliage structure
Mountain plover <i>Charadrius montanus</i>	PT	2/18/99	Cochise, Pima, Yuma	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO, WEL, YUM	Open arid plains, short-grass prairies, and scattered cactus
Northern aplomado falcon <i>Falco femoralis septentrionalis</i>	E	1/25/86	Cochise, Santa Cruz	WCX, DGL, NCO, SON, NGL, TUS	Grassland and Savannah
Southwestern willow flycatcher <i>Empidonax traillii extimus</i>	E	2/27/95	Cochise, Pima, Yuma	WCX, DGL, NCO, SON, NGL, TUS, CAG, AJO, WEL, YUM	Cottonwood/willow and tamarisk vegetation communities along rivers and streams
Yellow-billed cuckoo <i>Coccyzus americanus</i>	C	NA	Cochise, Pima, Santa Cruz	WCX, DGL, NCO, SON, NGL, TUS, CAG, AJO	Large blocks of riparian woodlands
Yuma clapper rail <i>Rallus longirostris yumanensis</i>	E	3/11/67	Yuma	CAG, AJO, WEL, YUM	Cattail and bulrush marshes along the Colorado River, Gila River, and Salton Sea
AMPHIBIANS					
Chiricahua leopard frog <i>Rana chiricahuensis</i>	T	7/15/02	Cochise, Pima, Santa Cruz	WXC, DGL, NCO SON, NGL, TUS, CAG, AJO	Streams, rivers, backwaters, ponds, and stock tanks
Sonora tiger salamander <i>Ambystoma tigrinum stebbinsi</i>	E	1/6/97	Cochise, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS	Stock tanks and impounded cienegas in San Rafael Valley, Huachuca Mountains
MAMMALS					
Black-tailed prairie dog <i>Cynomys ludovicianus</i>	C	10/4/99	Cochise	WCX, DGL, NCO	Short-grass prairie habitats
Jaguar <i>Panthera onca</i>	E	7/22/97	Cochise, Pima	NGL	Variety of habitats from Sonoran desert to conifer forests
Lesser long-nosed bat <i>Leptonycteris curasoae yerbabuena</i>	E	9/30/88	Cochise, Pima, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Desert scrub habitat with agave and columnar cacti present as food plants

Table 3-4, continued

Common/Scientific Name	Status	Date Listed	Counties	BP Stations	Habitat
Mexican gray wolf <i>Canis lupus baileyi</i>	E	3/11/67	Cochise, Pima, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Chaparral, woodland, and forested areas; may cross desert areas
Ocelot <i>Leopardus pardalis</i>	E	7/21/82	Cochise, Pima, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Humid tropical and sub-tropical forests, savannahs, and semi-arid thorn scrub
Sonoran pronghorn <i>Antilocapra americana sonoriensis</i>	E	3/11/67	Pima, Yuma	AJO, WEL	Broad, intermountain alluvial valleys with creosote-bursage/palo verde- mixed cacti
REPTILES					
New Mexico ridge-nosed rattlesnake <i>Crotalus willardi obscurus</i>	T	4/4/78	Cochise	WCX, DGL, NCO	Presumably canyon bottoms in pine- oak and pin-fir communities
Sonoita mud turtle <i>Kinosternon sonoriense longifemorale</i>	C	9/19/97	Pima	SON, NGL, TUS, CAG, AJO	Ponds and streams
FISHES					
Beautiful shiner <i>Cyprinella Formosa</i>	T	8/31/84	Cochise	WCX, DGL, NCO	Small to medium sized streams and ponds with sand, gravel, and rock bottoms
Desert pupfish <i>Cyprinodon macularius</i>	E	3/31/86	Pima, Santa Cruz, Imperial	SON, NGL, TUS, CAG, AJO, WEL, BLY, YUM	Shallow springs, small streams, and marshes; tolerates saline and warm water
Gila chub <i>Gila intermedia</i>	PT	8/9/02	Cochise, Pima, Santa Cruz	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Pools, springs, cienegas, and streams
Gila topminnow <i>Poeciliopsis occidentalis occidentalis</i>	E	3/11/67	Pima, Santa Cruz	SON, NGL, TUS, CAG, AJO	Small streams, springs, and cienegas vegetated shallows
Loach minnow <i>Tiaroga cobitis</i>	T	10/28/86	Cochise, Pima	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Cool to warm water, low gradient streams and rivers in the Gila River basin
Razorback sucker <i>Xyrauchen texanus</i>	E	5/22/90	Yuma	CAG, AJO, WEL, YUM	Rivers with strong, uniform currents over sandy bottoms

Table 3-4, continued

Common/Scientific Name	Status	Date Listed	Counties	BP Stations	Habitat
Sonora chub <i>Gila ditaenia</i>	T	4/30/86	Santa Cruz	SON, NGL, TUS	Large, deep, and permanent pools with bedrock-sand substrates
Spikedace <i>Meda fulgida</i>	T	7/1/86	Cochise, Pima	WCX, DGL, NCO SON, NGL, TUS, CAG, AJO	Cool to warm water streams and rivers of moderate gradient in the Gila River basin
Yaqui catfish <i>Ictalurus pricei</i>	T	8/31/84	Cochise	WCX, DGL, NCO	Moderate to large streams with slow current over sand and rock bottoms
Yaqui chub <i>Gila purpurea</i>	E	8/31/84	Cochise	WCX, DGL, NCO	Deep pools of small streams, pools, or ponds near undercut banks
Yaqui topminnow <i>Poeciliopsis occidentalis sonoriensis</i>	E	3/11/67	Cochise	WCX, DGL, NCO	Vegetated springs, brooks, and margins of backwaters. Found generally in the shallows

Source: USFWS 2003.

E – Endangered

T – Threatened

C – Candidate

PT – Proposed Threatened

NGL – Nogales Station

WCX – Willcox Station

DGL – Douglas Station

NCO – Naco Station

SON – Sonoita Station

TUS – Tucson Station

CAG – Casa Grande Station

AJO – Ajo Station

WEL – Wellton Station

YUM – Yuma Station

Acuna Cactus

The Acuna cactus (*Echinomastus erectocentrus acunensis*) is a small cactus, varying in height from three to nine inches. The flowers have been observed to be pollinated by at least ten species of native bees (Johnson 1992). The Acuna cactus is found on well-drained knolls and gravel ridges at 1,300 to 2,000-feet amsl in the Sonoran desert scrub. Of the four known populations in Arizona (USFWS 1992a), three occur in Pima County on federal, state, and private lands. OPCNM has the largest and healthiest known population (Johnson 1992). The population may be threatened by illegal take and natural causes such as parasitism. A population may occur on BMGR (USFWS 1992a).

The Acuna cactus is a candidate species for the Threatened and Endangered list. The plant is protected by the Arizona Native Plant Law, and is protected for international trade by the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) (USFWS 1992a).

Canelo Hills Ladies' Tresses

Canelo Hills ladies' tresses (*Spiranthes delitescens*) is a white-flowered orchid (USFWS 2004). The plant is slender and may reach as much as 20 inches in height when in flower. Mature plants flower in consecutive years and in some years, have no visible above ground structures. This orchid is known from five sites in cienega and streamside habitats within the San Pedro River watershed in Santa Cruz and Cochise counties, Arizona. These sites occur where scouring floods are unlikely. Soils supporting the populations are finely grained, highly organic, and seasonally or perennially saturated. Springs are the primary water source, but a creek near one locality contributes near-surface groundwater.

The Canelo Hills ladies' tresses were listed as a Federally endangered species on January 6, 1997 (62 FR 665). Primary potential threats to this species include a number of activities that result in wetland habitat degradation such as groundwater overdrafts, surface water diversions, impoundments, channelization, improper livestock grazing, agriculture, mining, invasive exotic species, and recreation. This orchid is also potentially threatened by collection.

Cochise Pincushion Cactus

The Cochise pincushion cactus (*Coryphantha robbinsorum*) is a small unbranched cactus (2 inches tall) with few, if any, central spines. The Cochise pincushion cactus occurs in semi-

desert grasslands associated with small shrubs, agave (*Agave* sp.), grama grass (*Bouteloua* sp.), and other cacti (USFWS 1993a). Soils are composed of thin, gravelly loam over Permian limestone rock, usually with fist-sized limestone rocks, or rubble (USFWS 1993a). In addition to requiring high calcium limestone substrates, plants may also require the well-drained substrate offered by the coarse limestone chips and rock crevices in bedrock. Most individuals of Cochise pincushion cactus are in the open and exposed to bright sunlight (USFWS 1993a).

The total range of the Cochise pincushion cactus is southeastern and southwestern Cochise County, Arizona and northern Sonora, Mexico (Arizona Game and Fish Department [AGFD] 2001a). The Cochise pincushion cactus is known from private or state land in the San Bernardino Valley, southwestern Cochise County, Arizona (Lopresti 1984, USFWS 1993a).

The Cochise pincushion cactus was listed as a Federally threatened species on January 9, 1986 (51 FR 952). The USFWS (1986) did not designate critical habitat for this species because of its restricted distribution, accessibility, and the potential threat of poaching by cactus collectors. The Cochise pincushion cactus was listed as “highly safeguarded” by the Arizona Department of Agriculture in 1993, and “sensitive” by the USFS for Region 3 in 1990. Threats to this species include illegal collection, habitat degradation from cattle and wildlife, and extended periods of drought.

Huachuca Water Umbel

Huachuca water umbel (*Lilaeopsis schaffneriana* var. *recurva*), a member of the parsley family, is a herbaceous semi-aquatic perennial. Flowering has been observed from March through October. It appears that the Huachuca water umbel flowers are self fertile, and rapid colonization of ponds in SBNWR is evidence that this species may have extended seed dormancy (AGFD 1997a). According to the AGFD, Huachuca water umbel habitat is described as cienegas and associated vegetation within Sonoran desertscrub, grassland or oak woodland, and conifer forest. It requires perennial water, gentle stream gradients, small to medium sized drainage areas, and mild winters. It is usually found in water depths averaging from 2.0 to 16.0 inches. Optimum substrate consists of submerged sand, mud and/or silt. Habitat elevation ranges from 4,000 to 6,500 feet amsl (AGFD 1997a).

In Arizona, Huachuca water umbel has been found in three counties. In Pima County, it has been found in Tucson. In Cochise County, it has been found in the Huachuca Mountains, the

San Pedro area, and at Saint David. In Santa Cruz County, it has been found near Sonoita Creek, Canelo Hills/Turkey Creek, Sonoita Creek, and San Rafael Valley (AGFD 1997a).

The Huachuca water umbel was listed as an endangered species in the 1997 *Federal Register* [62(3): 665-689] with critical habitat designated in *Federal Register* 63 FR 71838. The Huachuca water umbel was also listed as “highly safeguarded” by the Arizona Department of Agriculture in 1993, and as “sensitive” in Region 3 by the USFS in 1990. The species appears to be lost from four historic sites in Arizona (Saint David, 2 sites; Tucson; Monkey Springs) because of the loss of cienegas; however, in 1993 and 1994 it was observed to be naturally recolonizing San Pedro River at several locations including the Hwy 90 crossing and Boquillas Ranch (AGFD 1997a), apparently as a result of improved aquatic habitat stability following improvement in management of the BLM San Pedro Riparian National Conservation Area.

The Huachuca water umbel’s major reasons for decline are limited distribution and destruction of wetland habitat. Its habitat has been affected by watershed degradation due to livestock grazing development; and trampling by livestock; diversion of water and dewatering of habitats; flash flooding; and lowering of the water table (AGFD 1997a).

Kearney’s Blue Star

Kearney’s blue star (*Amsonia kearneyana*) is a perennial herb in the dogbane family. Mature plants grow up to 2.3 feet in height and nearly 3.3 feet across. Kearney’s blue star is known to occur naturally only on the western slopes of the Baboquivari Mountains in South and Sycamore Canyons in Pima County. These plants have been introduced into Brown Canyon, which is on the east side of the Baboquivari Mountains (AGFD 1997b). They inhabit elevation ranges from 3,750 to 4,500 feet amsl. The Kearney’s blue star habitat is defined as canyon bottoms on sandy alluvium in partial shade under deciduous riparian trees, and the optimum substrate is granitic alluvium (AGFD 1997b). Its plant community can be described as “Mexican Blue Oak association, Sonoran Desertscrub, Semidesert Grassland plant communities, or a transition zone between the two” (Reichenbacher and Welch 1993).

The Kearney’s blue star was listed as an endangered species in the 1989 *Federal Register* [54(12): 2131-2134] with no designated critical habitat. It was also listed in 1993 as “highly safeguarded” by the Arizona Department of Agriculture, and in 1990 as “sensitive” in Region 3 by the USFS. In 1982, McLaughlin found a total of eight individuals in the entire population in

South Canyon, and a follow-up survey in 1987 revealed no new individuals (AGFD 1997b). An introduced population in Brown Canyon declined from approximately 130 to 35 following a flood in 1990. The one native population consists of approximately 10 to 15 individuals (AGFD 1997b). The native population exists on land owned by the Tohono O'odham Nation, and the introduced sites exist on land owned by BANWR. Because of the vulnerable canyon bottom habitat, Kearney's blue star is greatly affected by flooding. It is also threatened by disturbance and damage from livestock.

Lemmon Fleabane

Lemmon fleabane (*Erigeron lemmonii*) is a perennial aster found growing in dense clumps in crevices and on ledges of vertical cliffs. It is known only from Scheelite Canyon in the Huachuca Mountains, where a total of 108 clumps (Gori et al. 1990) can be found on shady cliffs of the canyon walls and on the tops of large boulders in the canyon bottom. This species is candidate for Federal listing, but its remote location reduces the probability of human disturbance.

Nichol's Turk's Head Cactus

Nichol's turk's head cactus (*Echinocactus horizonthalonius* var. *nicholii*) is a barrel-shaped cactus with spines growing from vertical, spiraling ridges. This plant grows to a maximum height of 20 inches with a diameter of 8 inches. This plant blooms from April to mid-May, displaying large pink or purplish flowers. The cactus is found within the Sonoran desert of southern Arizona at sites in full sun on limestone slopes, often growing in soils rich in calcium carbonate. The most current information available (Matthews 1990) indicates that most of the populations of this species are grouped at two locations within the Waterman and Vekol Mountains of Pima and Pinal counties in south-central Arizona. Other smaller populations have been reported elsewhere in Arizona and northwestern Mexico. This species is not expected to occur within the Action Area since there are no areas of limestone or soils rich in calcium carbonate within the Yuma and Wellton Stations' AOs to provide suitable habitat for this species.

The Nichol's turk's head cactus is listed as Federally threatened (44 FR 61927, 26 October 1979), is protected by the Arizona Native Plant Law, and is included in the Convention on International Trade in Endangered Species (CITES) of Wild Flora and Fauna. The most

significant threat to the survival of this species in recent times has been harvesting by plant collectors (Matthews 1990).

Pima Pineapple Cactus

The Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*) is a succulent perennial measuring between 4 and 18 inches in height and between 3 and 7 inches in diameter. Flowering occurs in mid-July with the onset of summer rains (AGFD 2001b). The Pima pineapple cactus community is defined by the AGFD as lower Sonoran desertscrub and semi-desert grassland dominated by white-thorn acacia (*Acacia constricta*), velvet mesquite, thread snakeweed (*Gutierrezia microcephala*), triangle-leaf bursage, and various other cacti and grasses (AGFD 2001b). The range of the cactus in Arizona is bounded on the east by the Santa Rita Mountains in Santa Cruz County, on the west by the Baboquivari Mountains in Pima County, in the north by Tucson, and on the south by the Arizona-Mexican border (AGFD 2001b). Only five to 10 percent of species range is on Federal land. Small isolated tracts of BLM land are critical to the survival of species (AGFD 2001b).

The Pima pineapple cactus was listed as an endangered species in the 1993 *Federal Register* [58(188): 51159] with no critical habitat designation. It was also listed as “highly safeguarded” by the Arizona Department of Agriculture in 1993, and as “sensitive” in Region 3 by the USFS in 1990. Seeds are currently being collected and stored at the Arizona-Sonora Desert Museum. Limited range and sparse distribution appear to be the greatest potential threat to the Pima pineapple cactus. Other factors include loss of habitat due to urban development, off-road vehicle use, road construction, agriculture, and mining, habitat degradation due to livestock grazing; and alteration of habitat due to aggressive non-native grasses, illegal collecting, and range management practices that cause surface disturbances (AGFD 2001b).

Bald Eagle

In Arizona, bald eagles (*Haliaeetus leucocephalus*) nest primarily on the Salt and Verde Rivers in the central part of the state where large trees or cliffs provide nest sites near fish inhabited waters. In western Arizona, they nest on the Bill Williams River near Alamo Lake. Most of the state’s major river systems, including the mainstem of the Colorado, support wintering bald eagles. Important food items in the southwest include fish, waterfowl, rabbits and carrion. Food availability and perch sites may limit wintering bald eagle abundance in Arizona. Other factors potentially limiting abundance include human disturbances and loss of aquatic habitat. The

entire state is considered within the range of wintering bald eagles; however, the important habitat characteristics are not present within the study area. This species would be an uncommon transient, if it would occur at all within the Yuma and Wellton AOs. The bald eagle is Federally listed as threatened (60 FR 35999, 12 July 1995).

Brown Pelican

The brown pelican (*Pelecanus occidentalis*) is a large water bird that is found on coastal land and islands of the Pacific coast. It is an uncommon transient in Arizona on the Lower Colorado River, when individuals migrate from Mexico in the summer and fall. There are no breeding records for this species in Arizona (INS 1999a). Occurrence of this species within the Yuma and Wellton stations' AOs is highly unlikely as there is no suitable habitat present. The brown pelican is Federally listed as endangered (35 FR 167047, 13 October 1970).

Cactus Ferruginous Pygmy-Owl

The cactus ferruginous pygmy-owl (*Glaucidium brasilianum cactorum*) is a small bird weighing approximately 2.3 to 3.1 ounces and measuring 5.8 to 7.2 inches (AGFD 2001c). The diet of the pygmy-owl consists of various reptiles, insects, birds, small mammals and frogs. The pygmy-owl begins nesting activities in late winter to early spring. Three to six eggs are laid in cavities in trees or large columnar cacti (USFWS 1997). In Arizona, the pygmy-owl occurs in Sonoran Riparian Deciduous Woodlands, and dense vegetation-types in the Sonoran Desertscrub biome. Cavities for nesting and roosting, generally found in saguaros, are an important component of pygmy-owl habitat (Lesh and Corman 1995). In Arizona, the owl has been historically documented as far north as New River and Cave Creek in northern Maricopa County. The eastern-most record was along the Gila River near the community of Fort Thomas. This species has been documented in the southeastern part of Arizona near Dudleyville along the San Pedro River, near the Mexican border in Santa Cruz County, near Patagonia, and in Sycamore Canyon west of Nogales. Records for Pima County exist from the Santa Cruz River and its tributaries near Tucson, and in southwestern Pima County at OPCNM and Sasabe. One sighting was recorded in 1955 at Cabeza Prieta Tanks in CPNWR (Monson 1998) and two males have recently been sighted near Papago Well on the CPNWR (Coffeen 2002). Present day locations have been documented in Pima, Santa Cruz, and Southern Pinal counties. The owls inhabit areas within OPCNM, BANWR, TON, and privately owned lands in the northwest Tucson area and southern Pinal County (INS 1999a).

The cactus ferruginous pygmy-owl was listed as an endangered species in the 1997 *Federal Register* 62(46): 10730-10747. This species was listed as “Wildlife of Special Concern” by the AGFD in 1996, and as “sensitive” for Region 3 by the USFS in 1988. Critical habitat (730,000 acres) for this species was delineated in 1999 (*Federal Register* 64(132): 37419-37440); however, a US District Court ruling in 2001 rescinded the critical habitat designation for the cactus ferruginous pygmy-owl (Center for Biological Diversity [CBD] 2001a). On November 27, 2002 the USFWS proposed the redesignation of 1.2 million acres as critical habitat for the cactus ferruginous pygmy-owl (*Federal Register* 67 [229]: 71032-71064). The pygmy-owl's decline is believed to be due to the loss of riparian habitat and competition for nest sites with European starlings. Urban and agricultural development, channelization, water diversion, groundwater pumping, livestock overgrazing, and timber harvesting account for the various causes of riparian habitat destruction (Lesh and Corman 1995).

Masked Bobwhite

The masked bobwhite (*Colinus virginianus ridgwayi*) male is distinguished by its rich red breast and black head and throat. Masked bobwhite habitat in the Sonora desert is relatively open, subtropics, and summer-active savanna grassland with dry-tropic scrub. The scrub components are characteristic of Sinaloan thornscrub and Sonoran desertscrub (USFWS 1995b). Favored habitats require moderately dense native grass cover characterized by Rothrock grama grass (*Bouteloua rothrockii*), cane beardgrass (*Andropogon barbinooides*), tanglehead (*Heteropogon contortus*), and three-awn grass (*Aristida hamulosa*) (Goodwin 1985).

Recent studies were conducted in detail on reintroduced bobwhites from 1979 to 1981 on the Buenos Aires Ranch, now the BANWR, north of Sasabe, Arizona (Goodwin 1982). These studies suggested that masked bobwhite used the bottomlands of the main and side drainages extensively. Furthermore, they displayed a specific range of preferences for understory shrub cover and grass-forb density and diversity within a general habitat type. Individuals were generally absent in areas having less than 8 percent shrub cover. Instead, overstory shrub cover of 15 to 30 percent was preferred. Young mesquite with low, pendulous branches close to the ground appeared ideal. Large mesquite provided little cover at ground level. Goodwin believed size and distribution of overstory cover was a key factor in masked bobwhite habitat (Goodwin 1982).

According to the AGFD, the masked bobwhite was extirpated from the US by 1900 (AGFD 1998a). In 1985, AGFD established a refuge population and captive-rearing program at BANWR in Pima County, Arizona. There was an estimated population between 300 and 500 individual birds at the refuge in 1996. Historically, the masked bobwhite inhabited the Sonoran savanna grasslands, the Sonoran desertscrub, and the Sinaloan thornscrub of extreme south central Arizona and adjacent central Sonora, Mexico (AGFD 1998a). Historic accounts and collections indicate that this subtropical subspecies was always restricted to level plains and river valleys in Sonora and extreme south-central Arizona, between elevations of approximately 492 and 3,950 feet amsl (Brown 1985; Van Rossem 1945; Ligon 1952; Tomlinson 1972).

The masked bobwhite was considered to be endangered shortly after being first identified in 1884 (USFWS 1995b). As a result, this species was included among the first fauna identified as endangered. The masked bobwhite was listed as endangered by the USFWS on March 11, 1967 (35 FR 8495) with no designated critical habitat. A Recovery Plan was completed in February 1978 and revised in 1984 and 1985. The masked bobwhite is listed as a “Species of Special Concern” by the State of Arizona, and endangered in Mexico’s Secretaría de Desarrollo Social. Destruction of native grass ecosystems by grazing, periodic droughts, erosion, and wildfire suppression have reduced natural food supplies. Another threat is that several areas in Sonora, Mexico are being converted to buffelgrass (*Cenchrus ciliaris*), which provides no food source for the masked bobwhite (AGFD 1998a).

Mexican Spotted Owl

The Mexican spotted owl (*Strix occidentalis lucida*) is a medium-sized owl measuring approximately 17.5 inches in length, with a wingspan of 3.5 feet. It is generally brownish and heavily spotted with white or beige. Unlike most owls, Mexican spotted owls have dark eyes and no ear tufts. Several thin white bands mark an otherwise brown tail (USFWS 1995a).

Mexican spotted owls nest, roost, and forage in a diverse array of biotic communities. Mixed-conifer forests are the type of habitat commonly used throughout most of its range (USFWS 1995a). In general, Douglas fir (*Pseudotsuga menziesii*) and/or white fir (*Abies concolor*) dominate these forests, with codominant species including southwestern white pine (*Pinus strobiformis*), limber pine, and ponderosa pine (Brown 1994). In southern Arizona, Madrean pine-oak forests are also commonly used for habitat (USFWS 1995a). Nesting occurs in canyons and older forests of mixed-conifer or ponderosa pine/Gambel’s oak (*Quercus gambelii*)

with a multi-layered foliage structure, usually at elevations between 4,100 and 9,000 feet amsl. Foraging and juvenile dispersion corridors are often in more open, oak-dominated habitat. Sites with cool microclimates appear to be of importance or are preferred for nesting (USFWS 1995a).

The Mexican spotted owl's historic range is southern Utah and Colorado south through Arizona and New Mexico to the Mexican Plateau (Michoacan and Guanajuato). It currently occupies most of its historic range; however, it does not occur uniformly throughout its range (USFWS 1995a). The Mexican spotted owl has not recently been reported along major riparian corridors in Arizona and New Mexico, nor in historically documented areas in southern Mexico (USFWS 1995a). In Arizona, the Mexican spotted owl is patchily distributed in forested mountains statewide (AGFD 2001b).

The Mexican spotted owl was listed as Federally threatened on March 16, 1993 (58 FR 14248), and is one of three spotted owl subspecies (USFWS 1995a). The Regional Director of the USFWS approved a Recovery Plan for the Mexican spotted owl on October 16, 1995. The Mexican spotted owl was listed by the AGFD as "Wildlife of Special Concern" in 1996, and by the USFWS as "sensitive" for Region 3 in 1988. The USFWS published critical habitat for the Mexican spotted owl on June 6, 1995 (60 FR 29914). Since that time, the USFWS had been in consultation with action agencies on the affects of proposed and ongoing actions on critical habitat. However, on March 25, 1998 the USFWS amended the list of threatened and endangered wildlife to rescind the critical habitat designation for the Mexican spotted owl (50 FR 14378). This revocation also gave notice to Federal agencies that the USFWS would no longer consider critical habitat for the Mexican spotted owl for the purpose of conducting Section 7 consultation. On July 21, 2000 the USFWS re-proposed critical habitat designation for the Mexican spotted owl (65 FR 45336-45353) and on February 1, 2001 the final designation of critical habitat for the Mexican spotted owl was released (66 FR 8530-8553). The final designation of critical habitat only included 4.7 million acres of the 13.5 million acres originally re-proposed for critical habitat designation in 2000. All USFS lands in Arizona and New Mexico and certain tribal lands were removed as critical habitat in the final designation in 2001. On August 27, 2001 the Center for Biological Diversity filed a complaint challenging the USFWS decision to exclude these lands. A US District Court ordered the USFWS to repropose critical habitat. The USFWS issued the final designation of critical habitat for the Mexican spotted owl on August 31, 2004 (*Federal Register* 69[168]: 53182-53298). Approximately 8.6 million acres

were designated as critical habitat in Arizona, Colorado, New Mexico, and Utah on Federal lands.

Mountain Plover

The mountain plover (*Charadrius montanus*) is a small bird, measuring approximately 7 inches. The mountain plover is a bird of both short-grass prairie and shrub-steppe landscapes at both breeding and wintering locales. The majority of breeding occurs in Colorado and Montana, and wintering occurs in California, Arizona, Texas, and Mexico. Short vegetation, bare ground, and a flat topography are now recognized as habitat-defining characteristics at both breeding and wintering locales. Mountain plovers generally nest in or near black-tailed prairie dog (*Cynomys ludovicianis*) towns. They also show a strong affiliation for sites that are heavily grazed by domestic livestock and also attempt breeding on fallow and cultivated fields that mimic natural habitats (USFWS 1999).

The mountain plover was listed as a proposed threatened species in the 1999 *Federal Register* [64(30): 7587-7601]. No recovery plan has been approved for this species. Conversion of grassland habitat for agricultural purposes and the decline of native herbivores are factors that likely have contributed to the mountain plover's decline. Pesticides may be a factor contributing to the decline, but the effects are not completely understood.

Northern Aplomado Falcon

Northern aplomado falcons (*Falco femoralis septentrionalis*) are long-tailed falcons intermediate in size between American kestrels (*Falco sparverius*) and prairie falcons (*Falco mexicanus*) (AGFD 1998a). Essential components of the habitat of the include open terrain with scattered trees, relatively low ground cover, an abundance of small to medium sized birds, and a supply of nesting platforms, particularly yuccas and mesquite (Hector 1983). In Arizona, the birds nest in mesquite, soaptree yucca (*Yucca elata*), cottonwood, western soapberry (*Sapindus saponaria* var. *drummondii*), and cholla (AGFD 1996).

The northern aplomado falcon was designated as an endangered species by the USFWS on January 25, 1986 (51 FR 6686). Critical habitat has not been designated for this species. A species Recovery Plan was completed in June 1990. The northern aplomado falcon is also listed as a "Species of Special Concern" by the State of Arizona. The northern aplomado falcon is declining because of habitat degradation and habitat-type conversion due to brush

encroachment fostered by decades of livestock overgrazing and fire suppression, overcollecting and reproductive failure of the species caused by organochlorine pesticide use (AGFD 1998b).

Southwestern Willow Flycatcher

The southwestern willow flycatcher (*Empidonax traillii extimus*) is a small bird, approximately 6 inches long. It has a grayish-green back and wings, whitish throat, light gray-olive breast, and pale yellowish body. The southwestern willow flycatcher is found on breeding territories by mid-May; nest building and egg laying typically occur in late May and early June; and fledglings can be found in early to mid-July (Muiznieks et al. 1994; Sogge et al. 1994). The southwestern willow flycatcher occurs in riparian habitats with dense growths of willows (*Salix* sp.), marsh broom (*Baccharis* sp.), arrowweed (*Pluchea* sp.), buttonbush (*Cephalanthus* sp.), tamarisk (*Tamarix* sp.), Russian olive (*Eleagnus* sp.), and often with a scattered overstory of cottonwood (*Populus* sp.). These habitats tend to be rare, widely separated, or small, and usually separated by vast expanses of arid lands.

The southwestern willow flycatcher was listed as Federally endangered on February 27, 1995 (60 CFR 10693). Critical habitat was designated totaling 599 river miles within Arizona, California, and New Mexico on July 7, 1997 (62 CFR 39129); however during a hearing on March 25, 2001 the courts overturned the final ruling and the critical habitat designation no longer exists. This species is endangered due to the extensive loss and modification of its habitat. In addition, brood parasitism by the brown-headed cowbird (*Molothrus ater*) has significantly contributed to the endangered status of the southwestern willow flycatcher (Muiznieks et al. 1994; Sogge et al. 1997).

Yellow-billed Cuckoo

The yellow-billed cuckoo (*Coccyzus americanus*) is a medium-sized bird of about 12 inches in length and about 60 grams in weight. The yellow-billed cuckoo is primarily a foliage gleaning insectivore, but also hover gleans, hawks, and even hops on the ground to obtain prey (Ehrlich et al. 1992). In the east, the cuckoo's prey consists mostly of hairy caterpillars, with lesser numbers of bird eggs, frogs, lizards, berries, and fruit (Ehrlich et al. 1988). Breeding often coincides with the appearance of massive numbers of cicadas, caterpillars, or other large insects during summer rains (Ehrlich et al. 1992). Clutch size is one to five (commonly two to three) eggs and is largest when prey is abundant (Hughes 1999). Development of young is very rapid, with a breeding cycle of 17 days from egg-laying to fledging of young (NatureServe 2004).

Restricted in their distribution to large, continuous blocks of mature cottonwood/willow riparian habitat, the yellow-billed cuckoo has one of the most restrictive macro-habitat requirements of any bird species (Laymon 2004). In Arizona, preferred migration and breeding habitat is found in streamside cottonwood, willow groves, and larger mesquite bosques (Corman 1992). Several studies suggest that forest area, continuity, shape, composition, and structure are important characters affecting habitat suitability (Gaines and Laymon 1984, Laymon and Halterman 1985, Biosystems Analysis 1989, Halterman 1991, Laymon 2004).

The primary threat to western cuckoos, both historically and recently, is due primarily to habitat loss on the breeding grounds. Principal causes of riparian habitat losses are conversion to agricultural and other uses, dams and river flow management, stream channelization and stabilization, and livestock grazing. Other serious threats include habitat fragmentation, degradation of riparian woodland due to agricultural and residential development (Dobkin 1994), stochastic extinctions and low colonization rates, flood control (Laymon and Halterman 1987, 1989), and riparian habitats invaded by less desirable tamarisk (Huges 1999).

Yuma Clapper Rail

The Yuma clapper rail (*Rallus longirostris yumanensis*), a hen-like marsh bird, is one of seven North American subspecies of the clapper rails. The Yuma clapper rail usually walks upright with up twitching of short tails. They generally are slow and weak in flight. The adults are good swimmers for short distances. This species may occur only as an uncommon transient. The Yuma clapper rail feed on crawfish, small fish, clams, isopods, and a variety of insects. The birds remain on their US breeding grounds from mid-April to mid-September, when they migrate south to Mexico for the winter.

The Yuma clapper rail occurs in Arizona along the Colorado River in marsh habitat that has formed behind dams, and occasionally occurs in the Salt River marshes north of Phoenix. This is the only clapper rail that breeds in freshwater marshes, although it also inhabits brackish water marshes and backwaters. Along the lower Colorado River it is a common summer resident and breeds as far north as Topock Marsh on the Havasu National Wildlife Refuge. The primary reasons for the Yuma clapper rail's decline are habitat destruction due to stream channelization and drying and flooding of marshes. Yuma clapper rail habitat in the study area occurs along the Colorado River.

The Yuma clapper rail is Federally listed as endangered (32 FR 4001, March 11, 1967; 48 FR 34182, July 27, 1983). There has been no habitat designated as critical for this species.

Chiricahua Leopard Frog

One of seven known leopard frogs found in Arizona, the Chiricahua leopard frog (*Rana chiricahuensis*) is greenish-brown usually with a green face. This species is highly aquatic, living in a variety of water sources including rocky streams with deep rock-bound ponds, river overflow pools, oxbows, permanent springs, stock tanks, and ponds (AGFD 2001d). The riparian habitat along these water bodies generally consist of oak and mixed oak and pine woodlands, but it can also range into areas of chaparral, grassland, and even desert.

Its Arizona range is divided into two portions: from montane central Arizona east and south along Mogollon Rim to montane parts of western New Mexico; and the southeastern montane Sector of Arizona and portions of Sonora, Mexico (Platz and Mecham 1979).

The Chiricahua leopard frog was listed as threatened without critical habitat on July 15, 2002 (*Federal Register* 67(117): 40790-40811). It was also listed in 1996 as "Wildlife of Special Concern" by the AGFD, in 1988 as "sensitive" for Region 3 by USFS, and in 1994 as threatened in Mexico's Secretaría de Desarrollo Social. Of all of Arizona's leopard frogs, the Chiricahua leopard frog has undergone perhaps the largest, most dramatic decline (Sredl and Waters 1995). In the petition to list the Chiricahua leopard frog, the USFWS cited known threats as habitat alteration, destruction, and fragmentation; predation by nonnative organisms; introduced species such as bullfrogs and fish; and disease. Habitat loss has resulted from water diversions, dredging, livestock grazing, mining, degraded water quality, and groundwater pumping. Problems associated with small population numbers and size also threaten the species (AGFD 2001d).

Sonora Tiger Salamander

The Sonora tiger salamander (*Ambystoma tigrinum stebbinsi*) is a large, stocky salamander. The Sonora tiger salamander is restricted to the San Rafael Valley in Santa Cruz County, Arizona. Its habitat varies from rolling grassland to mountain forests (AGFD 2001c).

The Sonora tiger salamander was listed as an endangered species in the 1997 *Federal Register* [62(3): 665-689] with no designated critical habitat. It was also listed as "Wildlife of Special

Concern” in 1996 by the AGFD, and as “sensitive” for Region 3 by USFS. By 1988, the Sonora tiger salamander was extirpated from at least three of the 18 known colonies (AGFD 2001c). The major threats to this species are disease and predation by introduced nonnative fish and bullfrogs. Additional threats include habitat destruction, reduced fitness due to inbreeding, and increased probability of random extirpation characteristic of small populations (AGFD 2001c).

Black-tailed Prairie Dog

The black-tailed prairie dog (*Cynomys ludovicianus*) is a medium-sized, short-tailed ground squirrel measuring approximately 11.0 to 12.9 inches from nose tip to rear end and weighing from 3.5 to 0.03 ounces. Black-tailed prairie dogs inhabit flat, dry, open grasslands containing low, relatively sparse vegetation. Historically, the prairie dog ranged from the west side of the Huachuca Mountains eastward, but is believed to be extirpated from Arizona. The species was listed as a candidate species on October 4, 1999.

Jaguar

The jaguar (*Panthera onca*) is the largest and most robust of the North American cats. The jaguar is found near water in the warm tropical climate of savannah and forests. Individuals in Arizona have been found in Sonoran desertscrub up through subalpine conifer forests (AGFD 1998a). It dens in rocky caves and dense thickets (USFWS 1980).

In Arizona, the species range included the mountainous parts of eastern Arizona to the Grand Canyon (AGFD 1998a). There are no known breeding populations in the US. Individuals are believed to be transients and may cross into Texas, New Mexico, and Arizona. The most recent confirmed account in southwest Arizona was captured on film by Jack Childs in December of 2001 by a motion-activated camera (Associated Press 2002). This was the first jaguar photographed in approximately six years in North America (INS 2002f). Prior to that, the last confirmed sighting of a jaguar was in 1996 near the Baboquivari Mountains in Pima County, Arizona (INS 2002c). According to AGFD the nearest known population occurs in Mexico approximately 135 miles south of Tucson, Arizona (AGFD 1998a).

The jaguar was designated as an endangered species by the USFWS on August 21, 1997 (*Federal Register* 62(140): 39147-39157). Critical habitat has not been designated for this species. The jaguar is listed as “Wildlife of Special Concern” by the State of Arizona. The jaguar is also protected from international trade by the Convention on International Trade in

Endangered Species of Wild Fauna and Flora (CITES). Deliberate persecution, excessive and illegal hunting, over-exploitation by the fur industry, and predator control activities have extirpated this species from much of its original range and seriously reduced numbers in most of the rest (USFWS 1980). Timber and brush clearing have degraded and destroyed habitat to the point where reestablishment of populations in the northern part of the range is doubtful (USFWS 1980).

Lesser Long-nosed Bat

The lesser long-nosed bat (*Leptonycteris curasoae yerbabuena*) is a medium-sized bat that has a distinctively elongated nose with a leaf-shaped tip. The bat's long muzzle and tongue are adaptations that allow it to collect nectar from the flowers of columnar cactus, such as the saguaro (*Carnegiea gigantea*) and organ pipe (*Lemaireocereus thurberi*), and from paniculate agaves (Arizona Ecological Field Services Office [AEFSO] 2001). They appear to need no standing water, surviving on water from fruits and flower nectar (Petryszyn and Cockrum 1990). In general, foraging takes place from dusk to dawn during the months of May through September.

Lesser long-nosed bats migrate into Arizona in the spring starting in early April, apparently following the flowering of columnar cacti (Dalton and Dalton 1993). When they arrive, the females are pregnant and congregate in maternity colonies while males occupy separate roosts. The young are born between early May and late June. They migrate south in the fall, leaving Arizona in September or early October. Their fall migration appears to be linked to the flowering of the agave (Dalton and Dalton 1993).

In Arizona, the lesser long-nosed bat is found during the summer within desert grasslands and scrubland (Hoffmeister 1986). Maternity colonies are formed at lower elevations near concentrations of flowering columnar cacti. After the young are weaned, some females and young move to higher elevations, primarily in the southeastern parts of Arizona near concentrations of blooming paniculate agave (AEFSO 2001). During the day, they roost in mine tunnels and natural caves.

The lesser long-nosed bat occurs in southern Arizona from the Picacho Mountains southwest to the Agua Dulce Mountains and southeast to the Chiricahua Mountains and south to Mexico (AEFSO 2001). Of the approximately 12 known major maternity roosts throughout their range in

Central and North America, there are only three verified major maternity roosts of this species in the US, all of which are in Arizona (Cockrum and Retryszyn 1991).

The lesser long-nosed bat was listed (originally, as Sanborn's long-nosed bat) as endangered on September 30, 1988 (53 FR 38456). No critical habitat has been designated for this species. Loss of roost and foraging habitat, interdependence with its food resources, and direct taking of individual bats during animal control programs, particularly in Mexico, have contributed to the current status of the species (AEFSO 2001). This species is particularly vulnerable due to the fact that pregnant females concentrate their numbers by roosting in only a few sites. Thus, destruction of a single major roost could have serious impacts on the entire species (Henshaw 1972).

Mexican Gray Wolf

The Mexican gray wolf (*Canis lupus baileyia*) ranges in weight from 68 to 91 pounds for males and 58 to 68 pounds for females (McBride 1980). Wolves do not have any specific habitat requirements and can exist in forests of all types, rangelands, brushlands, steppes, agricultural lands, wetlands, mountaintops, deserts, tundra, and barren ground areas. The only habitat feature of potential importance is the presence of natural water sources such as springs, seeps, pools, riffles, vernal pools, and arid riparian habitat. Dens are usually dug in slopes where tree roots, rocks, or firmness of soil will lessen the likelihood of a cave-in (McBride 1980).

The gray wolf (*Canis lupus*) was listed as endangered by the USFWS on March 11, 1967. The subspecies *C. lupus baileyi* (Mexican wolf) was added as an endangered species on April 28, 1976. The species' decline was primarily due to bounties offered by the livestock industry, which almost extirpated wolves from the region (Rutter and Pimlott 1968, AGFD 1996). Habitat destruction was an indirect factor in the extirpation because as native habitat was destroyed and livestock introduced, opportunities for wolves to prey on livestock increased. In the southwest, continued urbanization places demands on southwestern forests for recreation, big game hunting, increased production of timber and livestock, and continuing attempts to utilize the soils and water for growing non-native farm crops (AGFD 1998b).

A recovery program for the Mexican gray wolf is currently operational on the Apache-Sitgreaves National Forest in eastern Arizona. Reintroduced wolves are allowed to disperse and colonize an area referred to as the Blue Range Wolf Recovery Area, which includes a

portion of Apache-Sitgreaves National Forest and adjacent Gila National Forest in western New Mexico. The USFWS, USDA Wildlife Services, the AGFD, the New Mexico Department of Game & Fish, and Turner Endangered Species Fund have formed an Interagency Field Team to conduct wolf releases and monitor and manage the wolves (USFWS 2004).

Ocelot

The ocelot (*Leopardus pardalis*) is a medium-sized cat measuring 30 to 41 inches and weighing 15 to 40 pounds (AGFD 1998b). In Arizona, the ocelot is believed to inhabit Sonoran Desertscrub communities. Little is known of the ocelot in Arizona, but reports of ocelots in southeastern Arizona warrant further investigation of its status in Arizona and northern Sonora (USFWS 1990). Since 1980, four ocelots have been inadvertently trapped in Arizona: two from the San Pedro Valley, one from the Holbrook-Concho area, and one from Sasabe (USFWS 1990a). One ocelot sighting was reported in the last two years in Mexico near Douglas, Arizona (INS 2002c). Sightings have been reported in Maricopa County, Arizona, but these are probably due to escaped or released captive animals (USFWS 1990a).

The ocelot was listed as endangered by the USFWS on July 21, 1982 (47 FR 31670). Critical habitat has not been designated for this species. This species is listed as a "Wildlife of Special Concern" and "Prohibited Wildlife" in the State of Arizona, and endangered in Mexico's Secretaría de Desarrollo Social. In North America, the greatest threat is fragmented habitat. For example, in the Lower Rio Grande, ocelots rely upon thick vegetation for hunting, resting and establishing dens. Biological corridors, such as rivers, shorelines, and natural drainages are essential, for travel between core habitat areas. In northeastern parts of Mexico, ocelots also suffer from habitat loss, as areas are destroyed primarily for charcoal production, agriculture and ranches. Road construction and land use changes have recently become a greater cause for concern.

Sonoran Pronghorn

The Sonoran pronghorn (*Antilocapra americana sonorienses*) is recognized as a distinct subspecies of the American pronghorn (*Antilocapra americana*). It is distinguished from other subspecies by its small size, pale coloration and distinctive cranial features (Goldman 1945). In contrast to the northern subspecies of pronghorn, the Sonoran does not congregate in large groups at any time of the year (AGFD 1981).

Sonoran pronghorn mate from July to September, and give birth from February through May (USFWS 1998). However, the majority of the births occur in April (Coffeen 2004). The diet of Sonoran pronghorn consists of a variety of plant materials. Sonoran pronghorn have been observed eating triangle-leaf bursage (*Ambrosia deltoidea*), chain fruit cholla, mesquite (*Prosopis velutina*), and mistletoe (*Phorandendron* spp) (USFWS 1998). The fruit of cholla constitutes a large portion of the Sonoran pronghorn diet (USFWS 1998). Although pronghorn have been observed near natural and man-made water sources (AGFD 1986, INS 1999a), their dependency upon a source of water is debated (Monson 1968, Hughes and Smith 1990, Hughes 1991) and cholla fruit is considered their primary water source (USFWS 1998).

Sonoran pronghorn inhabit creosote bush-bursage vegetation-types in broad alluvial valleys of the Sonoran Desert, which is an extremely harsh environment subject to extended drought (USFWS 1996a). Within this vegetation type, Sonoran pronghorn utilize open areas with high visibility and a diversity of palatable forage (AGFD 1981, Hughes and Smith 1990).

Sonoran pronghorn range from the plains of central and western Sonora, Mexico north to southwestern Arizona (AGFD 1986). In Arizona, Sonoran pronghorn occur on the CPNWR, the BMGR, and OPCNM, from Highway 85 west to the Cabeza Prieta Mountains and from approximately the Wellton-Mohawk Canal south to the US-Mexico border (Snow 1994, USFWS 1982). Recent unconfirmed sightings suggest that some animals may also occur on the TON and in the Lechuguilla Desert, west of the Cabeza Prieta Mountains (USFWS 1996b).

The Sonoran pronghorn was listed as an endangered species on March 11, 1967 (32 FR 4001). Review of the literature indicates that historic population declines and localized extirpation are attributable to previous unregulated hunting, current illegal hunting in Sonora, degradation of habitat by livestock grazing, disturbance of habitat resulting from military ground-based activities, loss of riparian habitat on the Gila River and the Rio Sonoyta, and conversion of habitat to agriculture, particularly in the Gila River Valley and Imperial Valley, California (deVos 1990; USFWS 1982, 1996b). While all of these factors may have historically contributed to the decline, drought has apparently caused most of the population fluctuations in recent time. Detected changes in the Sonoran pronghorn population are believed to be the result of less favorable environmental conditions. Sonoran pronghorn must have substantial winter rains followed by early, summer rains to produce the conditions necessary for survival to be successful (Hervert 1999b). As a result of the lack of rainfall, all the fawns produced in 2002

were lost, and the adult population decreased 85 percent (Morgart 2003). Currently, the size of the Sonoran pronghorn population in the US is estimated at 30, plus or minus 10 individuals (Coffeen 2004). At this population level the US Sonoran pronghorn population is in danger of extirpation. In an effort to protect the species, the USFWS has established a captive breeding facility for the Sonoran pronghorn on the CPNWR. The facility is a 1 square mile fenced area in Childs Valley. Currently three animals are located within the captive breeding facility with plans to add three more Sonoran pronghorns from the US population during the winter of 2004-2005 (Coffeen 2004). The USFWS would like to include individuals from the Mexico Sonoran pronghorn population in the future (Coffeen 2004).

New Mexico Ridge-nosed Rattlesnake

The New Mexico ridge-nosed rattlesnake (*Crotalus willardi obscurus*) is distinguished by its upturned internasal and canthal scales that form a ridge around the front of the snout (Stebbins 1966). This subspecies has never been documented in Arizona although it has been observed near the Arizona border in the Peloncillo Mountains. The New Mexico ridge-nosed rattlesnake is most commonly found in moist canyons in coniferous forests to pine and pine-oak woodland, but it is also found in adjacent, more arid woodland and ecotonal grassland habitats (AGFD 1996).

The New Mexico ridge-nosed rattlesnake was listed as threatened by the USFWS on August 4, 1978 (43 FR 34479). A Recovery Plan was completed in March 1985, and critical habitat was designated in a portion of Hidalgo County, New Mexico. The New Mexico ridge-nosed rattlesnake is listed as a "Species of Special Concern" by the State of Arizona. This species is listed as "threatened" because of its limited range, vulnerability, and past collecting. After the species was discovered in 1957 in the Animas Mountains of New Mexico, collectors came from all parts of the country (Applegath *et. al* 1980). Collectors also destroyed or altered habitat in their collecting efforts. Other threats include destruction of habitat due to excessive grazing and infestation by certain flagellates and bacterium (Johnson 1983).

Sonoita Mud Turtle

In Arizona, the Sonoita mud turtle (*Kinosternon sonoriense longifemorale*) is known from one pond and limited stream habitat at Quitobaquito Springs in OPCNM (AEFSO 2002). The population of approximately 130 turtles at Quitobaquito is relatively stable. However, dredging activities reduced the area of previously available habitat and recently examined, dead turtles

have shown signs of inadequate diet and exposure to agrichemicals. The Sonoita mud turtle was listed as a candidate species on September 19, 1997.

Beautiful Shiner

The beautiful shiner (*Cyprinella formosa mearnsi*) is a small fish rarely exceeding 3.5 inches total length, characterized by an elliptical, compressed, and elongated body. This species inhabits riffles of smaller streams or intermittent pools of creeks that have a high percentage of riffles (Hendrickson *et al.* 1980). The beautiful shiner was extirpated from the US in 1970, but in 1990 it was re-introduced into four ponds on the SBNWR (AGFD 2001f). The beautiful shiner is currently only found in San Bernardino Creek within the SBNWR, where its population is relatively scarce (AGFD 2001f).

The beautiful shiner was listed as a threatened species in the 1984 *Federal Register* [49(171): 34490-34497]. Critical habitat was established in 1984 and includes all aquatic habitats on the SBNWR. This species was also listed in 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, and in 1994 as threatened in Mexico’s Secretaría de Desarrollo Social. The primary reasons for the decline of this species are arroyo erosion due to overgrazing and the removal of riparian vegetation, pumping of groundwater, damming of watercourses, and the introduction of exotic species (USFWS 1995c). More specifically, within the US, capping of the artesian well leading to what is now Twin Ponds on the SBNWR in 1970 destroyed a short spring-fed run that served as a breeding habitat and refuge. Capping of the well forced the fish into a pond inhabited by predatory fishes causing extirpation of the species in the US (Minckley 1973).

Desert Pupfish

The desert pupfish (*Cyprinodon macularius macularius*) is a small, 3-inch long, laterally compressed fish with a smoothly rounded body. They are found in shallow water of desert springs, small streams, and marshes below 5,000 feet amsl elevation. It was once common in desert springs, marshes, backwaters, and tributaries of the Rio Sonoyta, lower Gila River, and lower Colorado River drainages in Arizona, California, and Mexico (USFWS 2001). They are often associated with areas of soft substrates and clear water (USFWS 1993b). These fish are capable of withstanding extreme environmental conditions. They have been known to survive in water with low oxygen content, temperatures over 95°F, and salinities almost three times that of sea water (Minckley 1973).

There are no natural populations of this subspecies remaining in Arizona. Reintroduced populations exist in small springs, streams, and ponds in Pima, Pinal, Maricopa, Graham, Cochise, La Paz, and Yauapai Counties, Arizona (USFWS 2001). The Quitobaquito pupfish (*Cyprinodon macularis cremus*), a subspecies of *Cyprinodon macularis*, exists at the Quitobaquito Spring in the OPCNM (USFWS 2001).

The desert pupfish was listed as an endangered species in the 1986 *Federal Register* [51(61): 10842-10850] with designated critical habitat. Critical habitat was designated at Quitobaquito Springs in Pima County, Arizona. This species was also listed in 1996 as “Wildlife of Special Concern” by the AGFD, and in 1988 as “sensitive” in Region 3 by the USFS. The desert pupfish population continues to decline as a result of stocking exotic predatory and competitive fishes, water impoundment and diversion, water pollution, groundwater pumping, stream channelization, and habitat modification (USFWS 2001).

Gila Chub

The Gila chub (*Gila intermedia*) has a chunky body with large, thick, and broadly imbricated scales. Gila chubs are normally found in the smaller headwater streams, cienegas and springs or marshes of the Gila River basin. Adults prefer habitats that consist of deep pools with heavily vegetated margins and undercut banks. Juveniles prefer habitats with riffles, pools, or undercut banks of runs. The associated plant community is a broadleaf riparian habitat consisting of cottonwood, willow, ash, alder, sycamore, walnut, and *Baccharis* spp. in association with submerged aquatic vegetation typical of cienega/marsh habitats. Gila chubs are usually found in association with Gila topminnow, desert and Sonora sucker, and longfin and speckled dace (AGFD 2001g).

In Arizona, Gila chubs are found in the following drainages: Cienega Creek, Sabino Canyon, and Sheehy Spring of the Santa Cruz River; Eagle, Bonita and Harden Cienega Creeks, San Carlos River, and Blue River of the Middle Gila River; Bass, O'Donnell and Redfield Canyons; Babocomari River and Turkey Creek of the San Pedro River; Silver and Sycamore Creeks of the Agua Fria River; and Spring and Walker Creeks of the Verde River. In Arizona, this species has been extirpated from Monkey Spring of the Santa Cruz River and Fish and Cave Creeks of the Salt River (AGFD 2001g).

The Gila chub was listed as a proposed endangered species in its entire range (Arizona, New Mexico, Mexico) on August 9, 2002 in the *Federal Register* (67 FR 51947-51985) with no designated critical habitat. This species was also listed in 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, and in 1994 as endangered in Mexico’s Secretaría de Desarrollo Social. Threats to the Gila chub include the cumulative effects of the introduction of exotic fish and land management activities that affect watersheds, alter stream flow characteristics, affect the amount of perennial water in streams, increase erosion, and destroy stream banks (AGFD 2001g). Gila chubs currently co-exist with green sunfish (*Lepomis cyanellus*) in several streams; however, they have been extirpated from one location by largemouth bass (*Micropterus salmoides*) (AGFD 2001g).

Gila Topminnow

The Gila topminnow (*Poeciliopsis occidentalis occidentalis*) is one of two subspecies of the Sonoran topminnow (*Poeciliopsis occidentalis*). The reproductive season normally lasts from January through August. Yet, in thermal waters, reproduction occurs all year long. Gila topminnows are omnivorous, utilizing a broad spectrum of foods such as detritus and amphipods, but feed voraciously on aquatic insect larvae, especially mosquitoes, when abundant (AGFD 2001h).

This species prefers lower-elevation (below 5,000 feet msl) shallow, warm, fairly quiet waters dense aquatic vegetation and algae mats, usually along stream margins or below riffles, with sandy substrates sometimes covered with organic muds and debris (Weedman 1998). Topminnows usually occupy pools, glides, and backwaters more frequently than marshes or areas of fast flow. They can withstand water temperatures from near freezing to 90 to 100° F. They also can live in a fairly wide range of water chemistries, with pH ranging from 6.6 to 8.9, dissolved oxygen levels from 2.2 to 11 parts per million (ppm), and salinity ranging from tap water (near zero parts per thousand [ppt]) to sea water (32 to 36 ppt) (Weedman 1998).

Eleven of the 13 locations currently supporting the Gila topminnow are in the Santa Cruz River system: Redrock Canyon, Cottonwood Spring, Monkey Spring, upper Sonoita creek, Fresno Canyon, Coal Mine Canyon, lower Sonoita Creek, Santa Cruz River north of Nogales, Cienega Creek, Sharp Spring, and the upper Santa Cruz River (Weedman 1998). The other remaining naturally occurring localities are Bylas Springs, Middle Spring, and Salt Creek, all of which are located next to the Gila River on the San Carlos Apache Indian Reservation (Weedman 1998).

Reestablished populations currently exist on the Lower Mine Spring, Mud Spring, Dutchman Cave Spring, Walnut Spring, Johnson Wash Spring, Kayler Spring, Yerba Manga, Hidden Water Spring, Charlebois Spring, Unnamed Drainage, Tule Creek, Heron Creek, Mescal Warm Spring, Cold Spring, Watson Wash, AD Wash, and Lime Wash (Weedman 1998).

The Gila topminnow was listed as an endangered species in the 1967 *Federal Register* 32:4001 with no critical habitat designation. This species was also listed in 1988 as threatened by the AGFD, in 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, and in 1994 as threatened in Mexico’s Secretaría de Desarrollo Social. Threats to the Gila topminnow include habitat alteration and destruction, drought, aquifer pumping, and predation by and competition with nonnative fishes, principally the western mosquitofish (*Gambusia affinis*) (AGFD 2001h and Weedman 1998).

Loach Minnow

The loach minnow (*Tiaroga cobitis*) is a small, slender, elongated fish less than 3 inches in length. This species is found in small to large perennial streams. Specifically, it inhabits shallow, turbulent riffles with primarily cobble substrate and swift currents. It uses the spaces between large substrate for resting and spawning (USFWS 2000f). Recurrent flooding is required to maintain loach minnow habitat and to provide the species with a competitive advantage over non-native aquatic species. The loach minnow occupies mainstream reaches and moderate-gradient perennial tributaries up to 6,500 feet amsl elevation (USFWS 2000f). In Arizona, the loach minnow is restricted to the following areas: the Blue River and its tributaries Dry Blue, Campbell Blue, Little Blue, Pace, and Frieborn creeks (Greenlee County, AZ and Catron County, NM); Aravaipa Creek and its tributaries Turkey and Deer creeks (Graham and Pinal counties, AZ); Eagle Creek (Graham and Greenlee counties, AZ); the White River (Apache, Gila, and Navajo counties, AZ); and the Black River (Apache and Greenlee counties, AZ) (USFWS 2000f).

The loach minnow was listed as a Federally threatened species in the *Federal Register* on October 28, 1986 (51 FR 39468-39478). Critical habitat was originally designated for the species on March 8, 1994 (59 FR 10906-10915); however, this critical habitat designation was rescinded on March 25, 1998 (63 FR 14378-14379). Critical habitat was re-proposed and approved on April 25, 2000 (65 FR 24327-24372). The critical habitat designation was vacated by a Tenth Circuit Court decision in 2004 (Tenth Circuit 2004). Habitat destruction and

competition and predation by non-native aquatic species have greatly reduced the loach minnow's range and abundance (USFWS 2000f).

Razorback Sucker

The razorback sucker (*Hyauchen texanus*) is one of the largest sucker fishes in North America. This fish is native to North America and found only in the Colorado River Basin, where it was once abundant. The razorback sucker is now restricted to a few remnant populations, the largest of which is in Lake Mohave, Arizona/Nevada (US Geological Survey [USGS] 1998). Several thousand mature razorback suckers spawn in Lake Mohave but few of the young fish survive to reach breeding age. Competition and predation by over 40 introduced fish species and habitat loss due to channelization and reservoir construction contributed to the overall population decline. Existing populations of the razorback sucker occur within the Action Area. The razorback sucker is Federally listed as endangered (55 FR 21159, 22 May 1990; 59 FR 13374, 21 March 1994). Critical habitat for this species is discussed in Section 3.5.3.2.

Sonora Chub

The Sonora chub (*Gila ditaenia*) is a fine-scaled, medium-sized cyprinid. In Arizona, it occurs in Sycamore Creek (Bear Canyon), a tributary of the Rio Altor, 15.5 miles west of Nogales in Santa Cruz County. In addition, it occurs in two tributaries of Sycamore Creek (Penasco Creek and an unnamed stream) (AGFD 2001i). The Sonora Chub is found in the largest, deepest, and most permanent pools, with bedrock-sand substrates, and areas free of thick pads of floating algae (Carpenter and Maughan 1993).

The Sonora Chub was listed as a threatened species in the 1986 *Federal Register* (51(83): 16042-16047). This species was also listed in 1996 as "Wildlife of Special Concern" by the AGFD, in 1988 as "sensitive" in Region 3 by the USFS, and in 1994 as endangered in Mexico's Secretaría de Desarrollo Social. Critical habitat was proposed in 1986 and signed into effect. Critical habitat includes Sycamore Creek, extending downstream from and including Yanks Spring. Also designated were the lower 1.2 miles of Penasco Creek and the lower 0.25 miles of an unnamed stream entering Sycamore Creek from the west, about 1.5 miles downstream from Yanks Spring. In addition, critical habitat includes a 39.4 foot-wide riparian area along each side of Sycamore and Penasco Creeks. The major threat to the Sonora Chub is the modification of Sycamore Creek by human activities including grazing, mining, recreation, and the

introduction of exotic taxa (USFWS 1992b). The predation by exotic green sunfish is also a cause of concern.

Spikedace

The spikedace (*Meda fulgida*) is a small, slim fish less than 3 inches in length. It is characterized by very silvery sides and spines in the dorsal and pelvic fins (USFWS 2000f). The spikedace is found in moderate to large perennial streams within shallow riffles with moderate to swift currents and swift pools with sand, gravel, and rubble substrates. Specifically, it inhabits shear zones where rapid-flow borders slower flow, areas of sheet flow at the upper ends of mid-channel sand/gravel bars; and eddies at downstream riffle edges. Recurrent flooding is required to maintain spikedace habitat and to provide the species with a competitive advantage over non-native aquatic species. The spikedace occupies mainstream reaches and moderate-gradient perennial tributaries up to 6,500 feet amsl elevation (USFWS 2000f). It currently occupies approximately 10 to 15 percent of its historical range. The spikedace is restricted to the following areas: upper Gila River (Grant, Catron, and Hidalgo counties, NM); middle Gila River (Pinal County, AZ); lower San Pedro River (Pinal County, AZ); Aravaipa Creek (Graham and Pinal counties, AZ); Eagle Creek (Graham and Greenlee counties, AZ); and the Verde River (Yavapai County, AZ) (USFWS 2000f).

The spikedace was listed as a Federally threatened species in the *Federal Register* on July 28, 1986 (51 FR 23769-23781). Critical habitat was originally designated for the species on March 8, 1994 (59 FR 10906-10915); however, this critical habitat designation was rescinded on March 25, 1998 (63 FR 14378-14379). Critical habitat was re-proposed and approved on April 25, 2000 (65 FR 24327-24372). In 2004, a Tenth Circuit Court decision vacated designated critical habitat for the spikedace. Habitat destruction and competition and predation by non-native aquatic species have greatly reduced the spikedace's range and abundance (USFWS 2000f).

Yaqui Catfish

The Yaqui catfish (*Ictalurus pricei*) is a moderately large, fork-tailed species characterized by a distinguished pattern of wrinkles on the skin (USFWS 1995c). Habitat for the Yaqui catfish includes ponds or streams, primarily in larger rivers but also in streams where it prefers quiet, clear pools. It is primarily found in larger rivers in areas of medium to slow currents over sand and rock bottoms (AGFD 2001j). This species was formerly found in extreme southeast Arizona to include San Bernardino Creek as far up as San Bernardino Ranch. The Yaqui catfish

survived in San Bernardino Creek until spring flows diminished because of groundwater pumping. Remaining habitat was severely trampled by livestock. Other catfish introduced into the Yaqui basin have out-competed the Yaqui catfish (AGFD 2001j). In November 1997, a small population of 350 Yaqui catfish was re-introduced into the Rio Yaqui (San Bernardino Creek) on the northern most portion of the SBNWR in 1996 (AGFD 2001j).

The Yaqui catfish was listed as a threatened species in the 1984 *Federal Register* [49(171): 34490-34497]. The USFWS has designated all aquatic habitat in the SBNWR as critical habitat and a recovery plan has been approved for this fish (USWFS 1995c). This species was also listed in 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, in 1994 as rare in Mexico’s Secretaría de Desarrollo Social, and a “Special Concern Species” by the American Fisheries Society.

Yaqui Chub

The Yaqui chub (*Gila purpurea*) is a relatively small (less than 6 inches) fish but deep bodied with large scales. In the US, the Yaqui chub is found only in Arizona, where it is limited to SBNWR and Leslie Canyon National Wildlife Refuge (LCNWR) in Cochise County. On SBNWR, the current distribution of the Yaqui chub includes Leslie Creek; House, Twin, North, and Mesquite Ponds; Black Draw; and El Coronado Ranch (Turkey Creek and ponds) (AGFD 2001k). The Yaqui chub is heavily dependent on artesian wells and spring flows on SBNWR. Yaqui chub habitat is described as deeper pools of small streams near undercut banks or debris and often in association with dense aquatic vegetation. The Yaqui chub is also found in swifter areas with clean, gravel bottoms and abundant growths of algae (AGFD 2001k).

The Yaqui chub was listed as an endangered species in the 1984 *Federal Register* [49(171): 34490-34497]. Critical habitat was established in 1984 and includes all aquatic habitat on the SBNWR. The Yaqui chub is included in the recovery plan for the fishes of the Rio Yaqui approved by USFWS in 1995 (USWFS 1995c). This species was also listed in 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, and in 1994 as endangered in Mexico’s Secretaría de Desarrollo Social. Threats to the Yaqui chub include water development and pumping of underground aquifers, the introduction of nonnative species, and overgrazing with subsequent erosion (AGFD 2001k).

Yaqui Topminnow

The Yaqui topminnow (*Poeciliopsis occidentalis sonoriensis*) is a small live-bearing fish. Males rarely exceed 0.98 inches in length; females average 1.18 to 1.77 inches. Its range is limited to the Rio Yaqui basin and in Arizona it is limited to the portion of the Rio Yaqui (San Bernardino Creek) basin in the SBNWR (AGFD 2001I). It is found in lowland and some upland streams of desert and grassland, and margins of large, lowland rivers (AGFD 2001I). It is a typical inhabitant of vegetated springs, brooks, and margins and backwaters of larger bodies of water (Minckley 1973). Topminnows live near the surface in shallow water and are often associated with aquatic vegetation or other cover (Rinne and Minckley 1991). The Yaqui topminnows seem to prefer streams with riparian communities consisting of cottonwood/willow or burrobrush/weep willow (USFWS 1983).

The Yaqui topminnow was listed as an endangered species in the 1967 *Federal Register* [32:4001] with no designated critical habitat. This species was also listed 1996 as “Wildlife of Special Concern” by the AGFD, in 1988 as “sensitive” in Region 3 by the USFS, and in 1994 as threatened in Mexico’s Secretaría de Desarrollo Social. The Yaqui topminnow is included in the recovery plan for the fishes of the Rio Yaqui (USFWS 1995c). The main threats posed against the subspecies are loss of habitat and the competition and predation by the mosquitofish, which have caused the elimination of three introduced Yaqui topminnow sites (Bagley *et al.* 1991). Other factors include water development, aquifer pumping, and erosion due to overgrazing.

3.5.3.2 State

The Arizona Game and Fish Department (AGFD) maintains lists of Wildlife of Special Concern (WC). This list includes species whose occurrence in Arizona is or may be in jeopardy, or with known or perceived threats or population declines. These species are not necessarily the same as those protected by the Federal Government under the ESA. Information pertaining to WC potentially occurring in Cochise, Pima, Santa Cruz, and Yuma counties is presented in Appendix C.

Flat-tailed horned lizard

The flat-tailed horned lizard (*Phrynosoma mcallii*) is a moderate-sized (2 to 3 inches), gray, tan, reddish-brown, or whitish horned lizard. Unlike other iguanid lizards, the flat-tailed horned lizard burrows in the sand to avoid detection rather than fleeing (Foreman 1996). Flat-tailed horned lizards also hibernate in burrows that are rarely dug deeper than 4 inches below the surface

(Foreman 1996). Their diet consists mainly of ants with the most important ant species being the harvester ants in the genera *Veromessor* and *Pogonomyrmex* (Foreman 1996).

Flat-tailed horned lizards occur entirely within the Lower Colorado River Valley subdivision of the Sonoran Desertscrub biome. In Arizona, they are apparently restricted to sandy and hardpan flats. This may be due to the presence of big galleta grass, which is highly correlated with the presence of flat-tailed horned lizards in Arizona (Foreman 1996).

In Arizona, the flat-tailed horned lizard is found in Yuma County south of I-8 and west of the Gila Mountains (Foreman 1996). Suitable habitat is found east and south of the City of Yuma outside the Colorado River floodplain and adjacent croplands (Foreman 1996). Threats to the flat-tailed horned lizard may include one or more of the following: commercial and residential development, agricultural development, off-road vehicle activity, energy developments, military activities, introduction of nonnative plants, and pesticide use.

The flat-tailed horned lizard is listed as a WC with the AGFD. It was originally proposed for listing as a Federally threatened species on November 29, 1993 (*Federal Register* 58:62624-62629). On July 5, 1997, the proposed listing was withdrawn by the USFWS (*Federal Register* 62:37852-37860). On December 26, 2001, the USFWS published a notice (*Federal Register* 66FR66384 66385) reinstating its proposed rule to list the flat-tailed horned lizard as a threatened species. However, the USFWS withdrew its 1993 proposed rule to list the flat-tailed horned lizard as a threatened species (USFWS 2003). The decision to withdraw the proposed ruling was based on 1997 Conservation Agreement signed by seven Federal and state agencies. Parties of the Conservation Agreement include the USFWS, BLM, BOR, US Marine Corps, US Navy, AGFD, and the California Department of Parks and Recreation (USFWS 2003). These agencies agreed to implement a Rangewide Management Strategy, which includes taking specific actions to conserve and manage the species and its habitat and establishing five separate management areas. The management areas encompass approximately 35 percent of the remaining flat-tailed horned lizard habitat in the US (USFWS 2003)

The Arizona Department of Agriculture maintains a list of protected plant species within Arizona. The Arizona Native Plant Law (1993) defines five categories of protection within the state. These include: Highly Safeguarded, no collection allowed; Salvage Restricted, collection only

with permit; Export Restricted, transport out of state prohibited; Salvage Assessed, permit required to remove live trees; and Harvest Restricted, permits required to remove plant by products (Arizona Game and Fish Department [AGFD] 2000a). Information pertaining to state protected plant species potentially occurring in Cochise, Pima, Santa Cruz, and Yuma counties is presented in Appendix B.

3.5.3.3 Critical Habitat

Critical habitat, as defined by the ESA, has been designated for 15 species and proposed for two species identified as potentially occurring in the area of operation. Although critical habitat has been designated for the New Mexico ridge-nosed rattlesnake, none of the designated critical habitats are present within the AO. The remaining 13 species with designated critical habitat include eight fishes, three birds, one reptile, and one vascular plant. The BP will continue coordination with the USFWS and incorporate any future designated critical habitat for listed species such as the jaguar.

Fifteen areas were designated as critical habitat for the razorback sucker within waterways in Colorado, Utah, New Mexico, and Arizona on March 21, 1994 (59 FR 13374). Only one area is located within the Wellton Station's AO, but is north of the project area.

One area was designated as critical habitat for the desert pupfish in Arizona on March 31, 1986 (51 FR 10842). This area includes the Quitobaquito Springs and a 100-foot riparian buffer zone around the spring and pond located on the OPCNM that is located in the Ajo Station's AO, Pima County (Figure 3-1).

Four areas were designated as critical habitat for the Sonoran chub in Arizona on April 30, 1986 (51 FR 16042). These areas are located in the Coronado National Forest within the Tucson and Nogales stations' AO, Santa Cruz County (Figure 3-2). The critical habitat for Sonoran chub is defined as Sycamore Creek, and a riparian zone 25-feet wide along each side of the creek, from Yank's Spring downstream approximately five stream miles to the international border with Mexico; Yank's Spring; Penasco Creek, including a riparian zone 25-feet wide along each side of the creek from its confluence with Sycamore Creek upstream approximately 1.25 miles; and an unnamed tributary to Sycamore Creek upstream approximately 0.25 miles.

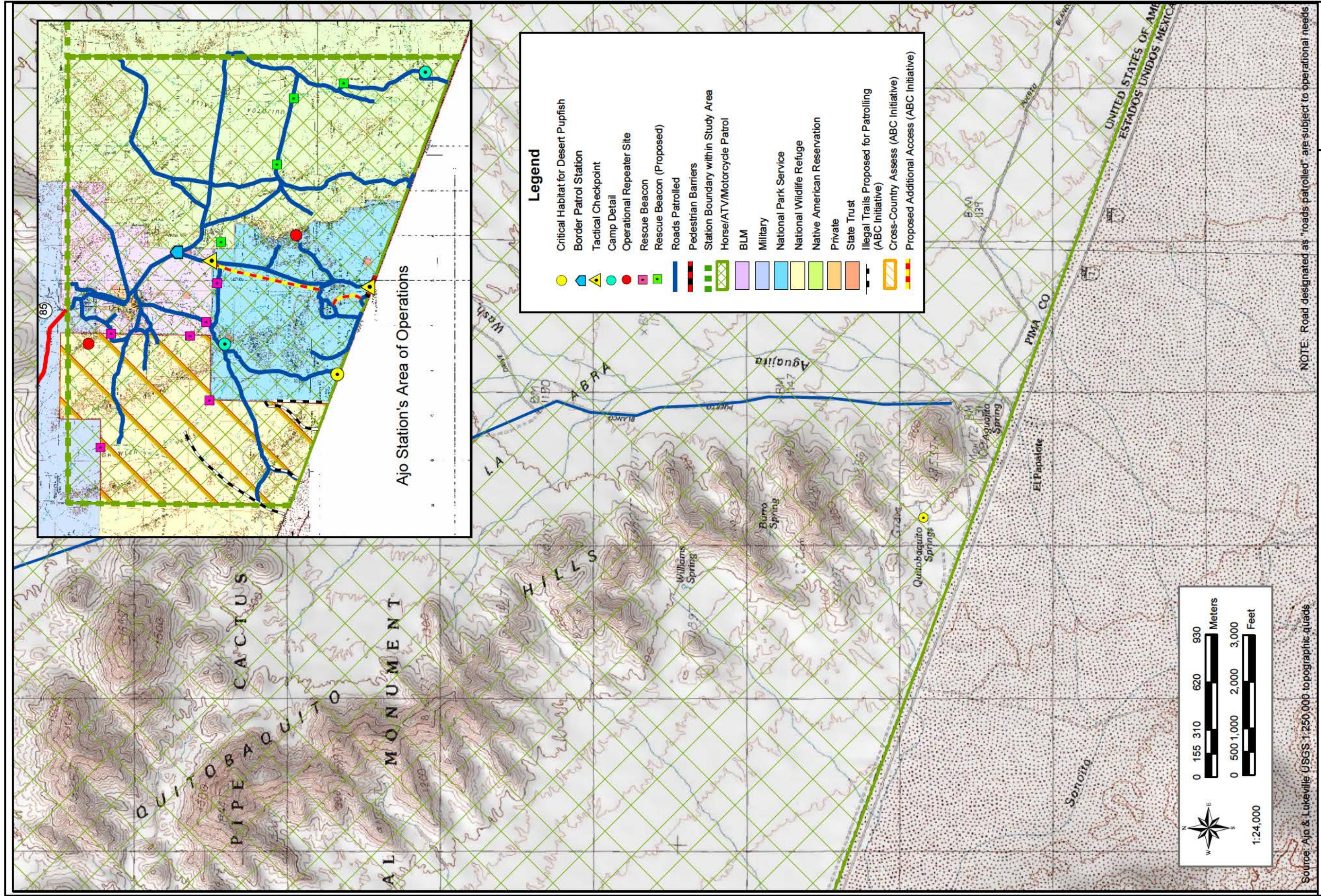


Figure 3-1: Critical Habitat for the Desert Pupfish (Ajo Station)

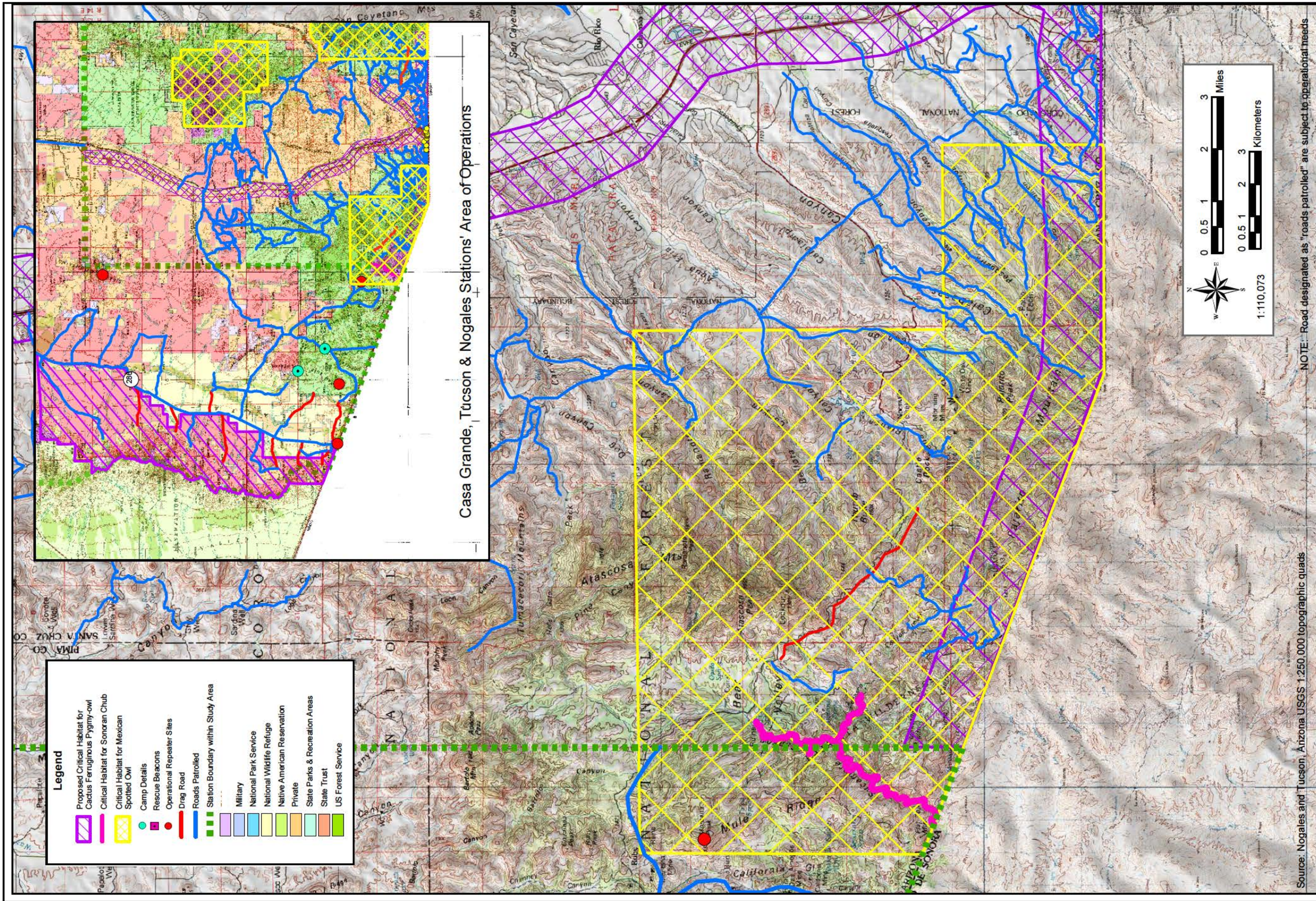


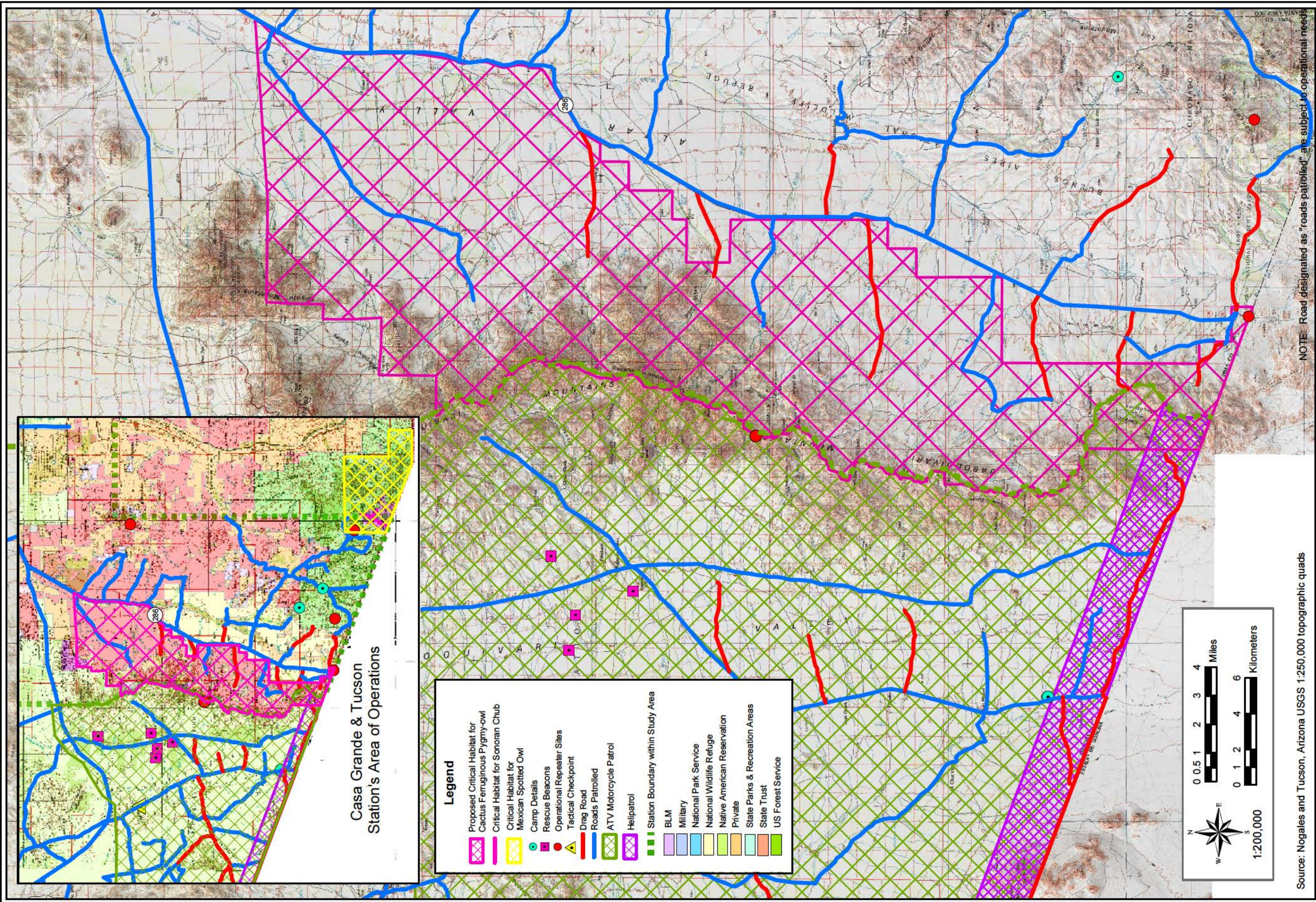
Figure 3-2: Critical Habitat for the Sonoran Chub and Mexican Spotted Owl (Tucson and Nogales Stations)

The cactus ferruginous pygmy-owl previously had critical habitat (730,00 acres) designated in 1999 (64 FR 37419); however, a US District Court ruling in 2001 removed the critical habitat designation for the cactus ferruginous pygmy-owl (Center for Biological Diversity [CBD] 2001). The ruling was the result of a lawsuit filed by the Southern Arizona Homebuilders Association, the National Association of Homebuilders, and the Homebuilders Association of Southern Arizona in 2000 (CBD 2001). On November 27, 2002, the USFWS proposed designating 1.2 million acres of critical habitat for the cactus ferruginous pygmy-owl (67 FR 71031). The proposed critical habitat encompasses portions of Pima County (Figure 3-3) within the Tucson Station's AO.

The USFWS designated seven areas (units) as critical habitat for the Huachuca water umbel in Arizona on July 12, 1999 (64 FR 37441). All seven units are located within the Sonoita and Naco stations' AOs in Santa Cruz and Cochise counties (Figures 3-4 and 3-5). These areas are defined as follows: (1) approximately 1.25 miles of Sonoita Creek southwest of Sonoita; (2) approximately 2.7 miles of the Santa Cruz River on both sides of Forest Road 61, plus approximately 1.9 miles of an unnamed tributary to the east of the river; (3) approximately 3.4 miles of Scotia Canyon upstream from near Forest Road 48; (4) approximately 0.7 miles of Sunnyside Canyon near Forest Road 117 in the Huachuca Mountains; (5) approximately 3.8 miles of Garden Canyon near its confluence with Sawmill Canyon; (6) approximately 1.0 mile of Lone Mountain Canyon, approximately 1.0 mile of Rattlesnake Canyon, 0.6 mile of an unnamed canyon, approximately 1.0 mile of Bear Canyon, and an approximately 0.6 mile reach of an unnamed tributary to Bear Canyon; and (7) approximately 33.7 miles of the San Pedro River from the perennial flows reach north of Fairbank to 0.13 miles south of Hereford, SPRNCA. These areas include stream courses and adjacent areas out to the beginning of upland vegetation.

Seven areas were designated as critical habitat for the Gila chub in the study area (50 C.F.R. Part 17). These areas are located in the Lower San Pedro River area and the Lower Santa Cruz River area (Figure 3-6). The critical habitat for Gila chub is defined as Bass Canyon 3.4 miles along the creek from Hot Springs Canyon to Pine Canyon; Hot Springs Canyon along 0.69 mile of creek from below the Bass Canyon confluence to the end of perennial flow; Redfield Canyon 2.2 miles along the creek from Township 11 South, Range 20 East, Section 31 Southeast to the confluence with Sycamore Canyon; Cienega Creek along 19 miles extending from the confluence with Pantano Wash to Township 19 South, Range 17 East, Section 23

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Source: Nogales and Tucson, Arizona USGS 1:250,000 topographic quads

Figure 3-3: Proposed Critical Habitat for Cactus Ferruginous Pygmy-owl (Casa Grande and Tucson Station)

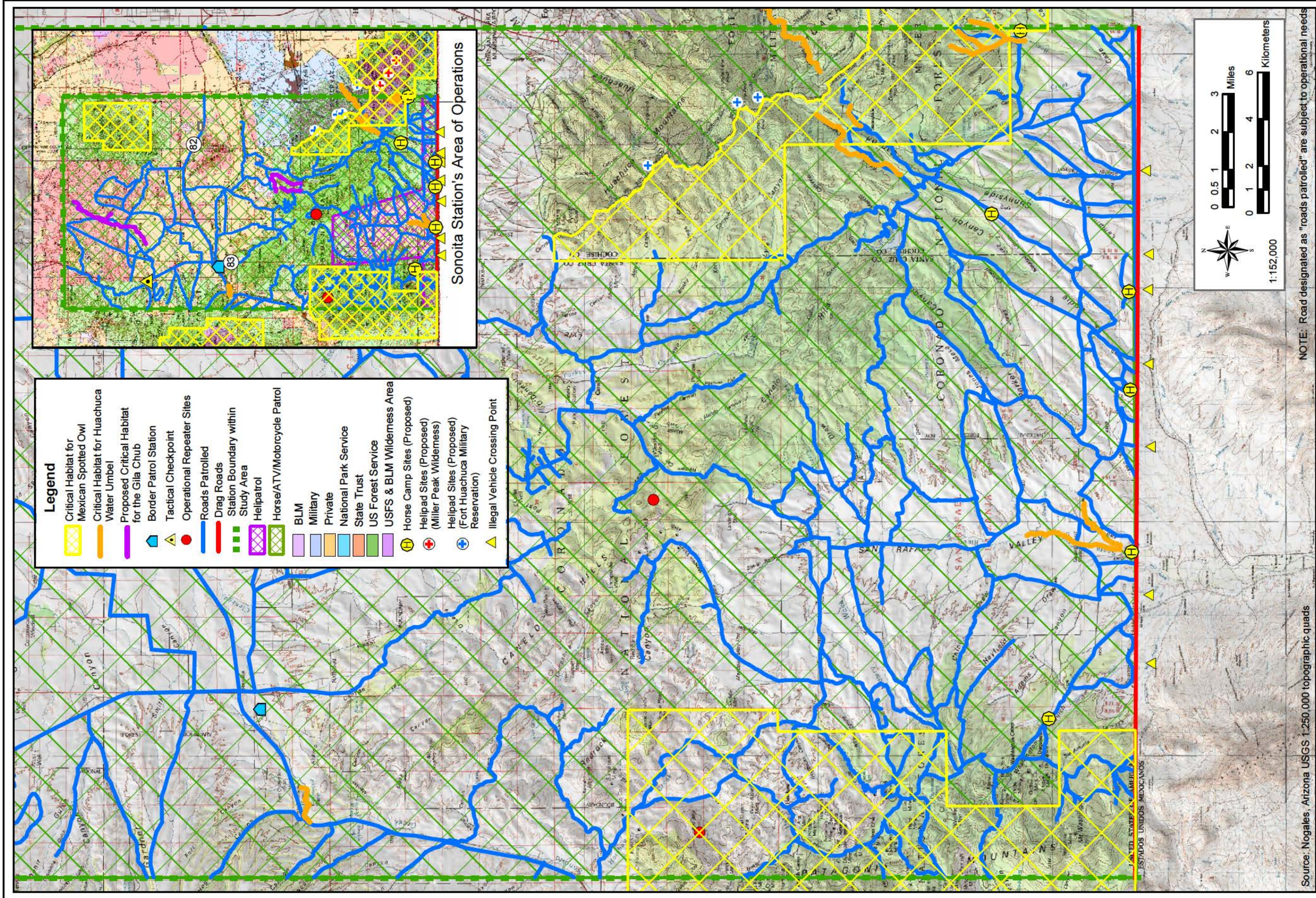


Figure 3-4: Critical Habitat for Huachuca Water Umbel and Mexican Spotted Owl (Southern Portion of Sonito Station)

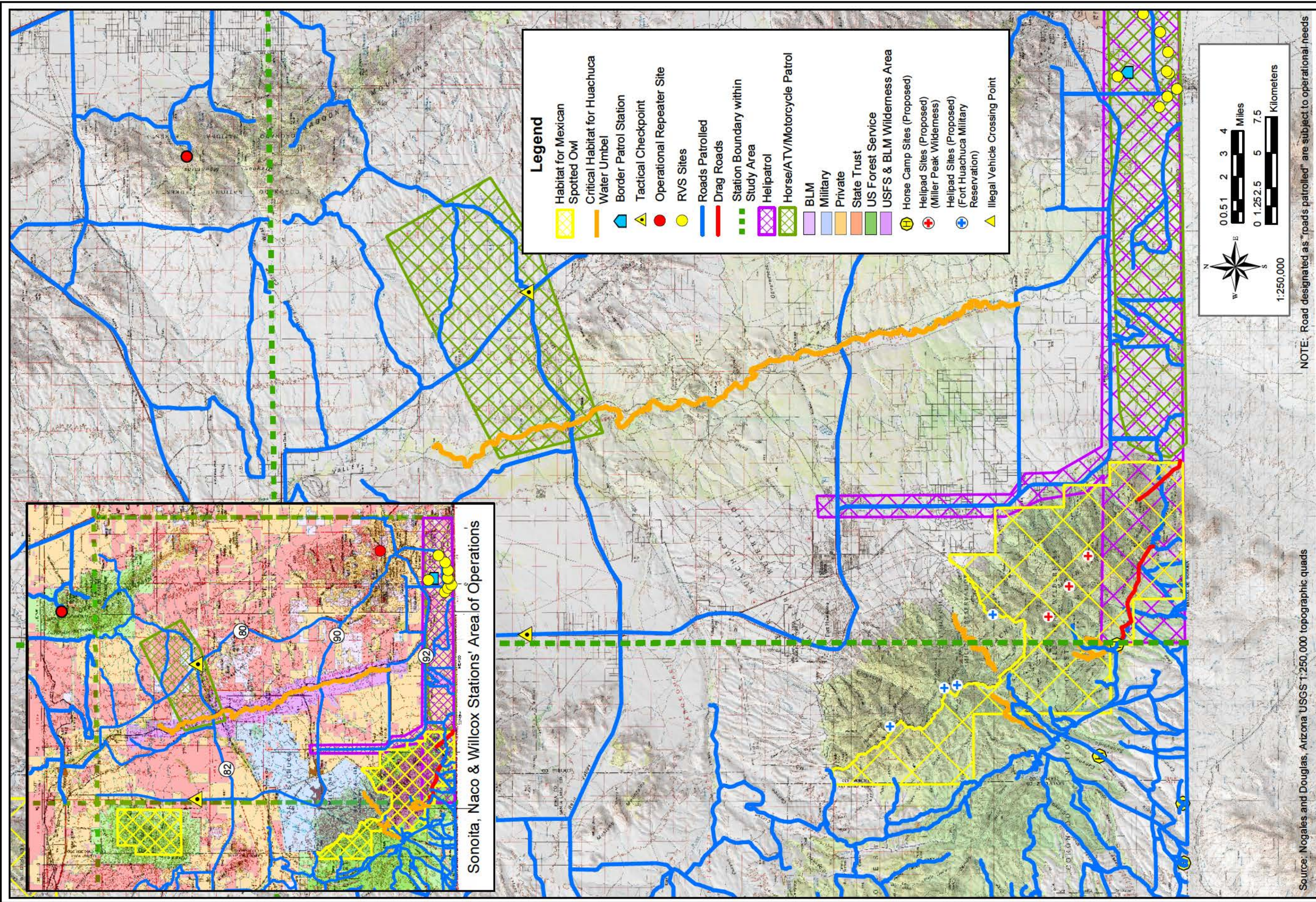


Figure 3-5: Critical Habitat for Huachuca Water Umbel and Mexican Spotted Owl (Sonora, Naco and Willcox Stations)

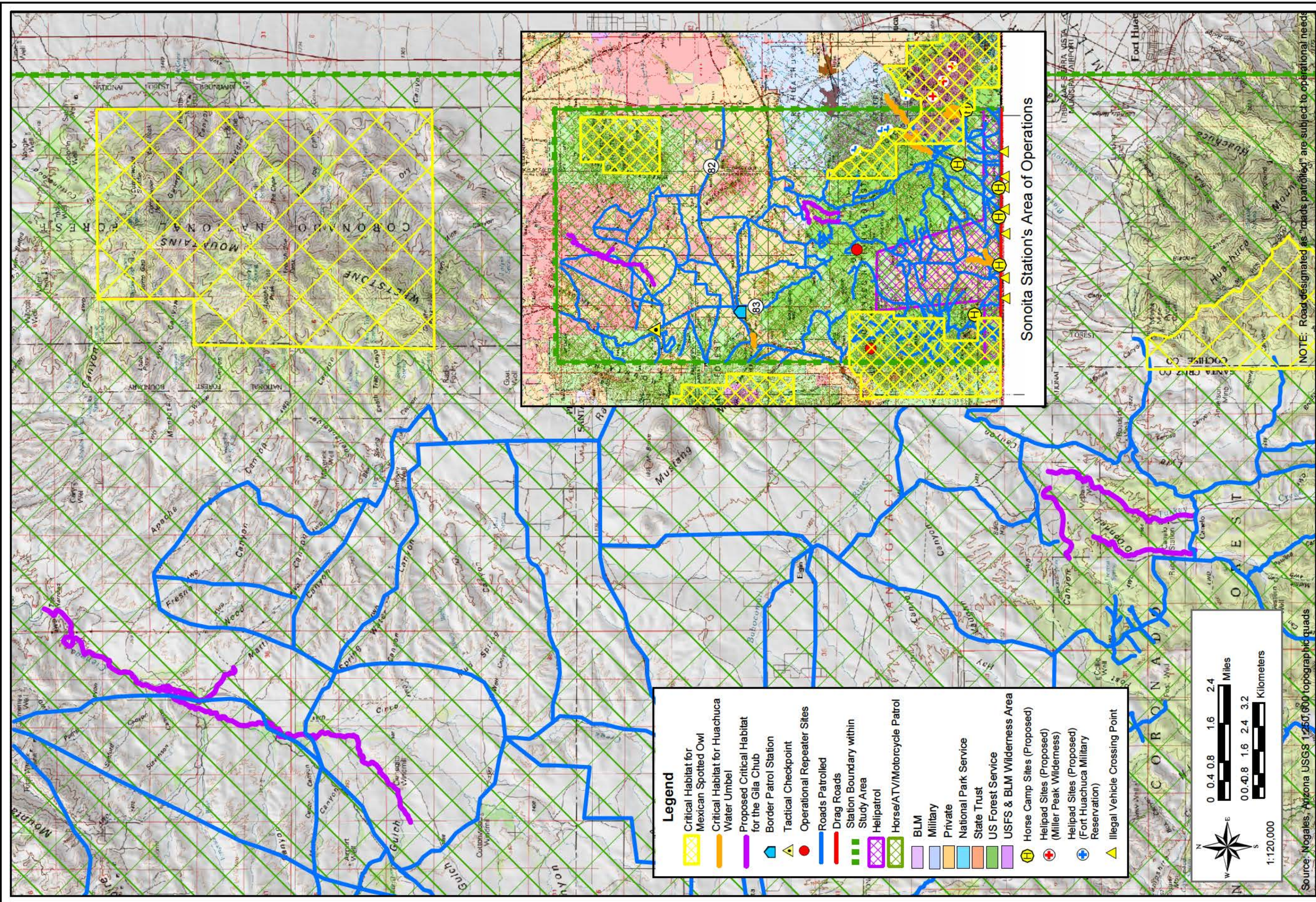


Figure 3-6: Critical Habitat for Mexican Spotted Owl and Proposed Critical Habitat for the Gila Chub (Northern Portion of Sonita Station)

Northwest; Mattie Canyon along 2.4 miles of creek from the confluence with Cienega Creek to the BLM property boundary; Empire Gulch 3.2 miles along the creek extending from the confluence with Cienega Creek upstream through BLM property; Sabino Canyon along 7 miles of creek extending from the southern boundary of the Coronado National Forest upstream to the confluence with the West Fork of Sabino Canyon in the Coronado National Forest.

Critical habitat was designated by the USFWS for the Mexican spotted owl on February 1, 2001 (66 FR 8530). Portions of Cochise and Pima counties have been designated critical habitat in Arizona; four units have been designated in the project area, encompassing several stations. Some of these areas have been identified previously in Figures 3-2, 3-4, 3-5, and 3-6; the remaining areas proposed for designation as critical habitat for Mexican spotted owl are depicted in Figures 3-7 through 3-9. Unit BR-W-11 is located in Pima County north of I-10 in the Coronado National Forest and Saguaro National Monument. The BR-W-15 Unit is located in Cochise County between SR 83 and SR 90 on Fort Huachuca, while Unit BR-W-15a is located south of BR-W-15 and is on the border south of SR 92 along Montezuma Canyon Road. Unit BR-W-18 is also located in Cochise County south of I-10, east of I-119 in the Coronado National Forest and the Chiricahua National Monument. Primary constituent elements are provided in canyons and mixed conifers, pine-oak, and riparian habitat types that typically support nesting and/or roosting.

The USFWS designated one area (complex) as critical habitat for the beautiful shiner, Yaqui catfish, and Yaqui chub in Arizona on August 31, 1984 (49 FR 34490). This area encompasses all aquatic habitat of San Bernardino National Wildlife Refuge including small permanent streams with riffles, or intermittent creeks with pools and riffles in the Rio Yaqui drainage area with clean, unpolluted water (Figure 3-10). This area is located in the Willcox Station AO in Cochise County.

3.6 UNIQUE AND ENVIRONMENTALLY SENSITIVE AREAS

A wide variety of unique or environmentally sensitive areas exist within the study area (Figure 3-11). A list of unique areas found in the study area by county is presented in Table 3-5. The following paragraphs describe the major unique and sensitive areas in the area of operation.

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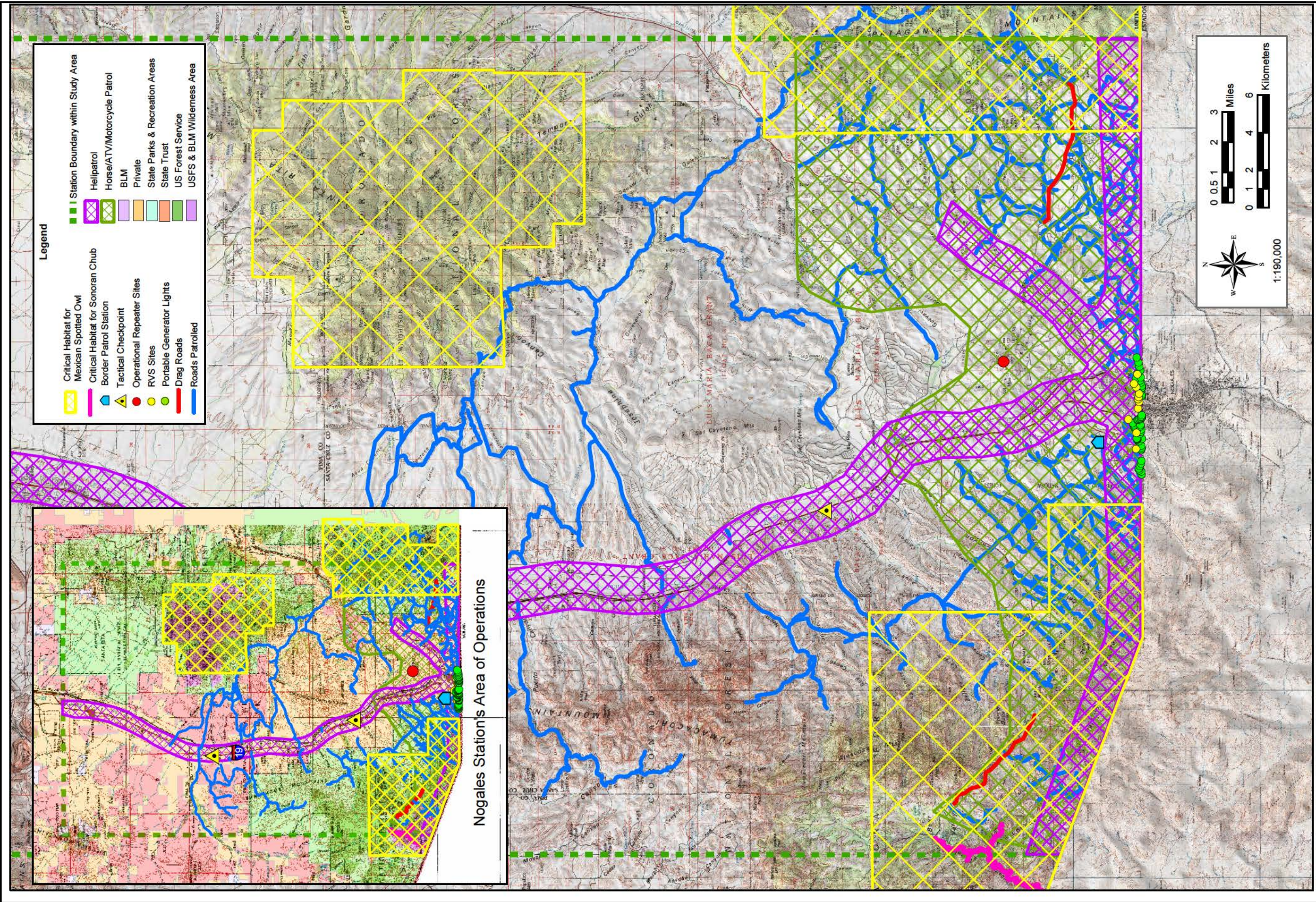


Figure 3-7: Critical Habitat for the Mexican Spotted Owl (Nogales Station)

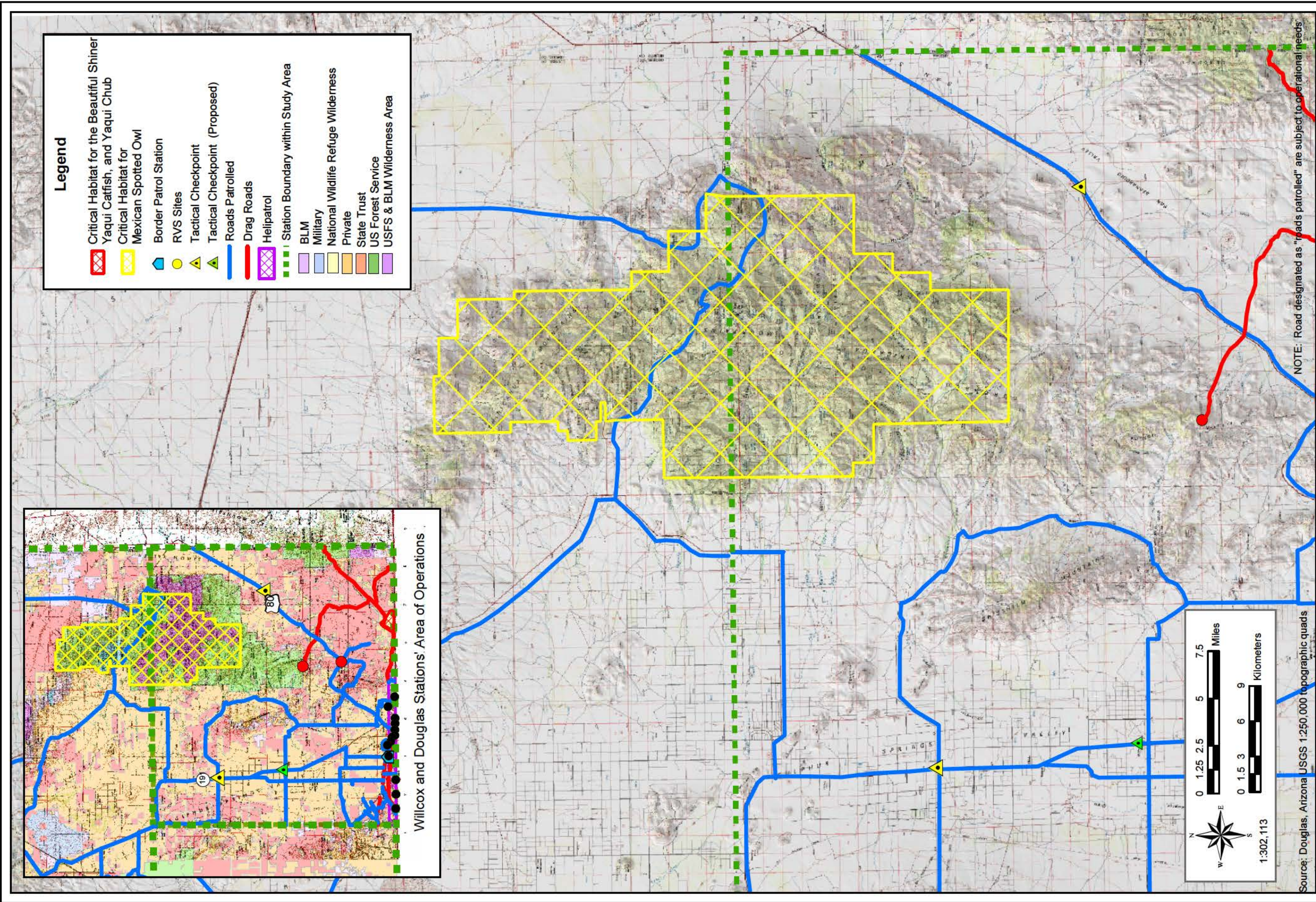


Figure 3-8: Critical Habitat for the Mexican Spotted Owl (Willcox and Douglas Stations)

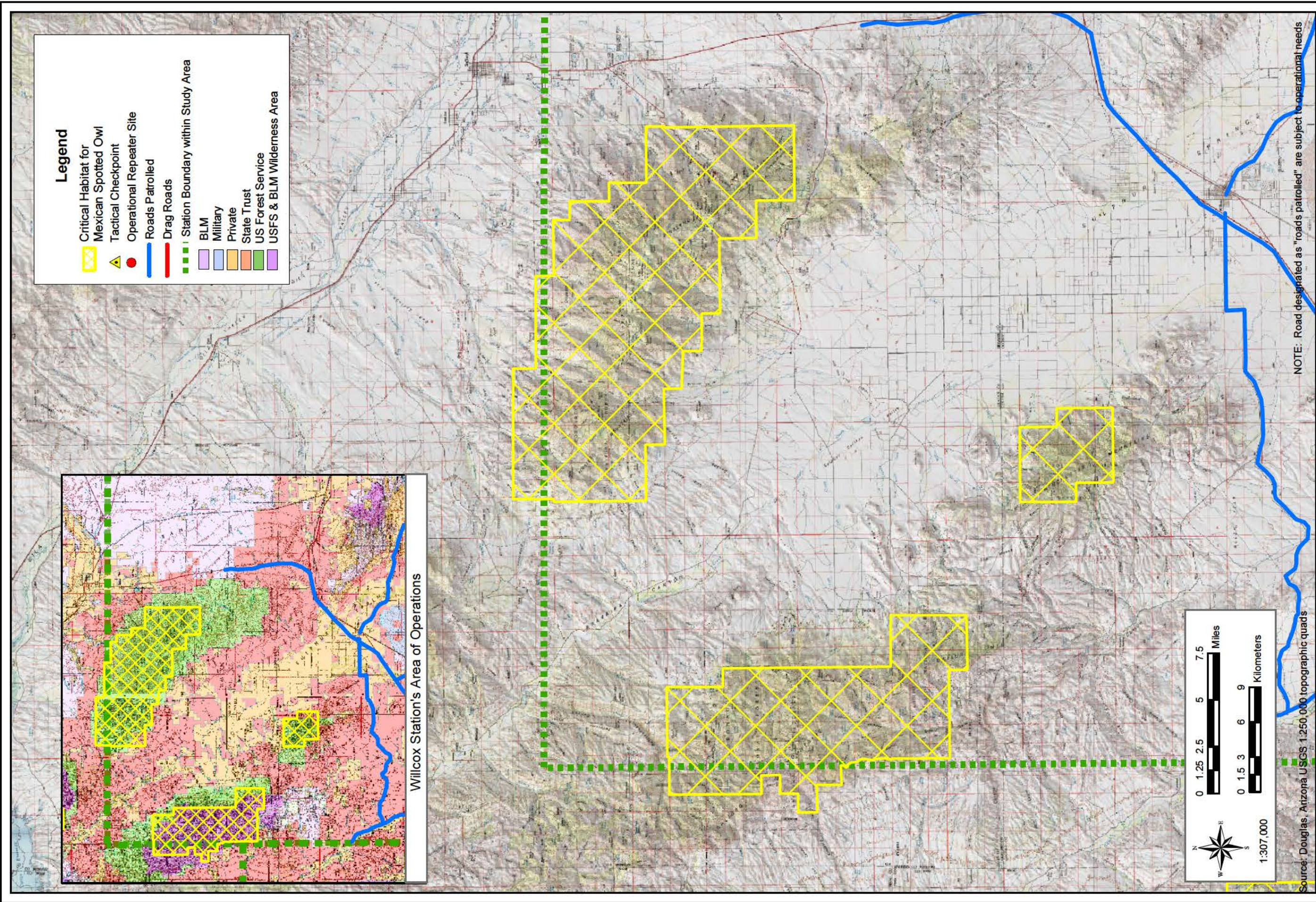


Figure 3-9: Critical Habitat for the Mexican Spotted Owl (Willcox Station)

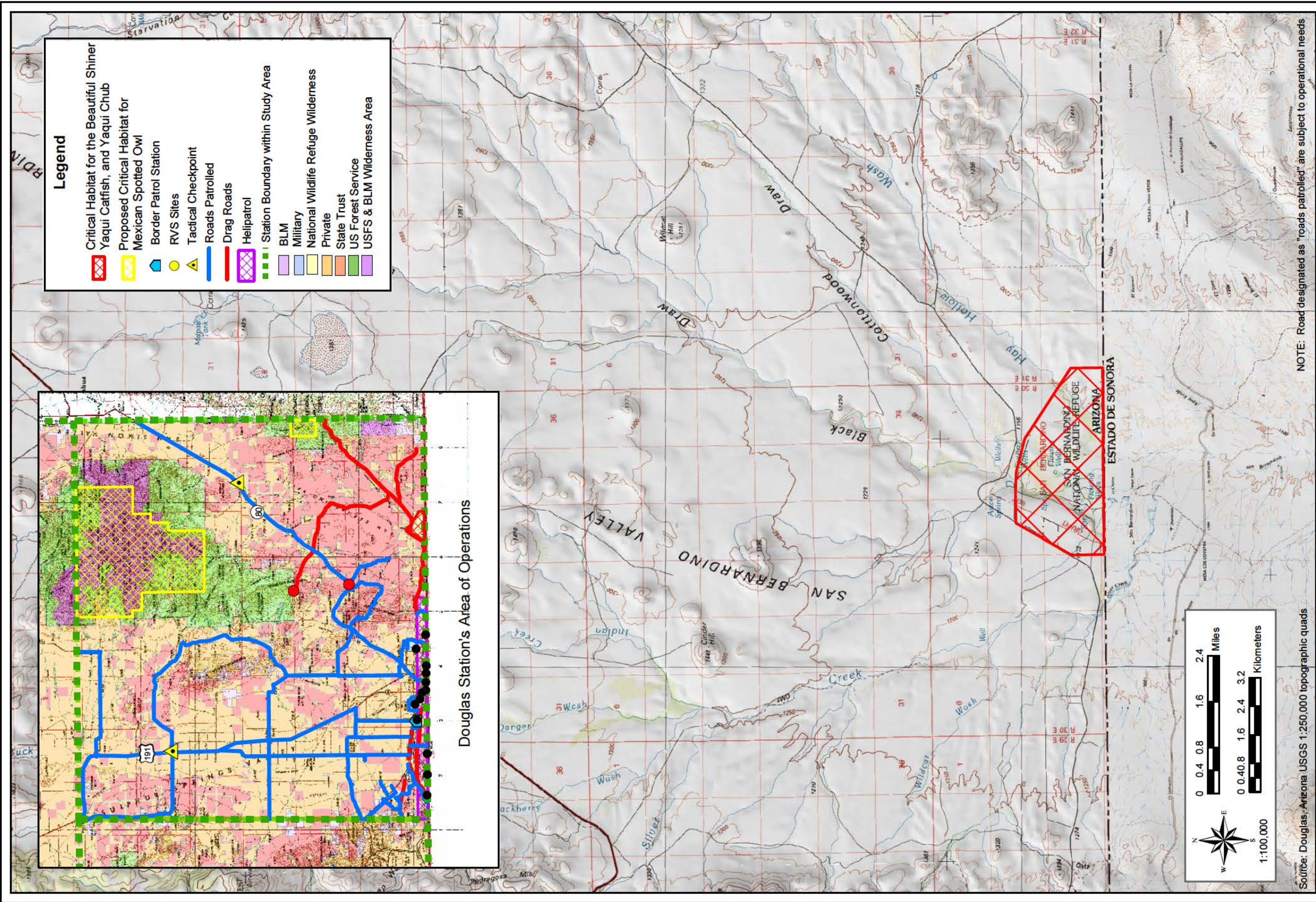


Figure 3-10: Critical Habitat for the Beautiful Shiner, Yaqui Catfish, and Yaqui Chub (Douglas Station)

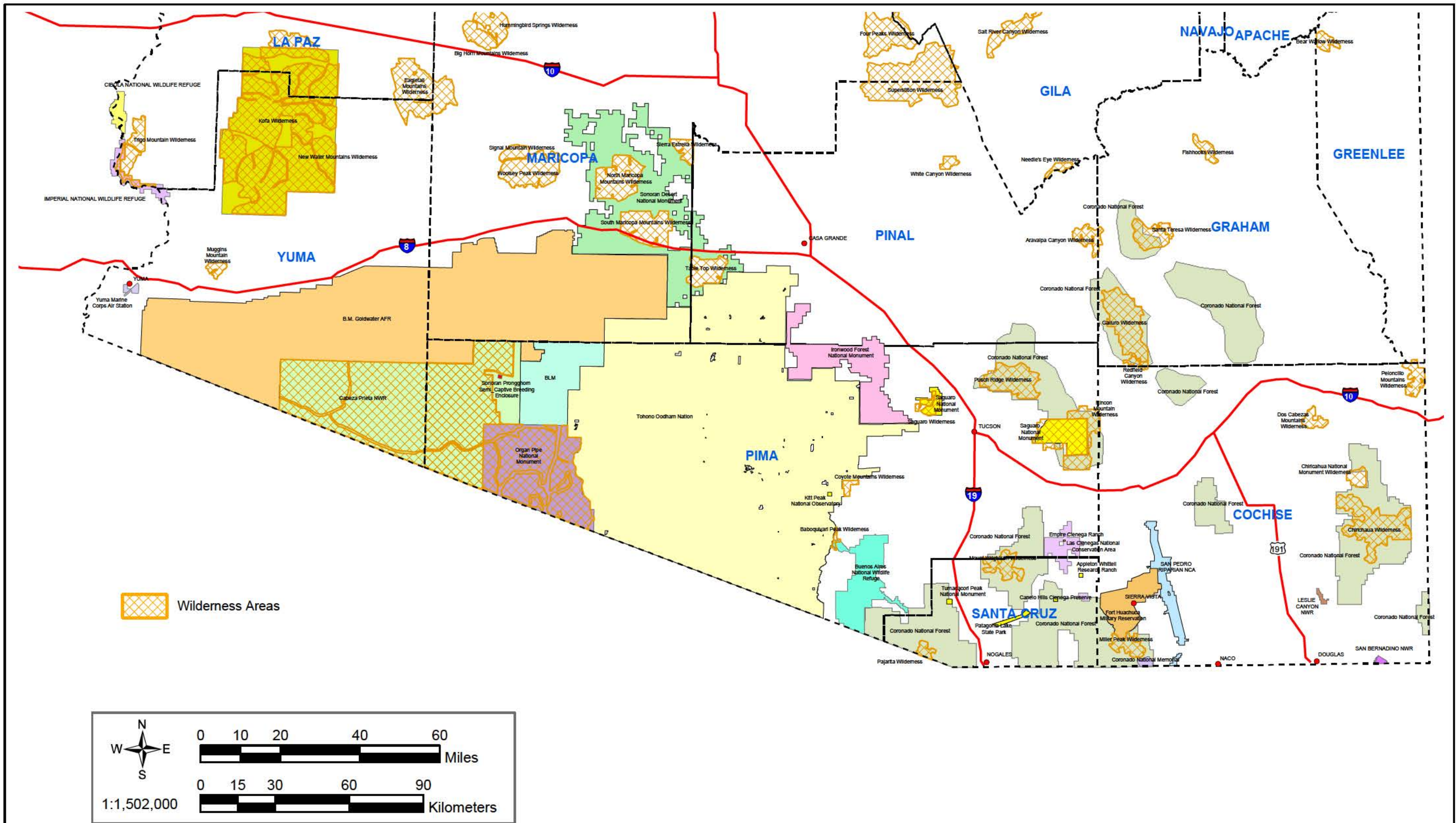


Figure 3-11: Environmentally Sensitive Areas within the Study Area

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Table 3-5. Unique and Environmentally Sensitive Areas in the Project Region

Area	Acreeage	Management
Cochise County, Arizona		
Chiricahua National Monument	12,000	NPS
Coronado National Forest	2,475,000	USFS
Chiricahua Wilderness Area	87,700	
Miller Peak Wilderness Area	20,228	
Coronado National Memorial	4,750	NPS
Kartchner Caverns State Park	560	ASP
Ramsey Canyon Preserve	300	TNC
San Bernadino/Leslie Canyon Wildlife Refuges	3,549	USFWS
San Pedro Riparian National Conservation Area	56,500	BLM
Santa Cruz County, Arizona		
Appleton-Whittell Research Ranch	8,000	NAS
Canelo Hills Cienega	254	TNC
Coronado National Forest	2,475,000	USFS
Parajita Wilderness Area	7,553	
Mt. Wrightson Wilderness Area	25,260	
Goodding Research Natural Area	545	
Madera Canyon Recreation Area		
Pena Blanca Recreation Area	49	
Empire-Cienega Ranch	45,000	BLM
Patagonia Lake State Park	640	ASP
Patagonia/Sonoita Creek Preserve	850	TNC
Tubac Presidio State Historic Park	11	ASP
Tumacacori National Historic Park	16	NPS
Wild Chile Botanical Area	2500	USFS
Pima County, Arizona		
Baboquivari Peak Wilderness Area	2,040	BLM
Buenos Aires National Wildlife Refuge	115,000	USFWS
Cabeza Prieta National Wildlife Refuge	860,000	USFWS
Coyote Mountains Wilderness	5,080	BLM
Kitt Peak National Observatory		NOAOR
Organ Pipe Cactus National Monument	330,689	NPS
Saguaro National Monument	91,116	NPS
Yuma County, Arizona		
Cabeza Prieta National Wildlife Refuge	860,000	USFWS
Cibola National Wildlife Refuge	16,627	USFWS
Eagle tail Mountains Wilderness Area	97,800	BLM
Imperial National Wildlife Refuge	25,125	USFWS
Kofa National Wildlife Refuge	665,400	USFWS
Muggins Mountains Wilderness Area	7,711	BLM

Source: USGS 2002

Legend:

ASP = Arizona State Parks

BLM = Bureau of Land Management

NAS = National Audubon Society

NOAO = National Optical Astronomy Observatories

NPS = National Park Service

TNC = The Nature Conservancy

USFS = US Forest Service

USFWS = US Fish and Wildlife Service

3.6.1 Cochise County

3.6.1.1 Chiricahua National Monument

The Chiricahua National Monument encompasses 12,000 acres in the Chiricahua Mountains of southeastern Arizona, approximately 30 miles southeast of Willcox (NPS 2000a). These volcanic mountains rise above the surrounding grasslands to elevations ranging between 5,100 and 7,800 feet amsl. The Monument is located 120 miles east of Tucson on SR 186. The Chiricahua National Monument features 17 miles of maintained trail in a monument that is 90 percent wilderness. It is home to a wide variety of plant and animal species. Most conspicuous are the rare birds such as sulphur-bellied flycatchers (*Myiodynastes luteiventris*), Mexican chickadees (*Poecile sclateri*), and elegant trogons (*Trogon elegans*), which make the area a popular site for bird watching. Mammals such as the Apache fox squirrel (*Sciurus nayaritensis chiricahuae*), coatimundis (*Nasua nasua*), and peccaries (*Pecari tajacu*), as well as trees, including the Chihuahua pine and Apache pine (*Pinus englemanii*), are found within the Monument. The plants found in the area range from cacti in the lowlands; oaks, alligator bark juniper, and Arizona cypress (*Cyprinus arizonica*) in the canyon forests; manzanita-buckthorn-skunkbush chaparral on ridges; and ponderosa pine, Douglas fir, and aspen on the highest slopes.

3.6.1.2 Coronado National Forest

The Coronado National Forest covers 2,475,000 acres of southeastern Arizona and southwestern New Mexico (USFS 2000a). Elevations range from 3,000 feet to 10,720 feet msl in 12 widely scattered mountain ranges or "sky islands" that rise from the desert floor, supporting diverse plant communities. Over 1,100 miles of trails, four small lakes, and eight Wilderness Areas encompassing 338,536 acres are found within the Coronado National Forest. The Wilderness Areas found within the study region of Cochise County are the Miller Peak Wilderness and Chiricahua Wilderness Areas.

- **Chiricahua Wilderness Area:** The Chiricahua Wilderness Area is located approximately 40 miles northeast of Douglas in the Chiricahua Mountains. It was established in 1964 and encompasses 87,700 acres (NWPS 2000b). There is wide variation in elevation, slope, moisture, flora, and fauna. Many birds found in the Wilderness Area and in nearby areas such as Cave Creek Canyon are species that are otherwise seen only in Mexico.
- **Miller Peak Wilderness Area:** The Miller Peak Wilderness Area is located six miles northwest of Sierra Vista in the southern portion of the Huachuca Mountains. It was established in 1984 and consists of 20,190 acres. Elevations range from 5,200 feet msl to 9,466 feet msl at Miller Peak itself. The Huachucas are famous as a haven for bird life and more than 170 species, including 14 species of hummingbirds, have been

observed. More than 60 species of reptiles and 78 species of mammals also are found in this range (NWPS 2000c).

3.6.1.3 Coronado National Memorial

The Coronado National Memorial is located in the south central border of Arizona, 25 miles west of Bisbee in the southern Huachuca Mountains. It commemorates the first major exploration of the American Southwest by Francisco Vasquez de Coronado, who was in search of the fabled Seven Cities of Cibola. The Memorial encompasses 4,750 acres of mostly oak woodland, a natural mountain habitat at an elevation about 5,000 feet amsl where a variety of plants and animals are found. The Memorial is known for its wide variety of birds; more than 140 species have been recorded here, including 50 resident birds (NPS 2000b).

3.6.1.4 Kartchner Caverns State Park

Kartchner Caverns State Park is the newest addition to the Arizona State Parks system. It is located nine miles southeast of I-10, in Benson, and encompasses 560 acres. The caves were initially discovered in 1974, but the State Park did not open until November 12, 1999. The massive limestone cave has 13,000 feet of passages, and two rooms as long as football fields. It is considered a "living cave" because the intricate formations continue to grow as dripping water slowly deposits minerals. Kartchner Caverns State Park is a natural refuge and roosting area for approximately 1,000 to 2,000 bats that roost in the caverns from late April to mid-September (ASP 2000a).

3.6.1.5 Ramsey Canyon Preserve

Ramsey Canyon Preserve is located 10 miles south of Sierra Vista and is managed by The Nature Conservancy (TNC). It is located in the Huachuca Mountains, bounded on three sides by the Coronado National Forest and encompasses 300 acres. A permanent stream (Ramsey Creek) and high canyon walls provide Ramsey Canyon with a moist, cool, and stable environment unusual in the desert southwest. Water-loving plants such as sycamores (*Platanus* sp.), maples (*Acer* sp.), and columbines (*Aquilegia* sp.) line the banks of Ramsey Creek, often growing within a few feet of cacti, yucca, and agaves. Communities ranging from semi-desert grassland to pine-fir forest are found within the canyon. Ramsey Canyon is noted for the 14 species of hummingbirds that have been seen at the canyon between April and October. In addition, Coue's deer (*Odocoileus virginianus*), coatis, mountain lion (*Puma concolor*), and dozens of varieties of butterflies are also found within the preserve. The Ramsey Canyon leopard frog (*Rana subaquavocalis*) exists only in Ramsey Canyon and several nearby

sites in the Huachuca Mountains and foothills. There are 45 mammal species and 20 species of reptiles and amphibians in and around the preserve (TNC 2000c).

3.6.1.6 San Bernadino/Leslie Canyon National Wildlife Refuge

This refuge complex includes the 2,309-acre San Bernadino National Wildlife Refuge (SBNWR), located on the US-Mexico border 17 miles east of Douglas and the 1,240-acre LCNWR, located 15 miles north of Douglas (USFWS 2000e). Topography of the SBNWR is situated at the bottom of a wide valley at 3,720 to 3,920 feet amsl elevation and encompasses a portion of the Yaqui River. LCNWR is located in rough mountainous terrain, encompassing Leslie Creek, providing valuable riparian habitat. Over 270 species of birds, various mammals, and numerous reptiles and amphibians can be seen at this refuge complex. It also has historically supported approximately one-quarter of the fish species native to Arizona. These include several federally protected species such as the Yaqui chub, Yaqui topminnow, beautiful shiner, and Yaqui catfish.

3.6.1.7 San Pedro Riparian National Conservation Area

The SPRNCA contains approximately 40 miles of the upper San Pedro River and is located between Sierra Vista and Bisbee. It is managed by the BLM's Tucson Field Office and contains over 58,000 acres of public land. The primary purpose for the designation is to protect and enhance the desert riparian ecosystem, a rare remnant of what was once an extensive network of similar riparian systems throughout the southwest. Wildlife is abundant in the SPRNCA because of the abundant food, water and cover within and surrounding the riparian zone. The SPRNCA supports over 350 species of birds, over 80 species of mammals, two native species and several introduced species of fish, and more than 40 species of amphibians and reptiles (BLM 2000e).

3.6.2 Santa Cruz County

3.6.2.1 Appleton-Whittell Research Ranch

The Appleton-Whittell Research Ranch is a collaboration among the National Audubon Society, USFS, BLM, Appleton family, and the Research Ranch Foundation. The Research Ranch is an 8,000-acre refuge located near Elgin. The Research Ranch was established in 1968 by the Appleton family for ecological research and has not been grazed by cattle since 1968. The undisturbed habitat consists of semidesert grasslands, oak savannah, oak woodland, and riparian systems (National Audubon Society 2000).

3.6.2.2 Canelo Hills Cienega

Canelo Hills Cienega is located 14 miles south of Sonoita and is managed by TNC (TNC 2000a). The preserve, once part of a "working ranch," includes 260 acres of rolling black oak and Arizona fescue "savannas" with small isolated riparian wetlands in the draw bottoms. O'Donnell Creek is a small perennial stream running through the Canelo Hills Cienega and supports one of the largest populations of the Gila chub and the Canelo Hills ladies' tresses, both endangered species.

3.6.2.3 Coronado National Forest

As discussed previously, the Coronado National Forest covers 2,475,000 acres of southeastern Arizona and southwestern New Mexico (USFS 2000a). Two Wilderness Areas, the Pajarita and Mt. Wrightson, and one Research Natural Area (RNA), the Goodding, are found within the Coronado National Forest in Santa Cruz County.

- **Pajarita Wilderness Area:** Congress designated the Pajarita Wilderness Area in 1984 and it now has a total of 7,553 acres (NWPS 2000e). More than 660 species of plants have been identified within its borders, 17 of them indigenous. Located near the US-Mexico border, Pajarita is dominated by the narrow and twisting, steep-walled Sycamore Canyon. Although the flows that occur in Sycamore Canyon are ephemeral, the canyon does have year-round pools of water and serves as a major migration corridor for wildlife. Elevations of the Wilderness Area range from 3,800 feet msl to 4,800 feet msl.
- **Mt. Wrightson Wilderness Area:** Mt. Wrightson Wilderness Area is located 30 miles southeast of Tucson at the core of the Santa Rita Mountains. It has a total of 25,260 acres and is visible from Tucson at 9,452 feet msl in elevation. This Wilderness has rough hillsides, deep canyons, and lofty ridges and peaks surrounded on all sides by semiarid hills and sloping grasslands and is dominated by Ponderosa pine and Douglas fir. The stream-fed canyons support an abundance of plant and animal life, including many montane Mexican plants that grow nowhere else north of the border (NWPS 2000d).
- **Goodding RNA:** This RNA was established in 1970 and encompasses 545 acres with elevations ranging from 3,800 to 4,500 feet msl (USFS 2000b). It is located just north of the US-Mexico border, 15 miles west of Nogales, Arizona and lies within the Pajarita Wilderness Area. The riparian system associated with the intermittent stream flowing through the RNA supports habitat for a number of rare animals. The RNA is the only known location where three species of leopard frogs have co-occurred: Tarahumara leopard frog (*Rana tarahumare*) (extirpated), Chiricahua leopard frog, and lowland leopard frog (*Rana yavapainensis*). Bird diversity is high in the area, and the RNA supports the lowest elevation nesting location for the Mexican spotted owl. Perennial waters support rare fish including the Sonoran chub.
- **Madera Canyon Recreation Area:** Madera Canyon is located 43 miles south of Tucson at an elevation of 4,600 feet amsl in the Santa Rita Mountains (USFS 2004a). Because

of the year-round water to be found here, Madera Canyon attracts a wide variety of bird species. More than a dozen species of hummingbirds, an equal number of flycatchers, warblers, tanagers, buntings, grosbeaks, and many rare birds not found in in any other state frequent Madera Canyon (Frommers 2003).

- Pena Blanca Recreation Area: Pena Blanca Lake is a 45-surface-acre lake located 63 miles south of Tucson at an elevation of 4,000 feet amsl in the Atascosa Mountain foothills (USFS 2004b). The recreation area is located at an environmental transition zone where desert cactus and oak and mesquite thickets both grow (Desert USA 2004). This area is valued by the recreating public for its birdwatching, hiking, and photography opportunities.

3.6.2.4 Empire-Cienega Ranch

Since 1988, the Empire and Cienega ranches have been under the administration of the BLM under the principles of multiple-use and ecosystem management. The Empire-Cienega RNA is a working cattle ranch of 45,000 acres of public land located in southeastern Pima County and northeastern Santa Cruz County. The diversity of habitat in this RNA supports healthy populations of fish and wildlife. Three species of native fish are found in the Cienega Creek: Gila topminnow, Gila chub, and longfin dace. A variety of amphibians and reptiles are found in the RNA and nearly 200 bird species have been identified. Numerous game and non-game mammals are found in the RNA, including 11 species of bats. The field station is located 46 miles southeast of Tucson and 10 miles north of Sonoita. The station is accessed by SR 83, 7 miles north of Sonoita, and by SR 82, which is 5 miles east of Sonoita (BLM 2000c).

3.6.2.5 Patagonia Lake State Park

Patagonia Lake State Park is located approximately 12 miles northeast of Nogales and 20 miles southwest of Sonoita on SR 82 (ASP 2000b). The lake is 2.5 miles long and approximately 250 acres and was created by damming Sonoita Creek, which flows 2.5 miles along the edge of the park. The lake is stocked every winter with bass (*Micropterus sp.*), crappie (*Pomoxis sp.*), bluegill (*Lepomis macrochirus*), and catfish. The new Sonoita Creek State Natural Area is located in the northeastern portion of the park and the Patagonia/Sonoita Creek Preserve is located near the northwestern portion of the park.

3.6.2.6 Patagonia/Sonoita Creek Preserve

The Patagonia/Sonoita Creek Preserve is located near Patagonia. This 850-acre preserve is managed by TNC. It is located in the floodplain valley between the Patagonia and Santa Rita Mountains and provides a rich habitat of cottonwood-willow riparian forest supporting a wide array of wildlife (TNC 2000b). Over 290 bird species are found here, as well as other animal

species including the mountain lion, bobcat (*Felis rufus*), white-tailed deer (*Odocoileus virginianus*), javelina (*Pecari angulatus*), coatimundi, coyote (*Canis latrans*), desert tortoise (*Gopherus agassizii*), occasional rattlesnakes and several toads and frogs.

3.6.2.7 Tubac Presidio State Historic Park

Tubac Presidio State Historic Park is Arizona's first state park (ASP 2000c) and encompasses 11 acres. It is located 45 miles south of Tucson near the community of Tubac. Remnants of the military fort founded by the Spanish in 1752 have been uncovered by University of Arizona archeologists and preserved by Arizona State Parks. An underground display features portions of the original foundation, walls, and plaza floor of the Presidio (fort) de San Ignacio de Tubac.

3.6.2.8 Tumacacori National Historic Park

Tumacacori National Historical Park is located in the Santa Cruz River Valley 48 miles south of Tucson (NPS 2000e). The 45-acre park is the site of one of the oldest Spanish missions in the southwest.

3.6.2.9 Wild Chile Botanical Area

The Wild Chile Botanical Area is a special management area within the Coronado National Forest. This 2500-acre area is designed to conserve wild relatives of the wild chile, an economically important crop. Through research, training and education, the botanical area provides government, non-government and private interests the opportunity to work together toward the common goal of conserving our natural resources (Native Seeds/Search 2002).

3.6.3 Pima County

3.6.3.1 Baboquivari Peak Wilderness Area

Congress designated the Baboquivari Peak Wilderness Area in 1990, and it now has a total of 2,040 acres (NWPS 2000a). It is Arizona's smallest designated Wilderness Area and is managed by the BLM. Elevations range from 7,730 feet amsl on the summit to 4,500 feet amsl on the desert floor. Vegetation in the higher country includes oak, walnut, and piñon; saguaro, paloverde, and other chaparral species are found on the lower elevations.

3.6.3.2 Buenos Aires National Wildlife Refuge

The Buenos Aires National Wildlife Refuge (BANWR) is an 115,000-acre refuge established to preserve the endangered masked bobwhite quail (*Colinus virginianus ridgwayi*) (USFWS

2000a). It is located in the southeast corner of Pima County, near Sasabe. It contains extensive grasslands, seasonal streams, and a lake. Over 300 species of birds, including hawks, herons, vermilion flycatchers (*Pyrocephalus rubinus*) and golden eagles (*Aquila chrysaetos*) (during migration) are found on this refuge. Other wildlife includes coyotes, deer, foxes, and pronghorn. In addition to the masked bobwhite quail, BANWR protects habitat for five other endangered species (cactus ferruginous pygmy-owl, Pima pineapple cactus, Kearney's blue star, southwestern willow flycatcher, and razorback sucker).

3.6.3.3 Cabeza Prieta National Wildlife Refuge (CPNWR)

The CPNWR is located along 56 miles of the US-Mexico border between Yuma and Ajo, in both Yuma and Pima counties. It encompasses 860,000 acres of Sonoran Desert habitat consisting of low mountain ranges separated by broad alluvial valleys and is the third largest national wildlife refuge in the lower 48 states (USFWS 2000b). Under the 1990 Arizona Desert Wilderness Act, more than 803,000 acres of the refuge were classified as Wilderness Areas. The endangered Sonoran pronghorn, cactus ferruginous pygmy-owl, and lesser long-nosed bat are found on this NWR, as well as desert bighorns, lizards, rattlesnakes, and desert tortoises. As many as 391 plant species and more than 300 species of wildlife are found on the CPNWR.

3.6.3.4 Coyote Mountains Wilderness Area

Congress designated the Coyote Mountains Wilderness Area in 1990 and it now has a total of 5,080 acres (BLM 2000a). It is located 40 miles southwest of Tucson and is managed by the BLM. The Wilderness Area includes the Coyote Mountains, which cover about 40 percent of the total Wilderness Area. The vegetation includes paloverde, saguaro, chaparral, and oak woodlands. Currently there is no legal public access to the Coyote Mountains Wilderness Area.

3.6.3.5 Kitt Peak National Observatory

Kitt Peak National Observatory is located 44 miles southwest of Tucson at an elevation of 6,875 feet amsl (NOAO 2000). The observatory began operating in 1960 and is administered by the Association of Universities for Research in Astronomy and the National Optical Astronomy Observatories (NOAO).

3.6.3.6 Organ Pipe Cactus National Monument (OPCNM)

The OPCNM is located along the US-Mexico border in the southwestern portion of Arizona. It runs 40 to 50 miles from both east-to-west and north-to-south, encompassing some 500 square

miles (NPS 2000c). Most of the Monument is situated between the Ajo Mountain Range to the east and the Puerto Blanco Mountains to the west, with the Senita Plain extending west from here into the CPNWR. The OPCNM Monument was established as a monument in 1937 and as an International Biosphere Reserve in 1976. It is an almost pristine example of the Sonoran Desert, totaling 330,689 acres. The Monument was established to protect the rare organ pipe cactus and 26 other cacti species, as well as more than 200 species of birds and other animals, many of which are unique to this area. Three distinctive divisions of the Sonoran Desert converge here, representing six plant communities.

3.6.3.7 Saguaro National Park

Saguaro National Park is comprised of two regions, Saguaro East and Saguaro West, located 30 miles apart on either side of Tucson in the Tucson Basin (NPS 2000d). The basin is situated in the Sonoran Desert between two mountain ranges, the Rincon Mountains and the Tucson Mountains. It encompasses 91,116 acres and is managed by the NPS. More than 2,700 plant species, including 50 varieties of cacti, are found in Saguaro National Park. The park's most prominent feature is the saguaro cactus, which is indigenous to the Sonoran Desert.

3.6.4 Yuma County

3.6.4.1 Eagletail Mountains Wilderness Area

Eagletail Mountains Wilderness Area has a total of 97,880 acres and is located 65 miles west of Phoenix, in Maricopa, Yuma, and LaPaz counties (BLM 2000b). Managed by the BLM, the wilderness includes 15 miles of the Eagletail Mountains ridgeline and Courthouse Rock to the north, Cemetery Ridge to the south, and a large desert plain area between the two ridgelines.

3.6.4.2 Imperial National Wildlife Refuge (INWR)

The INWR is located 40 miles north of Yuma, with lands situated in both Yuma County, Arizona and Imperial County, California (USFWS 2000c). It is 30 miles long and encompasses 25,625 acres and protects the desert and the Colorado River ecosystem, including the last unchannelized portion of the Colorado River prior to entering Mexico. More than 15,000 acres of the INWR is federally designated as a Wilderness Area. The refuge is home to 268 species of birds, including the endangered Yuma clapper rail, southwestern willow flycatcher, and bald eagle. One special portion of the Colorado River is protected for the endangered razorback sucker.

3.6.4.3 Kofa National Wildlife Refuge (KNWR)

The KNWR is located 40 miles north of Yuma on the east side of Highway 95 (USFWS 2000d). The KNWR comprises 665,400 acres of Sonoran Desert, 516,300 of which are designated wilderness, and encompasses the Kofa and Castledome Mountain ranges. The desert bighorn sheep (*Ovis Canadensis nelsoni*) and the California palm, the only native palm in Arizona, are found on the KNWR. Notable wildlife species found in the area include the white-winged dove (*Zenaida asiatica*), desert tortoise, and desert kit fox (*Vulpes macrotis arsipus*). Approximately 800 to 1,000 bighorn sheep now live in the refuge. Other common bird species seen are the American kestrel, northern flicker (*Colaptes auratus*), Say's phoebe (*Sayornis saya*), cactus wren (*Campylorhynchus brunneicapillus*), phainopepla (*Phainopepla nitens*), and orange-crowned warbler (*Vermivora celata*).

3.6.4.4 Muggins Mountains Wilderness Area

The 7,711-acre Muggins Mountains Wilderness Area is located approximately 25 miles east of Yuma and is managed by the BLM (BLM 2000d). The most prominent summits are Muggins Peak at 1,424 feet amsl, Klothos Temple at 1,193 feet amsl, and Long Mountain at 914 feet amsl.

3.7 CULTURAL RESOURCES

3.7.1 Cultural History

The National Historic Preservation Act (NHPA), Section 106, requires Federal agencies to take into account the effects of their undertakings on historic properties and defines procedures governing Federal agencies' statutory responsibilities (16 U.S.C. §461, *et. seq.*). The implementing regulations for Section 106 of the NHPA are at 36 C.F.R. Part 800. Revisions to these procedures emphasized consultation with Native American tribes as part of the Section 106 process. In particular, Sec. 800.2(c)(3) of the revised regulations states that Federal agencies are required to consult not only with the State Historic Preservation Officer (SHPO) and/or the Tribal Historic Preservation Officer (THPO) (if one has been officially appointed), but also with relevant tribes that might claim cultural affinity in the area of the undertaking. Such consultations should occur on all Federal undertakings subject to Section 106 review, regardless of whether or not the undertaking is on tribal lands. As a result, the tribes must be given a reasonable opportunity to identify their concerns, advise on potential resources within the Area of Potential Effect (APE), including eligibility and provide input on project effects. The following tribes in Arizona claim cultural affinity to the study area: Ak-Chin Indian Community,

Gila River Indian Community, Tohono O'odham Nation, Hopi, Salt River Pima-Maricopa Indian Community, Yavapai, Zuni Pueblo, Cocopah, and Fort Yuma-Quechan (ASP 1999). Ongoing consultation is being conducted with the Native American tribes claiming to have cultural affinity throughout both the Section 106 and NEPA processes.

The archeology of the study area is quite detailed and relatively complex considering the various geographic and related cultural features. A broad overview of southern Arizona prehistory and previous investigations within the study area are presented in Appendix D. The predominance of the cultural history contained in the appendix comes directly from a baseline document developed for JTF-6 for Arizona (INS 1999b).

3.7.2 Ethnographic Resources and Tribal Concerns

The National Park Service defines an ethnographic resource as a site, structure, object, landscape, or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it. Ethnographic resources include Traditional Cultural Properties (TCP). TCPs are resources associated with cultural practices and beliefs of a living community that are rooted in its history and are important in maintaining the continuing cultural identity of the community. TCPs may include archeological resources, locations of historic events, sacred areas, sources of raw material used to produce tools and sacred objects, topographic features, traditional hunting or gathering areas, and native plants or animals. Identification of these resources requires consultation with the appropriate Native American Tribes, which claim a cultural affinity to the area.

Consultation includes the identification of any TCPs, traditional Native American subsistence areas (such as Native American Ak-Chin fields) or other ethnographic resources that may exist within the project area.

Several Native American reservations also exist within the study area. Consultation with the THPO (if one has been officially recognized) of these reservation lands is also required where applicable. The following Native American reservations are within the area of operation: San Xavier, Fort Apache, Tohono O'odham, Ak-Chin, Gila River, Gila Bend, Cocopah, Fort Yuma, and Salt River (Figure 3-12).

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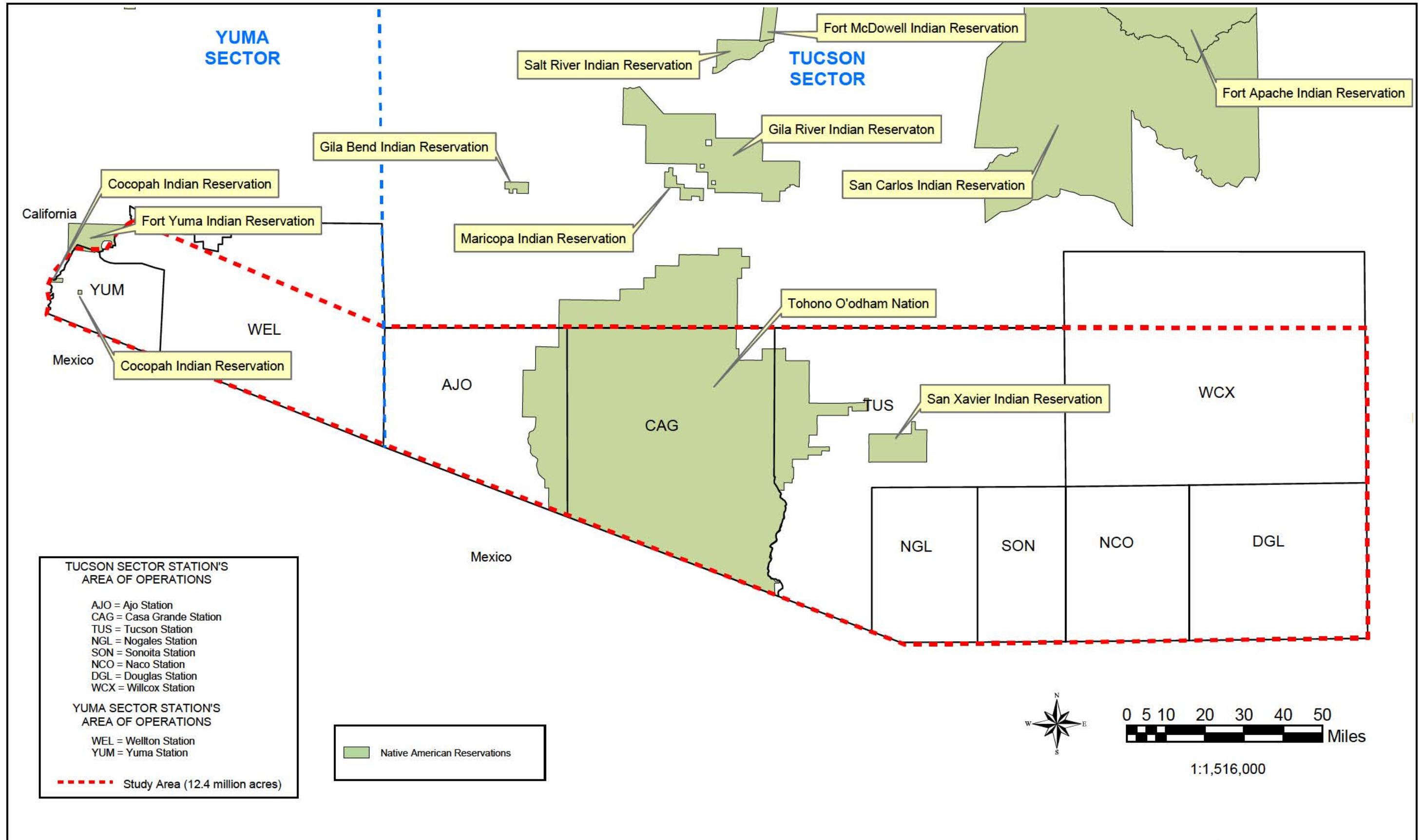


Figure 3-12: Native American Reservations within the Region of the Project Area

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3.7.3 Previous Investigations

Due to the great extent of the area of operation, a complete examination of the previous investigations conducted there is not possible. Previous investigations include academic and Section 106 compliance work that has been completed for multiple agencies including, but not limited to, the BMGR, USACE, Arizona Department of Transportation and Development (ADOTD), JTF NORTH and legacy INS. The multitude of previous archeological investigations resulted in the discovery of a vast array of sites in Arizona.

Cultural resources in southern Arizona vary greatly in size and configuration. Over 2,000 sites have been recorded within the AO. Lands controlled by BMGR occupy a large portion of the current AO. Numerous archeological surveys have been completed on BMGR lands between the mid-1950s through present day. A total of 41 cultural resources projects have been completed at the BMGR through the year 2000. The majority of these projects consist of intensive archeological surveys. This has resulted in over 135,600 acres being surveyed and the recording of over 1,000 sites. The present index of properties listed in the National Register of Historic Places (NRHP [Appendix E]) also represents a small proportion of those sites that may occur within the study corridor. At the present, this listing includes primarily historic mining communities, industrial complexes, and ranches. Only a few of the significant prehistoric properties within the study area are so listed.

3.8 WATER RESOURCES

3.8.1 Surface and Groundwater Resources

Surface water in the study area is located in the Lower Colorado Hydrologic Region which contains seven surface water basins: Upper Gila River, Willcox Playa, Rios de Mexico, San Pedro River, Santa Cruz River, Middle Gila River, and the southern Colorado River. The Willcox Playa Basin is a topographically closed basin that drains toward the interior. The Upper Gila River, San Pedro River, and Santa Cruz River basins drain into the Middle Gila River Basin, which subsequently drains into the Southern Colorado River Basin. The Rios de Mexico Basin, consisting of the Yaqui River and the Sonoran Drainage, drain south into Mexico. Various irrigation canals (*i.e.*, Wellton, Mohawk, B East Main, and West Main) have been installed along the Lower Gila and Lower Colorado Rivers in Yuma County for agricultural and drinking water supplies. The Colorado River and groundwater supply most of the potable water to the study area (USDOI 1977; Anderson and White 1986; Eden and Wallace 1992).

Other important surface water features of the study area include ephemeral waters such as springs, seeps, and tinajas. Tinajas are depressions carved out of a streambed by infrequent flash floods. These rockpools in arid regions provided oases for ancient peoples and desert travelers and often support local and unique populations of plant, animals, and invertebrates. Also important are man-made freshwater habitats such as artificial reservoirs (presas), farm ponds (estangues), and cattle tanks (charcos) (e.g., irrigation on CPNWR for habitat enhancement). Irrigated plots have been established on the CPNWR to enhance forage for wildlife. These habitats create aquatic communities with varying degrees of water permanence in arid parts of the study area that would otherwise lack surface water (Brown 1994).

The majority of the usable groundwater supply within the study area originates in alluvial aquifers that are confined and unconfined systems consisting of sand, gravel, silt, and clay. These aquifers range in depth from 100 to 2,000 feet below the ground surface with yields at large capacity wells averaging 1,000 gallons per minute with maximum yields exceeding 2,500 gallons per minute (White and Anderson 1985; Konieczki and Wilson 1992). Two Federally designated sole source aquifers are located within the AO: the Bisbee-Naco in Cochise County was designated September 30, 1988 (53 FR 38337) and the Upper Santa Cruz and Avra-Altar Basin in Santa Cruz and eastern Pima counties was designated January 24, 1984 (49 FR 2948) (US Environmental Protection Agency [USEPA] 1999).

The water supply of the Upper San Pedro Basin is of concern, especially in the Sierra Vista Area. The central feature of the San Pedro Basin is the San Pedro River, which originates in Mexico near the City of Cananea, flows northward and becomes a tributary to the Gila River in southern Arizona. The San Pedro River extends from about 23 miles south of the US-Mexico border to about 74 miles north of the border. At "The Narrows," near the town of Benson, the San Pedro becomes divided into upper and lower basins. The river is mostly ephemeral and flows primarily in response to local rainfall. The Upper San Pedro Basin is an intermountain valley of about 1,875 square miles (28 percent lies in Mexico and the remaining 72 percent lies in the US) bounded on the west by the Huachuca, Whetsone, and Rincon Mountains, and on the east by the Mule, Dagoon, Little Dagoon, and Winchester Mountains. The Upper San Pedro basin currently contains an estimated 56,700,000 acre-feet of water in aquifer storage (EEC 2002). The deficit in the Upper San Pedro basin is estimated at 7,000 acre-feet per year (Center for Biological Diversity 2004).

Base flow in the San Pedro River is provided by groundwater discharge from the upper and lower valley fill and the Holocene alluvium. Base flow is of concern because summer base flow has declined from approximately 2.5 to 5.0 cubic feet per second (cfs) prior to 1963 to 0.4 to 3.3 cfs after 1982 (Pool and Coes 1999). Groundwater supports base flow in the San Pedro River from both sides of the basin in the upper reaches (Palominas and Sonora, Mexico, etc.), but southward most of the recharge supporting base flow originates in the Mule Mountains on the east side of the basin (Pool and Coes 1999). Recharge from the west side of the basin is partially intercepted by pumping at Fort Huachuca and Sierra Vista.

Seepage studies by the USGS during 1969 and 1970 indicated that the San Pedro River loses 1.7 cfs streamflow (infiltration of the alluvial aquifer) between the US-Mexico border and Palominas. The river then gains 8.5 cfs (streamflow is augmented by groundwater discharge from Palominas to Charleston), and loses 0.4 cfs in the river reach from Charleston to the mouth of the Bobocomari River near Fairbank (Freethey 1982). The gains and losses suggest that there are surface and groundwater withdrawals in the Palominas area and in Mexico, probably for mining and agricultural purposes that are influencing stream flow near the US-Mexico border. The stream losses near Fairbank may reflect the large cones of depression resulting from groundwater withdrawal at Fort Huachuca and Sierra Vista.

Another possible factor that may be reducing the base flow of the San Pedro is the increasing area of the entrenchment alluvium (unconsolidated soil in the upper alluvium of the stream bed). A series of large floods, perhaps beginning as early as 1881, eventually led to the entrenchment of a channel 3 to 35 feet below the former extensive floodplain. Prior to these events, the San Pedro River flowed in a shallow narrow channel in inner valley terrace deposits accumulated between A.D. 1450 and 1900. During this period, the river was a relatively sluggish, low-energy fluvial system with extensive marshy reaches and a high water table (Hereford 1993).

The cause of flooding around 1890 is poorly understood but is probably related to extensive wood cutting for mine timber and fuel, the introduction of large cattle herds, and unusually heavy rainfall (Hereford 1993). The entrenchment alluvium acts as a very large drain pipe buried just below the bottom of the channel that short-circuits surface flow downstream to the end of the entrenched alluvium. If there was a large volume of base flow, this short-circuiting may not be important; but, when base flow is small it can be a direct cause of reduced flow and extended

no-flow periods in that reach of the river and upstream. This drainpipe effect is greatest between the Town of Hereford and the Lewis Springs-Palominas areas.

3.8.2 Waters of the US and Wetlands

Section 404 of the Clean Water Act (CWA) of 1977 (P.L. 95-217) authorizes the Secretary of the Army, acting through the Chief of Engineers, to issue permits for the discharge of dredged or fill material into the navigable waters of the US, including wetlands (33 U.S.C. §1344). Waters of the US are all waters used in interstate or foreign commerce, subject to ebb and flow of tide, and all interstate waters including interstate wetlands. Waters of the US also include 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 (33 C.F.R. §328.3(a)(1-7)). 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 (33 C.F.R. §328.3(b)). Jurisdictional boundaries for these water resources are defined in the field as the “ordinary high water mark” which is that line on the shore 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 (33 C.F.R. §328.3(e)).

The United States Army Corps of Engineers (USACE) acting under Section 404 of the CWA, provides a vital function in protecting our valuable aquatic resources, including wetlands. The objective of this Act is to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters. Under Section 404 of the Clean Water Act, the Secretary of the Army is responsible for administering a regulatory program that requires permits for the placement of dredged or fill materials into waters of the US, including wetlands.

The Supreme Court ruling in *Solid Waste Agency of Northern Cook County (SWANCC) v. USACE* (531 US159 (2001)) limited the regulatory authority of the USEPA and USACE under the CWA. This ruling eliminates the CWA jurisdiction over isolated, non-navigable, and intrastate waters used as habitat by migratory birds. Waters of the US specifically affected by the SWANCC ruling include: small intrastate lakes, isolated rivers and streams (including

intermittent streams), isolated wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds.

The USACE has established nationwide permits (NWP) to efficiently authorize common activities, which do not significantly impact waters of the US. The NWP were modified and reissued by the USACE in the *Federal Register* on January 15, 2002 and became effective on March 18, 2002. The USACE has the responsibility to authorize permitting under a NWP, or to require an individual permit.

While there are many wetland types in the arid southwestern US, water is scarce and local wetlands have experienced years of intensive use, modification, degradation, and more recently, efforts at conservation. Wetland types within the study area include riverine and riparian ecosystems (many of which are spatially and/or temporally intermittent), playa lakes (e.g., Willcox Playa), artificial reservoirs, desert springs, and cienegas. Stream-riparian ecosystems are the predominant form of wetlands in this region and the most highly valued. Current efforts to manage and conserve these habitats for a variety of uses are underway. Disturbance of wetlands takes many forms; flash flooding and extensive drying are probably most influential. However, siltation, cattle grazing, algal pathogens, and various human effects such as water diversion, groundwater withdrawal, introduction of exotic species, and recreational uses may have strong effects.

3.8.3 Water Quality

The Arizona Department of Environmental Quality (ADEQ) has undertaken a comprehensive water quality assessment prepared in fulfillment of Section 305(b) of the CWA (ADEQ 1998). This endeavor was performed concurrently with the Arizona Unified Watershed Assessment (ADEQ 1998) and the ADEQ Source Water Assessment (ADEQ 1998). These programs are an integral part of a comprehensive statewide watershed management strategy implemented by the ADEQ and its Water Quality Division. Objectives included within this strategy are 1) Aquifer Protection Program Permits; Wastewater Reuse; and Dry Well Registration; 2) CWA Section 305(b) Water Quality Assessment Report; 3) Triennial Standards Review; 4) Site-Specific Standards Determination; 5) CWA Section 303(d) Listing of Quality-limited (Impaired and Threatened) Waters and Development and Implementation of Total Maximum Daily Loads (TMDL); 6) Safe Drinking Water Act Source Water Assessment, Protection Programs, and Public Water System Supervision (ADEQ, 1998).

Water quality monitoring of surface resources is accomplished through four programs in Arizona:

- ADEQ Fixed Station Network – sites selected and monitored to provide data on long-term conditions and trends on wadeable streams
- USGS Monitoring Stations – collects long-term data on major rivers and streams
- ADEQ Clean Lakes Program – collects monitoring data on lakes
- The ADEQ Biocriteria Development Program – monitors pristine, wadeable, perennial waters to use as reference sites for biocriteria

The ongoing assessment of surface waters includes portions of the area of operation. Assessed waters, their designated uses, assessment category, use support status, and assessments are summarized in Table 3-6.

3.9 AIR QUALITY

Section 109 of the Clean Air Act of 1970 (42 U.S.C. §7401, *et seq.*), as amended, directed the USEPA to establish National Ambient Air Quality Standards (NAAQS) for air pollutants that endanger public health or welfare (42 U.S.C. §7409). The USEPA defines ambient air in 40 C.F.R. §50.1(e) as "that portion of the atmosphere, external to buildings, to which the general public has access." In 40 C.F.R. Part 50, USEPA has designated "criteria air pollutants" in which ambient air quality standards have been established. Ambient air quality standards are intended to protect public health and welfare and are classified as either "primary" or "secondary" standards. Primary standards define levels of air quality necessary to protect the public health (40 C.F.R. §50.2(b)). National secondary ambient air quality standards define levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Primary and secondary standards have been established for carbon monoxide (CO), lead, ozone (O₃), nitrogen dioxide (NO₂), particulate matter (total and inhalable fractions) and sulfur dioxide (SO₂). Areas that do not meet these standards are called "non-attainment" areas; areas that meet both primary and secondary standards are known as "attainment" areas. The Clean Air Act (CAA) requires that for areas designated as non-attainment, plans must be prepared and implemented to bring the area into attainment within a specified time.

The majority of the Arizona portion of the US-Mexico border area is sparsely settled desert or semi-desert with the exception of two large areas of urbanization, the Phoenix and Tucson metropolitan areas. Several "sister cities" are also located along the US-Mexico border. There

Table 3-6. Water Quality, Designated Uses, Assessment Category, and Use Support Status for Watersheds within the Area of Operation.

Segment Name/ County Located	ID Number	Miles/Acres in Segment	Designated Uses	Assessment Category	Use Support/ Water Quality Limited	Assessment Narrative
Colorado River: Indian Wash – Imperial Dam/ La Paz & Yuma Co.	15030104-001	17 miles	A&Ww, FBC, FC, DWS, Agl, AgL	Monitored	Full/No	High Sulfate and TDS
Colorado River – Yuma Wash/Yuma Co.	15030104-008	22 miles	A&Ww, FBC, FC, DWS, Agl, AgL	Evaluated	Partial/No	Selenium levels in some samples
Colorado River: Main Canal – Mexico Border/Yuma Co.	15030107-001	32 miles	A&Ww, FBC, FC, Agl, AgL	Monitored	Parital/Yes	High turbidity, metals and pesticides in some samples
Gila River: Coyote Wash – Fortuna Wash/Yuma Co.	15070201-003	28 miles	A&Ww, FBC, FC, Agl, AgL	Monitored	Non/Yes	High metals, TDS, and turbidity
Wellton-Mohawk Canal/Yuma Co.	15070201-301	15 miles	DWS, Agl, AgL	Evaluated	Threat/No	High copper, DDT metabolites, and toxaphene in some samples
Imperial Reservoir/ Yuma Co.	15030104-0670	513 acres	A&Ww, FBC, FC, DWS, Agl, AgL	Evaluated/ Unknown	Partial/No	High TDS and sulfates; selenium in some samples
Mittry Lake/ Yuma Co.	15030107-0950	384 acres	A&Ww, FBC, FC	Evaluated/ Unknown	Partial/No	Selenium in some samples
SANTA CRUZ RIVER/RIO MAGDELENA/RIO SONOITA WATERSHED						
Harshaw Wash/Santa Cruz Co.	15050301-268	14 miles	A&Ww, FBC, FC, Agl, AgL	Monitored	Full/No	High cromium and zinc in some samples
Madera Canyon Creek/Pima Co.	1500301-322	13 miles	A&Ww, FBC, FC, AgL	Evaluated	Full/No	Use impaired
Alum Gulch/Santa Cruz Co.	1500301-561A	2 miles	A&Ww, FBC, FC, AgL	Evaluated	Non/Yes	Use impaired by high metals, low pH
Redrock Canyon Creek/ Santa Cruz Co.	15050301-576	13 miles	A&Ww, FBC, FC	Evaluated	Full/No	Use impaired
Cienega Creek/ Santa Cruz and Pima Co.	15050302-006A	37 miles	A&Ww, FBC, FC, AgL	Evaluated	Full/No	Use impaired
Cienega Creek/Pima Co.	15050302-006B	11 miles	A&Ww, FBC, FC, AgL	Monitored	Full/No	Use impaired
Arivaca Creek/Pima Co.	15050304-008	15 miles	A&Ww, FBC, FC, AgL	Monitored	Full/No	Low dissolved oxygen during low flow
Sycamore Canyon/Pima Co.	15080200-002	10 miles	A&Ww, FBC, FC, AgL	Evaluated	Full/No	Low dissolved oxygen during low flow

Table 3-6, continued

Segment Name/ County Located	ID Number	Miles/Acres in Segment	Designated Uses	Assessment Category	Use Support/ Water Quality Limited	Assessment Narrative
Patagonia Lake/Santa Cruz Co.	1505030 1-1050	231 acres	A&Wc, FBC, FC, DWS, Agl, ASgL	Evaluate, eutrophic	Threat/No	High nutrients indicated by aquatic vegetation; mercury in some samples
Pena Blanca Lake/Santa Cruz Co.	1505030 1-1070	51 acres	A&Wc, FBC, FC, DWS, Agl, AgL	Monitored, eutrophic	Non/Yes	High mercury in some samples
Arrivac Lake/Pima Co.	1505030 4-0080	118 acres	A&Ww, FBC, FC, AgL	Evaluated, eutrophic	Non/Yes	High mercury in some samples and high nutrients
SAN PEDRO RIVER/WILCOX PLAYA/RIO YAQUI WATERSHED						
San Pedro River: Dragoon Wash – Tres Alamos Wash/Cochise Co.	1505020 2-003	17 miles	A&Wx, FC, FBC, AgL	Monitored	Non/Yes	Fecal coliform, turbidity, nitrate impairs uses
San Pedro River: Babocmari Creek – Dragoon Wash/Cochise Co.	1505020 2-003	17 miles	A&Wx, FC, FBC, AgL	Monitored	Non/Yes	Fecal coliform and turbidity impairs uses, high beryllium in some samples
Babocomari Creek/ Cochise Co.	1505020 2-004	33 miles	A&Ww, FC, FBC, AgL	Evaluated	Full/No	Use impaired
San Pedro River: Charleston – Walnut Gulch/Cochise Co.	1505020 2-006	9 miles	A&Ww, FC, FBC, Agl, AgL	Evaluated	Full/No	Use impaired
San Pedro River: Mexico border – Charleston/Cochise Co.	1505020 2-008	28 miles	A&Ww, FC, FBC, Agl	Monitored	Partial/Yes	Turbidity impairs uses; high metals in some samples
Whitewater Draw/Cochise Co.	1508030 1-002	6 miles	A&Wx, FC, FBC, Agl, AgL	Evaluated	Non/Yes	Use impaired by high beryllium, low dissolved oxygen, lead, and turbidity. Other metals detected in some samples
Mule Gulch headwaters – Bisbee WWTP/Cochise Co.	1508030 1-090A	1 mile	A&Ww, FC, FBC, Agl, AgL	Evaluated	Partial/No	Use impaired by low pH
Mule Gulch: Bisbee WWTP – Whitewater Draw/Cochise Co.	1508030 1-090B	8 miles	A&Wedw, PBC, AgL	Evaluated	Non/Yes	Uses impaired by zinc, copper, low pH, and turbidity
Rucker Canyon Creek – Whitewater Draw/Cochise Co.	1508030 1-288	10 miles	A&Wc, FC, FBC, DWS, AgL	Evaluated	Full/No	Use unimpaired
Wilcox Playa/Cochise Co.	1505020 1-1892	29,471 acres	A&Ww, FBC, FC, AgL	Evaluated/Unkn own	Threat/No	Use threatened by arsenic, beryllium, cadmium, and turbidity.

Table 3-6, continued

Segment Name/ County Located	ID Number	Miles/Acres in Segment	Designated Uses	Assessment Category	Use Support/ Water Quality Limited	Assessment Narrative
SAN CARLOS/SAFFORD/DUNCAN WATERSHED						
East Turkey Creek – San Simon Wash/Cochise Co.	15040006 -837	14 miles	A&Wc, FC, FBC, AgL	Evaluated	Full/No	Use unimpaired
Cave Creek South Fork/Cochise Co.	1504006- 849	22 miles	A&Wc, FC, FBC, Agl, AgL	Evaluated	Full/No	Use unimpaired
Cave Creek/Cochise Co.	15040006 -852A	9 miles	A&Wc, FC, FBC, Agl, AgL	Evaluated	Full/No	Use unimpaired

Source: ADEQ Water Quality Assessment, 1988.

Legend:

FC= Fish Consumption

FBC= Full Body Contact

PBC = Partial Body Contact

DWS= Domestic Water Supply

A&W= Aquatic and Wildlife

c= Cold Water

w= warm water

AgI= Agricultural Irrigation

AgL= Agriculture and Livestock Watering

Full= segment fully supports designated uses

Non= segment does not support designated uses

Partial= segment partially supports designated uses

Threat= designated uses threatened by identified pollutants

Yes= water quality in this segment is limited

No= water quality is not limited or threatened.

are a number of air quality problems related to the rural, urban, and industrial areas within this AO. Man-made sources of air contaminants affect the air quality of the AO. These sources include industrial emissions, mobile (vehicular) emissions, area emissions (e.g., emissions from numerous residences and small commercial establishments in an urban setting), dust resulting from wind erosion of agriculturally disturbed lands, smoke from forestry burns, and pollutants transported into the study area on winds blowing from major urban/industrial areas outside the area.

Airborne particulates are a special problem in the border area. Construction activity and windblown dust from disturbed desert are significant sources of fugitive dust. In agricultural areas, farming activity is an additional source of fugitive dust. Many residences in the US-Mexico border area burn non-traditional fuels such as wood scraps, cardboard, and tires to provide warmth in the winter. The resulting particulate loading can also adversely affect air quality in the Arizona border counties.

In addition to airborne particulates, high concentrations of SO₂ in the study area are of concern. SO₂ is the primary contributor to acid deposition, which causes acidification of lakes and streams and can damage trees, crops, historic buildings, and statues. In addition, SO₂ compounds in the air contribute to visibility impairment and may affect breathing and aggravate existing respiratory and cardiovascular disease (USEPA 2000). Ambient SO₂ in the study area results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills, and from nonferrous smelters.

3.9.1 Potential Sources of Air Pollutants

The emission sources of those criteria pollutants regulated by the NAAQS are of concern nationally, statewide and regionally. Ambient concentrations of CO are predominantly influenced by mobile source emissions. Emissions of SO₂ are associated mainly with stationary sources. Ozone, lead, nitrogen oxides (NO_x), Volatile Organic Compounds (VOCs), total suspended particulates (TSP) and inhalable particulate matter (PM₁₀/PM_{2.5}) come from both mobile and stationary sources.

CO is a colorless, odorless gas that results from the incomplete combustion of gasoline and other fossil fuels and impairs the ability of blood to carry oxygen in the body. In most cities, approximately 80 percent of CO emissions are from motor vehicles. Because CO disperses

quickly; the concentrations can vary greatly over relatively short distances. Elevated concentrations are usually limited to locations near crowded intersections and long heavily congested roadways. Consequently, it is important to evaluate CO concentrations on a localized basis to determine the impacts from the proposed project.

O₃, also an odorless and colorless gas, is a major constituent of photochemical smog at the earth's surface. Research has indicated that O₃ damages the respiratory system, reducing breathing capacity and causing chest pain, headache, nasal congestion, and sore throat. Individuals with chronic respiratory diseases are especially susceptible to O₃. In addition, high levels of O₃ can cause injuries to certain plants, trees, and materials. The precursors in the formation of O₃ are VOCs and NO_x. In the presence of sunlight, O₃ is formed through a series of photochemical reactions that take place in the atmosphere. Because reactions occur as the pollutants are diffusing downward, elevated O₃ levels are often found many miles from sources of the precursor pollutants. Therefore, the effects of NO_x and VOC emissions from mobile sources are examined on a regional basis. The change in regional mobile source emissions of these pollutants is related to the total number of vehicle miles travels (VMT) throughout the AO.

Inhalable particulates are emitted from various sources: industrial facilities, power plants, construction activities, diesel-powered vehicle, unimproved roads, and open burning. The pollutants can cause irritation and damage to the respiratory systems, resulting in difficult breathing, inducement of bronchitis, and aggravation of existing respiratory diseases. Also, certain polycyclic aromatic hydrocarbons in particulate matter may be carcinogenic. Individuals with respiratory and cardiovascular diseases, children, and elderly persons are at greatest risk. Secondary effects include dust settling, damaging materials, and impairment of visibility.

SO₂ emissions are primarily associated with the combustion of sulfur-containing fuels, oil and coal. Exposure to high levels of SO₂ aggravates asthma, resulting in wheezing, shortness of breath, and coughing. Secondary effects include visibility impairment and acid deposition due to its conversion to sulfate particles.

Lead emissions are primarily associated with motor vehicle and industrial sources that use gasoline containing lead additives. All vehicles produced in the US after 1980 are designated to use unleaded fuel, and the ambient air concentration of lead has declined significantly since then.

3.9.2 Ambient Air Quality Monitoring/Status

The counties in the study area are within the Intrastate Air Quality Control Regions (IAQCR) for air quality planning purposes as follows: Cochise and Santa Cruz counties - Southeast Arizona IAQCR; Pima County - Pima IAQCR; and Yuma County to Mohave-Yuma IAQCR.

The State of Arizona has adopted the NAAQS as the state's air quality criteria. National standards (discussed in the following paragraphs) for air quality are presented in Table 3-7. Based upon a review of the USEPA nonattainment website (<http://www.epa.gov/air/oaqps/greenbk/>), portions of Pima County have been designated as non-attainment for the SO₂ and PM₁₀ (suspended particulate matter less than ten microns) standards. Portions of Yuma County are also designated as non-attainment for the PM₁₀ standard. The rest of the counties are designated as attainment/unclassifiable for all other criteria pollutant standards.

Existing air quality in the project region is monitored by a series of ambient air monitoring networks established and maintained by the state and local air pollution control agencies. On average, emissions from selected pollutants measured in tons per year along the US-Mexico border are as follows: SO₂ (4,663), NO_x (6,519), TSP (1,190), CO (689), and VOCs (45).

3.10 SOCIOECONOMICS

3.10.1 Population and Demographics

The region of influence (ROI) of the proposed actions consists of a 4-county area along the southern border in Arizona, including Cochise, Pima, Santa Cruz, and Yuma counties. The population and racial mixes of the different counties are presented in Table 3-8. Population in each of the counties ranges from 843,746 in Pima County in 2000 to 38,381 in Santa Cruz County in 2000. There was positive population growth in all counties within the ROI. This growth, between 1990 and 2000, ranged from 49.7 percent in Yuma County to 12.7 percent in Santa Cruz County. The racial mix of the area is predominated by Caucasians in all counties ranging from 77 percent in Cochise County to 68 percent in Yuma County. Both Santa Cruz County, and Yuma County have the majority of the population claiming to be of Hispanic origin, 81 percent and 50 percent respectively. Overall, the percentage of people claiming Hispanic origin has increased across the ROI between 1990 and 2000. For the most part, racial mix of the counties changed little between 1990 and 2000. A significant drop in the percentage of

Table 3-7. Ambient Air Quality Standards For Criteria Pollutants

Pollutant	Federal Standard
Carbon Monoxide (CO) Maximum 8-Hour Concentration Maximum 1 Hour Concentration	9 ppm* 35 ppm
Lead (Pb)² Maximum Arithmetic Mean Over Three Consecutive Months	1.5 µg/m ^{3**}
Nitrogen Dioxide (NO₂)² Annual Arithmetic Mean 1 Hour	0.05 ppm
Ozone (O₃)² 1-Hour Average 8-Hour Average	0.12 ppm 0.08 ppm
Total Suspended Particulates (PM) Annual Arithmetic Mean Maximum 24-Hour Concentration	75 µg/m ³ 250 µg/m ³
Inhalable Particulate Matter (PM₁₀)² Annual Arithmetic Mean Annual Geometric Mean Maximum 24-Hour Concentration	50 µg/m ³ 150 µg/m ³
Inhalable Particulate Matter (PM_{2.5})² Annual Arithmetic Mean Maximum 24-Hour Concentration	15 µg/m ³ 65 µg/m ³
Sulfur Dioxide (SO₂) Annual Arithmetic Mean Maximum 24-Hour Concentration Maximum 3-Hour Concentration Maximum 1-Hour Concentration	80 µg/m ³ 365 µg/m ³ 1,300 µg/m ³
Visibility Reducing Particles	No Standard
Sulfates 24-Hour Concentration	No Standard
Hydrogen Sulfide 1-Hour Concentration	No Standard

NOTES:

- 1) Ambient air quality standards presented above based upon 40 C.F.R. Part 50.
 - 2) Federal primary and secondary standards for this pollutant are identical.
 - 3) Insufficient amount to produce an extinction coefficient of 0.23 per kilometer—visibility of ten miles or more due to particles when the relative humidity is less than 70 percent
- * ppm = Parts per million
 ** µg/m³ = Micrograms per cubic meter

Table 3-8. Population and Race Estimates within the Area of Operation

Location	White	African American	Asian	Native American	Hispanic Origin	Total	Population Density
Arizona							
1990	3,277,590 (89%)	114,960 (3%)	58,362 (2%)	214,427 (6%)	688,355 (19%)	3,665,339	32.3
2000	3,873,611 (75%)	158,873 (3%)	92,236 (2%)	255,876 (5%)	1,295,617 (25%)	5,130,632	45.2
2002	-	-	-	-	-	5,456,453	-
Cochise							
1990	89,282 (92%)	5,181 (5%)	2,298 (2%)	863 (1%)	28,379 (29%)	97,624 (3%)	15.8
2000	90,269 (77%)	5,321 (5%)	1,942 (2%)	1,350 (1%)	36,134 (31%)	117,755 (2%)	19.1
2002	-	-	-	-	-	120,295 (2%)	-
Pima							
1990	608,751 (91%)	21,951 (3%)	12,650 (2%)	23,605 (4%)	163,262 (24%)	666,957 (18%)	72.6
2000	633,387 (75%)	25,594 (3%)	17,213 (2%)	27,178 (3%)	247,578 (29%)	843,746 (16%)	91.8
2002	-	-	-	-	-	881,221 (16%)	-
Santa Cruz							
1990	29,296 (99%)	129 (<1%)	183 (<1%)	68 (<1%)	23,221 (78%)	29,676 (1%)	31.0
2000	29,168 (76%)	145 (<1%)	201 (<1%)	251 (1%)	31,005 (81%)	38,381 (1%)	31.0
2002	-	-	-	-	-	40,035 (1%)	-
Yuma							
1990	100,142 (94%)	3,345 (3%)	1,577 (1%)	1,831 (2%)	43,388 (41%)	106,895 (3%)	29.0
2000	109,269 (68%)	3,550 (2%)	1,486 (1%)	2,626 (2%)	80,772 (50%)	160,026 (3%)	29.0
2002	-	-	-	-	-	167,407 (3%)	-

Source: US Census Bureau, 2003b

Caucasian populations seems to be more of a result of changes in data collection between the 1990 and 2000 census, with the 2000 census dividing the population between those of one race or two or more races. The 2002 population estimates show a similar population distribution across the counties with the largest total population in Pima County (881,221) and the lowest in Santa Cruz County (40,035) (US Census Bureau 2003a). Racial breakdowns of 2002 population estimates were not available.

3.10.2 Employment and Income

Table 3-9 summarizes the total number of jobs in the study area split by county. Pima County had the largest numbers of jobs in the ROI while Santa Cruz had the lowest. Yuma County had the highest unemployment rate (23.8 percent) followed by Santa Cruz County (13.9 percent). Pima County (4.9 percent) and Cochise County (5.5 percent) were both below the state unemployment rate (US Census Bureau 2003a).

Table 3-10 summarizes the total personal income (TPI) for the ROI. TPI ranged from \$21 billion in Pima County to \$705 million in Santa Cruz County. The average annual growth rate over the

Table 3-9. Total Number of Jobs within the Area of Operation

Location	1991	2001	Percent Change	Unemployment Rate ¹
Arizona	1,918,421	2,859,243	49%	6.2%
Cochise	39,221	50,402	29%	5.5%
Pima	326,153	445,041	36%	4.9%
Santa Cruz	13,630	16,037	18%	13.9%
Yuma	53,905	70,598	31%	23.8%

¹2002 Annual Average

Source: Bureau of Economic Analysis (BEA) 2003a; Arizona Department of Economic Security (ADES) 2003

Table 3-10. Total Personal Income for the Region of Influence

Location	1991 TPI (rank) (in \$ billions)	2001 TPI (rank) (in \$ billions)	Percent State Total	Average Annual Growth Rate
Arizona	\$25 (25th)	\$138 (23rd)	100%	7.6%
Cochise	\$1.4 (7 th)	\$ 2.4 (8 th)	1.8%	5.2%
Pima	\$ 11.4 (2 nd)	\$ 21.4 (2 nd)	15.6%	6.5%
Santa Cruz	\$ 0.4 (12 th)	\$ 0.7 (12 th)	0.5%	6.3%
Yuma	\$ 1.6 (4 th)	\$ 2.8 (6 th)	2.0%	5.7%

Source: BEA 2003b

past 10 years ranged from 6.5 percent in Pima County to 5.2 percent in Cochise County. The average annual growth rate of TPI for the US was 5.5 percent. All the counties within the ROI were below the average annual growth rate for TPI within Arizona (BEA 2003b).

Per capita personal income (PCPI) data for the ROI is located in Table 3-11. PCPI ranged from \$24,767 in Pima County, Arizona to \$16,839 in Yuma County. All the counties were below the national average of \$25,288 with Pima County being the closest at 81 percent of the national average PCPI. The average annual growth rate of PCPI ranged from 3.9 percent in Pima County to 1.7 percent in Yuma County. The annual average growth rate of PCPI across the whole ROI was below the average annual growth rate of both the Nation (4.3 percent) and the State (4.0 percent) (BEA 2003b).

Poverty levels for all counties within the study area are presented in Table 3-12. Poverty estimates for the ROI range from 23.1 percent in Santa Cruz County to 13.5 percent in Pima County for people of all ages. Poverty estimates within the ROI are not only higher than the state average but they are also much higher than the national average of 11.9 percent (US Census Bureau 2003c).

Table 3-11. Per Capita Personal Income for the Region of Influence

Location	1991 PCPI (rank)	2001 PCPI (rank)	Percent of State Average	Percent National Average	Average Annual Growth Rate
Arizona	\$17,260 (37th)	\$26,055 (38th)	--	85%	4.0%
Cochise	\$ 14,705 (6 th)	\$ 20,279 (6 th)	78%	67%	3.3%
Pima	\$ 16,819 (2 nd)	\$ 24,767 (2 nd)	96%	81%	3.9%
Santa Cruz	\$ 12,362 (12 th)	\$ 17,964 (10 th)	69%	59%	3.8%
Yuma	\$ 14,203 (9 th)	\$ 16,839 (11 th)	65%	55%	1.7%

Source: BEA 2003b

Table 3-12. Number and Percent of People of All Ages in Poverty by County¹

Location	Number	Percent
Arizona	643,045	12.8%
Cochise	19,021	17.0%
Pima	110,933	13.5%
Santa Cruz	8,834	23.1%
Yuma	33,874	21.9%

¹Based on 1999 model

Source: US Census Bureau, 2003c

3.10.3 Housing

The report, *The State of Housing in Arizona*, produced by the Arizona Housing Commission in 2000, states that Arizona is currently going through a housing crisis where housing prices are rising twice as fast as income statewide. This is of particular importance to low income and minority households.

For both minority and non-minority households, the incidence of housing problems increases dramatically as income levels decrease. Since the percent of minority households that are low income far exceeds the proportionate number in the general population, minorities suffer disproportionately in terms of their basic need for adequate, affordable shelter. This is particularly alarming considering the growth rate of minority populations in Arizona (Arizona Housing Commission, 2000).

The total number of housing units in the ROI in 2000 was 505,039 (US Census Bureau, 2003d). Table 3-13 summarizes the total number of housing units by county. The largest number of housing units are located in Pima County while the smallest is located in Santa Cruz County. Santa Cruz and Pima counties have the smallest percentage of vacant units, while Yuma

County has the largest percentage of vacant housing units. Table 3-14 summarizes household growth trends by county for Arizona and average annual growth rate in median household income and house sales price between 1990 and 1995 for Arizona. The latter set of data came from *The State of Housing in Arizona*. The highest household growth is occurring in Yuma County, Arizona, while the lowest is occurring in Santa Cruz County. The largest discrepancy between median household income growth and house sales price growth occurs in Pima County. House sales prices are growing faster than median household income in all of the counties within the ROI except for Santa Cruz County.

Table 3-13. Housing Units by County (2000)

Location	Vacant Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units	Total Housing Units
Arizona	287,862 (13%)	1,293,556 (59%)	607,771 (28%)	2,189,189
Cochise	7,233 (14%)	29,523 (58%)	14,370 (28%)	51,126 (2%)
Pima	34,387 (9%)	213,603 (58%)	118,747 (32%)	366,737 (17%)
Santa Cruz	1,227 (9%)	8,026 (62%)	3,783 (29%)	13,036 (<1%)
Yuma	20,292 (27%)	38,911 (52%)	14,937 (20%)	74,140 (3%)

Source: US Census Bureau, 2003d

Table 3-14. Household Growth by County

Location	1990	2000	Percent Change	Average Annual Growth Rate in Median Household Income (1990-1995)	Average Annual Growth Rate in Home Sales Price (1990-1995)
Arizona	1,368,843	1,901,327	39%	3.0%	8.3%
Cochise	34,546	43,893	27%	4.0%	7.3%
Pima	261,792	332,350	27%	4.3%	8.6%
Santa Cruz	8,808	11,809	34%	2.6%	2.6%
Yuma	35,791	53,848	50%	2.9%	4.4%

Source: Arizona Housing Commission, 2000; US Census Bureau, 2003d

3.10.4 Executive Order 12898, Environmental Justice

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, disproportionately high and adverse human health or environmental effects of its proposed actions on minority populations and low-income communities (59 FR 7629). The racial mix along the border is mainly Caucasian. Santa Cruz County has greater than 50 percent of the population claiming Hispanic origins, and in Yuma County half (50 percent) claim Hispanic origins. Because of the minority populations in these

areas, they are particularly sensitive to environmental justice concerns. Furthermore, the areas along the border, with the exception of Pima County, are significantly below the national average of PCPI. These areas range from 55 to 67 percent of the national average for PCPI. As a result, there is the potential that the activities proposed would be conducted within or in close proximity to low-income populations and neighborhoods in these areas.

3.10.5 Executive Order 13045, Protection of Children

Executive Order 13045 of April 21, 1997, "Protection of Children from Environmental Health Risks and Safety Risks," 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" (62 FR 19885). 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 area of highest population density lies within Pima County, which is almost double of the population density of any of the other counties within the ROI. Over half of the population (486,699) resides in the City of Tucson, which is north of the border and away from the majority of the projects outlined in this programmatic document. Several smaller communities also exist along the border including Douglas (5,186), Naco (833), Nogales (6,501), and San Luis (17,816).

3.11 PUBLIC SERVICES AND UTILITIES

3.11.1 Fire and Emergency Medical Service

Fire and emergency medical services within each county are well developed. In each case, fire departments are trained to handle emergencies within their respective jurisdictions. Local community hospitals provide medical services to county residents including medical, surgical, obstetric, psychiatric and long-term care inpatient services. The hospitals are supplemented by clinics, which offer internal medicine, general surgery, pediatrics, sub-specialties, occupational medicine, dental and urgent care services. In certain areas, emergency departments provide ancillary services to support medical services, including but not limited to laboratory, radiology, physical, occupational and speech therapies, and pharmacies.

3.11.2 Police Protection

Each of the counties in the study area maintains local law enforcement departments in their respective cities and towns. For example, in Cochise County, the police department consists of four major divisions, including Patrol, Investigations, Detention, and Support Services. County jails are located in Bisbee, Arizona with substations located in Sierra Vista, Benson, Willcox, and Douglas. In Pima County, the Pima County Sheriff's Department serves the 330,000 people living in unincorporated areas of Pima County. The Yuma Police Department is divided into six major bureaus.

3.11.3 Educational and Social Institutions

Northern Arizona University offers an academic center in Yuma, which provides upper division and graduate education for individuals seeking professional and personal growth, career advancement, or career transition. In Tucson, the University of Arizona has an enrollment of approximately 35,000 students coming from all 50 states and more than 100 foreign countries. In addition, the University of Phoenix, Prescott College, and Northern Arizona University each offer classes to students. On the smaller scale, local community institutions such as Pima Community College and Cochise College serve the residents of Pima, Santa Cruz, and Cochise counties. Pima Community College has five campuses that offer university transfer programs, occupational and developmental education, and special interest courses. Classes, workshops, and seminars are held at more than 145 off-campus locations in Tucson, Davis-Monthan Air Force Base, Green Valley, Nogales, and Sells (Pima Community College 2003). Cochise College has campuses in Douglas and Sierra Vista, centers in Willcox and Benson, and an office at Fort Huachuca. The College is committed to serving citizens throughout Cochise County offering classes at the locations previously mentioned, as well as Bisbee and outlying areas (Cochise College 2003).

3.11.4 Medical Services

Typical medical services are provided under county health programs in Arizona. Examples are the Cochise Health Systems (AHCCCS/ALTCS Managed Care), Environmental Health Housing Assistance, Medical Assistance, Nursing & Community Health Nutrition, and Health Promotion Public Fiduciary. Permanent sites are in Bisbee, Benson, Douglas, Sierra Vista, and Willcox. Many services are mandated by state statute; others are funded by contracts.

In Santa Cruz County, the majority of health care services are located in Nogales, including Carondelet Holy Cross Hospital (CHCH), the only hospital in the county. CHCH provides general medical, critical care, surgical treatment, and outpatient services. CHCH operates two outpatient treatment clinics in the City of Nogales. The Mariposa Community Health Center is a primary care clinic, and is also located in Nogales. Health care provided at this site includes family practice, general practice, internal medicine, obstetrics and gynecology, pediatrics, and dentistry.

3.11.5 Water Supply and Sewer Services

Local municipalities typically supply drinking water supply in Arizona. Local authorities and municipalities also provide sewage services in each county. Most rural areas utilize private water well and septic tank leach field systems.

3.11.6 Stormwater

Stormwater management is largely determined by each county's flood control practices, which are primarily adopted from Federal guidelines. Their function is to protect human life and property. In addition, floodplains typically support important riparian ecosystems and a variety of associated wildlife. These areas also perform an important role in recharging valuable groundwater resources.

3.11.7 Electricity and Natural Gas

Arizona Power Service provides electricity to meet the primary needs of customers throughout Arizona. UniSource Energy Corporation's subsidiary, Tucson Electric Power, provides an additional source of electricity to areas of central and southern Arizona. Southwest Gas provides natural gas utility services to central and southern Arizona.

3.11.8 Solid Waste

The number of facilities available to treat solid waste is dependent upon the size of the respective counties. For example, the Pima County Wastewater Management Department, Solid Waste Division, is a higher volume system that provides and operates public facilities for the safe and sanitary disposal of solid wastes generated within Pima County under authority from the State of Arizona (ARS 49-741).

The Treatment Division operates and maintains the treatment facilities that receive, treat and dispose of over 64 million gallons per day (mgd) of sanitary sewage. Two major facilities handle the sewage from the metropolitan Tucson area, and nine wastewater treatment plants serve remote areas scattered throughout serviced areas of eastern Pima County. In addition, the division includes the Technical Services Section which operates a federally approved pretreatment program and a state of Arizona licensed environmental laboratory for self-monitoring and surveillance sampling.

In Yuma County, residential solid waste transfer sites were authorized in the mid-1980s as a result of concerns for the ability of rural residents to dispose of their household solid wastes. These facilities were constructed in the North Gila Valley, Dome Valley, Wellton, Tacna and Dateland and are maintained by County employees (Public Works/Solid Waste Management). All commercial, industrial or large loads of solid waste not accepted at these facilities are delivered to the Cocopah or Copper Mountain Landfills. In most cases where capacity is insufficient for a particular county, the remaining waste is transported elsewhere for treatment or disposal.

The State of Arizona (ARS 49-742 et. seq.) allows the establishment of solid waste user fees to cover the costs of development, construction, operation, administration, and financing of public solid waste management activities, and broadly controls those activities.

3.11.9 Telephone

Telephone and telecommunications, including local and long-distance voice and data services, are provided to the four counties by SBC Communications, Inc. under the SBC Telecom brand. Several cellular telephone companies also serve the area.

3.12 HAZARDOUS MATERIALS

The USEPA in 1996 listed approximately 15,000 uncontrolled hazardous waste sites in the US. The majority of the uncontrolled hazardous waste sites are waste storage/treatment facilities or former industrial manufacturing sites. The chemical contaminants released into the environment (air, soil or groundwater) from uncontrolled waste sites may include heavy metals, organic compounds, solvents and other chemicals. The potential adverse human health impact of hazardous waste sites is a considerable source of concern to the general public as well as government agencies and health professionals.

A total of 851 contaminated sites were identified in the study area: 62 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Superfund sites (8 - Cochise County, 38 Pima County, 10 - Santa Cruz County and 6 - Yuma), 17 Resource Conservation and Recovery Act (RCRA) violation and corrective action sites, and 772 Leaking Underground Storage Tanks (LUST) sites (USEPA 2004). Counties or areas that are predominantly rural with historically low industrial activity and small populations typically have a low number of reported sites. Therefore, most of the contaminated sites are expected to be located outside the study area or near the major municipal areas. The trans-boundary movement of hazardous materials/wastes and abandoned or illegal hazardous waste sites is a potential source of pollution occurring in some regions of the border area. Within the area of operation, the transportation, handling, and disposal of hazardous wastes are a cause of public concern.

3.13 NOISE

Noise is defined as unwanted sound. It is emitted from many sources including airplanes, machinery, railroads, power generation plants, construction equipment, and highway vehicles. The magnitude of noise is described by its sound pressure. Since the range of a pressure varies greatly, a logarithmic scale is used to relate sound pressures to some common reference level, the decibel (dB). Sound pressures described in decibels are called sound pressure levels.

The human ear can hear frequencies from about 20 hertz (Hz) to about 20,000 Hz. It is most sensitive to sounds in the 1,000 to 4,000 Hz ranges. When measuring community response to noise, it is common to adjust the frequency content of the measured sound to respond to the frequency sensitivity of the human ear. The adjustment is called A-weighting (American National Standards Institute (ANSI) 1993). Sound levels measured using an A-weighted decibel scale are expressed as dBA. Throughout this analysis, all noise levels are expressed in dBA. Several examples of noise pressure levels in dBA are listed in Table 3-15.

Noise is usually described in Leq (time-averaged equivalent noise level) or DNL (day-night average noise level). Leq is the equivalent sound level of a steady sound, which has the same A-weighted sound energy as that contained in a time-varying sound, over a specific time period.

Table 3-15. A-Weighted (dBA) Sound Levels of Typical Noise Environments

dBA	Overall Level	Noise Environment
120	Uncomfortably Loud (32 times as loud as 70 dBA)	Military jet takeoff at 50 feet
100	Very loud (8 times as loud as 70 dBA)	Jet flyover at 1,000 feet
80	Loud (2 times as loud as 70 dBA)	Propeller plane flyover at 1,000 feet Diesel truck 40 mph at 50 feet
70	Moderately loud	Freeway at 50 feet from pavement edge Vacuum cleaner (indoor)
60	Relatively quiet (1/2 as loud as 70 dBA)	Air condition unit at 10 feet Dishwasher at 10 feet (in door)
50	Quiet (1/4 as loud as 70 dBA)	Large transformers Small private office (in door)
40	Very quiet (1/8 as loud as 70 dBA)	Bird calls Lowest limit of urban ambient sound
10	Extremely quiet (1/64 as loud as 70 dBA)	Just audible
0	Threshold of hearing	

Source: Federal Agency Review of Selected Airport Noise Analysis Issues 1992

DNL is defined as a 24-hour averaged noise level with a 10-dB nighttime (between 10 P.M. and 7 A.M.) penalty. It is the community noise metric recommended by the USEPA and has been adopted by most Federal agencies. A DNL of 65 dB is the level most commonly used for noise planning purposes. Areas exposed to DNL above 65 dB are generally not considered compatible for residential use.

Noise is also influenced by many types of variables, including the type of equipment generating the noise, vegetation, topography, climate, season of the year, time of the day, and proximity to the noise sources. Noise attenuation is usually estimated at 6 dBA each time the distance is doubled (e.g., a 100 dBA noise level at 100 feet from the source would be 94 dBA at 200 feet).

3.14 AESTHETICS

Aesthetics are essentially based on an individual's judgment as to whether or not an object is pleasing and/or would influence quality of life. The major visual appeal to southern Arizona lies in its vast areas of naturally occurring landscape. It is known for its tranquil dark skies and scenic mountain ranges. Several unique and pristine areas, as well as designated Wilderness Areas exist within the study area and contribute to the overall beauty of the desert region. Areas visited for their natural setting and aesthetic values include, but are not limited to, the CPNWR,

OPCNM, Coronado National Forest, Coronado National Memorial, as well as the various designated wilderness areas in the affected area.

SECTION 4.0
ENVIRONMENTAL CONSEQUENCES

4.0 ENVIRONMENTAL CONSEQUENCES

For the purposes of this impact analysis, several assumptions were made by the PEIS Interdisciplinary Team regarding the area of potential impact for each type operation/activity. Technology-based systems and operational dependent infrastructure include RVS systems, tactical checkpoints, new stations, lighting, and rescue beacons. RVS system towers impact 0.2 acre in contrast to monopole RVS systems that impact 0.05 acre. Because the exact types of towers to potentially be erected are not known at this time, the maximum impact was assumed to account for all potential impacts resulting from RVS systems. Therefore, the installation of RVS sites was estimated to affect 0.2 acre per site. The construction and operation of a tactical checkpoint facility and temporary camp detail area were estimated to affect approximately 0.5 acre each. New station construction or expansion was estimated to affect approximately 20 acres. Illumination effects for portable lights were assumed to occur along the total length of project corridors in each Sector. However, most portable lights are located along roads and other disturbed areas and not all lights would be operated at the same time; therefore, it is likely that the actual impact from illumination would be less than that shown in this revised draft PEIS.

Furthermore, at the programmatic level, the exact location of portable lights and the schedule for their operation are not known. Given these assumptions, the potential affected area from existing and approved operations, technologies, and infrastructure within the Tucson and Yuma sectors are quantified in Tables 4-1 and 4-2, respectively. Approved infrastructure, technology-based systems, and infrastructure dependent operations can be quantified; however, expanded operations such as off-road pursuits and air patrols are not easily quantifiable because it is unknown when and where agents may need to pursue an IE. BP agents limit off-road patrols to situations where IEs or their tracks are observed or in search and rescue operations. The expansion of these types of operational activities would have an adverse impact on the natural and human environment. In this PEIS it will be assumed that impacts would increase in equal proportion to manpower increase.

The following discussions describe and, where possible, quantify the potential effects of each viable alternative on the resources within or near the project area. These discussions are presented in the same sequential order as they appeared in Section 3 for each alternative carried forward for analysis. Transportation would not affect or be affected by the proposed alternatives and is excluded from the following discussion.

Table 4-1. Approved and Ongoing Operation/Activities and Infrastructure Within Tucson Sector

PROJECT DESCRIPTION [*]	AREA IMPACTED (Acres)
INFRASTRUCTURE	
Approved	
Road/ construction and or upgrades (36 feet wide X 48 miles long)	209
Primary fence barriers (pedestrian fencing and/or vehicle barriers with a 10 feet maintenance road) (12 feet wide X 41 miles long)	60
All-weather maintenance road (10 feet wide X 7 miles long)	8
Secondary fencing enclosing the border area (Calculation excludes area of roadways that exist between fences)(60 feet wide X 11 miles long) (270 feet wide X 7 miles long)	222
New station facility construction (1 site X 20 acres)	20
International ditch upgrade (15 feet wide X 1.1 miles long)	2
Stadium light area of illumination (300 feet wide x 7 miles long) & (60 feet wide x 11 miles long)	334
Drag roads (10 feet wide X 13 miles long)	44
SUBTOTAL¹	899
Ongoing	
Pedestrian fencing (landing mat, bollard, vehicle barrier, and decorative) (Calculation based on a 2 feet permanent impact estimate) (2 feet wide X 48.1 miles long)	12
Stadium light area of illumination (300 feet wide x 10 miles long)	363
SUBTOTAL⁴	375
TOTAL INFRASTRUCTURE^A	1,274
TECHNOLOGY-BASED SYSTEMS	
Approved	
RVS sites (35 sites X 0.05 ac)	2
Rescue beacons (20 sites X 9 square feet)	0.004
SUBTOTAL²	2
Ongoing	
Repeater sites (22 sites X 400 feet ²)	0.2
Ongoing operation of ground sensors (1,495 sites X 1 feet ²)	0.03
RVS site (32 sites X 0.05 ac)	1.6
SUBTOTAL⁵	2
TOTAL TECHNOLOGY-BASED SYSTEMS^B	4
OPERATIONS	
Approved	
Expansion of vehicles, personnel, off road and air patrols**	N/A
Portable lights area of illumination (200 ft wide x 4 miles long)	96
SUBTOTAL³	96

Table 4-1 continued

PROJECT DESCRIPTION ¹	AREA IMPACTED (Acres) ²
OPERATIONS (continued)	
Ongoing	
Portable lights area of illumination (200 feet wide x 60 miles long)	1,454
Dragging operations (10 feet wide X 253 miles long)	307
Checkpoints (7 sites X 1 acre)	7
Operations Desert Grip, Skywatch & ABCI (temporary camp sites) (7 sites X 0.5 acres)	4
Patrol approximately 1,678 miles of road (20 feet wide X 3,168 miles long)	7,680
SUBTOTAL⁶	9,452
TOTAL OPERATIONS^C	9,548
TOTAL TUCSON SECTOR APPROVED (1+2+3)	997
TOTAL TUCSON SECTOR ONGOING (4+5+6)	9,829
TOTAL TUCSON SECTOR (A+B+C)	10,826

¹ Project Descriptions were derived from approved and ongoing CBP operations/activities and infrastructure provided by the Tucson Sector. Values were derived from previous environmental analysis and geographic information systems data of existing BP infrastructure as of September 1, 2003. All estimates (e.g., widths and length, number of sites and area of impact) are presented according to scale (widths are generally given in feet and lengths in miles) as most project features are linear in nature.

^{**} Although these actions would impact the natural and human environment they are largely unquantifiable at this time.

Table 4-2. Approved and Ongoing Operation/Activities and Infrastructure Within the Yuma Sector

PROJECT DESCRIPTION[†]	AREA IMPACTED (Acres)
INFRASTRUCTURE	
Approved	
New station facility construction (1 site x 20 acres)	20
SUBTOTAL¹	20
Ongoing	
Pedestrian fencing (landing mat, bollard, vehicle barrier, and decorative) (Calculation based on a 2 feet permanent impact estimate) (2 feet wide X 6 miles long)	1.5
SUBTOTAL⁴	1.5
TOTAL INFRASTRUCTURE^A	21.5
TECHNOLOGY-BASED SYSTEMS	
Approved	
No projects identified at this time	N/A
SUBTOTAL²	N/A
Ongoing	
Repeater sites (3 sites X 400 square feet)	0.03
Ongoing operation of ground sensors (420 sites X 1 square feet)	0.009
Rescue beacons (11 sites X 9 square feet)	0.002
RVS site (15 sites X 0.05 ac)	.75
SUBTOTAL⁵	.79
TOTAL TECHNOLOGY-BASED SYSTEMS^B	.79
OTHER OPERATIONS	
Approved	
Expansion of vehicles, personnel, off-road and air patrols**	N/A
SUBTOTAL³	N/A
Ongoing	
Dragging operations (10 feet wide X 262 miles long)	318
Checkpoints (3 sites X 1 acre)	3
Operations Desert Grip, Skywatch & ABCI (temporary camp sites) (1 sites X 2.75 acres and 1 X 0.5 acre)	3
Patrol approximately 690 miles of roads (20 feet wide X 690 miles long)	1673
Portable lights area of illumination (200 feet wide X 3 miles)	73
SUBTOTAL⁶	2,070
TOTAL OPERATIONS^C	2,070
TOTAL YUMA SECTOR APPROVED (1+2+3)	20
TOTAL YUMA SECTOR ONGOING (4+5+6)	2,072
TOTAL YUMA SECTOR (A+B+C)	2,092

[†] Project Descriptions were derived from approved and ongoing CBP operations/activities and infrastructure provided by the Tucson and Yuma Sectors. Values were derived from previous environmental analysis and geographic information systems data of existing BP infrastructure as of October 1, 2003. All estimates (e.g., widths and length, number of sites and area of impact) are presented according to scale (widths are generally given in feet and lengths in miles), as most project features are linear in nature.

** Although these actions would impact the natural and human environment they are largely unquantifiable at this time.

4.1 LAND USE

4.1.1 No Action Alternative

Implementation of the No Action Alternative would result in negative impacts to land use within the Tucson and Yuma Sectors, due to the use of four-wheel drive vehicles, horses, ATVs and motorcycles by IEs or BP agents in designated Wilderness Areas. IEs breach the border in vehicles or on foot, requiring BP agents to use four-wheel drive vehicles and ATVs to apprehend them. Under this alternative indirect adverse impacts from illegal traffic would continue and likely increase. The creation and use of illegal roads and trails, abandoned vehicles, and litter left behind by IEs would continue to degrade the wilderness characteristic of designated Wilderness Areas and destroy valuable wildlife and protected species habitat on both public and private lands (see Figures 1-5 and 1-6).

Some road construction projects in the Naco and Douglas AOs are currently underway and would not be completed under this alternative. Road maintenance, dragging, and road patrols would continue at the current level existing roads; thus, land use would not change.

The "Roosevelt Reservation" is a 60-foot wide corridor on Federal lands along the US-Mexico border. This corridor is regulated by the Federal government as specified under a Presidential Proclamation on May 27, 1907, and has historically been used for patrols, border demarcation, and barrier systems. The BP would continue enforcement activities within the Roosevelt Reservation.

4.1.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Land use within the Tucson and Yuma Sectors would be affected by implementation of Alternative 1 (Preferred Alternative). Construction of a new BP Station in the Willcox AO would not affect land use since the site exists on land already classified as urban. Purchase of property for a station facility in the Nogales AO would not result in an impact to the area's land use since the action would only involve the purchase of an existing building. Similarly, tactical checkpoints would not result in a change in land use, since these areas would be placed along county, state or Federal highways within the road ROW.

Actions that would affect land use to some extent are the installation of RVS sites and rescue beacons in the Tucson and Yuma Sectors. These approved sites would take place on private and public lands used for rangeland, grazing, and recreational activities. Installation of RVS sites would require surface disturbance of approximately 0.2 acre at each location. With the exception of the new access road construction, other areas disturbed by RVS construction activities would typically be insignificant and would return to their original state over time. The approved installation and operation (illumination) of permanent or portable lights would not have impacts to grazing or rangeland; therefore, under Alternative 1, the overall land use adjacent to each lighting location would not significantly change. Portable and permanent lighting along the border in the study area would illuminate an area 150 feet north of the US-Mexico border with the lights oriented in a southerly direction.

The largest impact to land use would occur through the completion of approved infrastructure projects such as roadway construction or upgrades, primary and secondary fences, vehicle barriers, and maintenance roads. These actions were initially addressed in the 2000 INS Final Environmental Assessment (EA) for Infrastructure within US Border Patrol Naco-Douglas Corridor, Cochise County, Arizona (INS 2000a) and then readdressed in the 2003 Supplemental EA for Infrastructure within BP Naco-Douglas Corridor, Cochise County, Arizona (DHS 2003d). The greatest contributing factor is the construction of fencing and roadways in the Naco and Douglas Stations AOs that would essentially convert rangeland roadways and associated infrastructure. The remaining areas proposed for fence or vehicle barrier installation and roadway construction would impact land use to a much lesser degree. These areas would generally undergo construction in the same alignments as previous construction; therefore, land use within the region would not change significantly. Road improvements and/or fence construction implemented within or near National Wildlife Refuges, National Parks, SPNRCA or the Coronado National Memorial would require coordination and approval from USFWS, NPS, BLM and USFS respectively. Land use would be impacted within the footprint of fence or road construction. Upon construction and/or improvements to roadways and fence projects, routine maintenance would be conducted, yet would not result in any additional changes in land use since all maintenance activities would occur on existing road surfaces.

Current and expanded operations (e.g., Operation Skywatch, Operation Desert Grip and ABCI) would impact land use within the study area. Some recreational opportunities could be affected by increased operations. Specific roads and/or areas may be closed to recreationists during

maintenance activities. The type (adverse or beneficial) and magnitude of these impacts would depend upon the type and duration of the operation, season, time of day, and personal viewpoint of the recreationist. Increased off-road access and use of administrative trails for tracking IEs could have a significant adverse affect on Wilderness Areas. The impacts from expanding operational activities such as off-road patrols and air patrols cannot be quantified because the extent of these operations is not known at this time. Under the ABCI plan the number of agents assigned to the Tucson and Yuma Sectors increased by approximately 10 percent; therefore, it could be assumed that patrols and consequent impacts associated with patrols could increase by 10 percent.

As mentioned previously, illegal traffic has significantly affected the land use on public and private lands. Furthermore, illegal vehicle traffic has created roads through Wilderness Areas. In some areas this damage is so severe that wilderness value has been degraded for these areas (Tibbitts 2004). Alternative 1 would have indirect beneficial impacts to land use from reducing such illegal activities on public and private lands. Increased operations, technology-based systems, and completion of approved infrastructure would, in the long-term, reduce the use and prevent the creation of illegal roads and trails, reduce litter deposited by IEs, reduce vegetation and habitat damage, and reduce erosion resulting from illegal vehicle and foot traffic.

4.1.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Land use within the Tucson and Yuma Sectors would not be significantly affected by the implementation of this alternative. Since installations of RVS sites and rescue beacons are the only operational activities that affect land use, the overall land use of the study area would not significantly change. Land use impacts under this alternative would be substantially less compared to Alternative 1. Off-road patrols, air patrols, and road patrols would not be increased under this alternative. However, indirect beneficial impacts would be less compared to those described under Alternative 1. IEs would continue to attempt to cross the border and, ultimately, be successful in the absence of expanded operations, even though the expansion of technology-based systems and completion of approved infrastructure would allow the BP to detect IEs in proximity to border. Increased operations are needed to apprehend IEs, and without expanded enforcement actions, indirect adverse impacts from illegal traffic would continue or likely increase.

4.1.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Alternative 3 would not allow the completion and maintenance of approved infrastructure; therefore, land use within the Tucson and Yuma Sectors would not be affected by these activities. However, it must be noted that operational dependent infrastructure such as a BP station would be constructed or acquired. Installation of RVS sites would require surface disturbance of up to 0.2 acre at each location depending on the design. With the exception of the physical pole locations, other areas disturbed by construction activities would return to their original state over time. Installation of RVS would change the land use in the immediate vicinity of the RVS pole or tower.

Impacts from the expansion of patrol agents under the ABCI, increased off-road access, increased road patrols, and increased air patrols would be the same as those described for Alternative 1. Indirect beneficial impacts would be realized to a lesser degree compared to Alternative 1.

4.2 SOILS

4.2.1 No Action Alternative

Implementation of the No Action Alternative would eliminate future direct disturbances to soils from approved infrastructure. However, existing erosion problems would continue without BP road improvement projects. Agents would be forced to use unimproved roads in order to detect and apprehend IEs. The erosion rates would likely increase without abatement measures.

Indirect effects to soils would also occur as IEs would traverse these areas to avoid areas that currently contain some barrier system components. Since operations, technology, and infrastructure would stay the same, more IEs would be able to successfully enter the US. Increased illegal foot and vehicle traffic would continue to create illegal trails and road, thus potentially increasing erosion. Abandoned vehicles and other waste discarded by IEs would potentially leach hazardous substances (e.g. oil, antifreeze, gasoline, etc.) into the soil.

4.2.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Implementation of Alternative 1 would disturb approximately 587 additional acres of soils, exclusive of permanent and portable lights. Potential impacts from illumination are not

considered because illumination would not disturb soils. However, additional soil disturbances from unquantifiable operational activities (*i.e.*, increased off-road patrols) would be expected. Soil disturbance from the construction of approved infrastructure would occur almost exclusively within the Tucson Sector. Previously disturbed routes and or locations would continue to be utilized to the maximum extent practicable to reduce the potential for soil impacts. Areas with highly erodible soils were given special consideration when designing proposed facilities or structures to ensure incorporation of various compaction techniques, aggregate materials, wetting compounds, and revegetation to minimize the potential of soil erosion. Borrow materials, if required, would be obtained from established borrow areas or from on-site sources, as allowed by the appropriate regulatory agencies. Borrow material is earthen material (such as soil, sand, or rock) that is suitable for construction requirements. Potential mitigation, if necessary, was included as part of the project specific NEPA analysis.

The major engineering construction activities (*e.g.*, roads, fences, BP stations, etc.) would produce the greatest impacts to soils. Construction of BP stations would require that the site be cleared and grubbed with portions of the site paved. Thus, these soils would be essentially removed from biological production. Approximately 587 acres of vegetation would be cleared. This assumes that areas enclosed within secondary fencing, if constructed, would be mechanically cleared of vegetation to improve the line of sight for patrol agents. Vegetation clearing is mentioned with soil impacts because mechanical clearing of vegetation would result in potential impacts to soils. If other less intrusive methods (*e.g.* hand clearing) are used, impacts to soils would be minimized. RVS sites, rescue beacons, and ditch upgrading would also require some soil disturbance.

Soils along the border are typically very sandy and highly erodible. Any construction activity conducted by the BP must evaluate the erosion potential of the soils in the study area and incorporate erosion control designs into the construction plan. A Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) under the CWA's National Pollutant Discharge Elimination System (NPDES) will be required for all construction sites greater than one acre (33 U.S.C. §1342).

Prime and unique farmlands, as defined by the US Department of Agriculture, Natural Resources Conservation Service (NRCS), are rare along the border. Future projects would

continue to make all practical attempts to avoid alterations to prime farmlands. Subsequent tiered NEPA documents would address prime farmlands on a site-specific basis.

Road maintenance activities would result in reduction of soil erosion in many areas. Roads that are considered impassable due to severe erosion are typically recommended for upgrades. Repair/upgrade activities would include specific design measures to control erosion. Additional or modified compaction techniques and erosion control measures, such as water bars, mats, gabions, straw bales, re-seeding, and others would be implemented to alleviate these situations. Some increased erosion would be expected as a result of existing and expanded operations such as Operation Desert Grip and the ABCI. These activities would result in increased off-road and road patrols in the region. Negligible impacts to soils would result from Operation Skywatch. While the majority of activities would occur above ground, in the event of SAR missions aircraft would require infrequent landings in remote areas to retrieve distressed persons. If these landings are required, they could result in minor soil disturbances due to propeller or rotor wash. Off-road vehicular traffic is expected to increase with the expansion of operations and the ABCI, thus resulting in additional ground disturbance. Vehicular traffic is normally restricted to existing roads and trails, to the extent practicable, unless agents are in pursuit of known IEs or conducting SAR missions. Some disturbances of existing road surfaces and subsequent soil disturbance would be expected from the preparation of drag roads. Potential disturbances to soils would be expected to increase by approximately 10 percent over 6,508 acres as a result of expanding operations.

Alternative 1 would have indirect beneficial impacts to soils in the study area as a result of reducing illegal vehicle and foot traffic. Reducing illegal traffic would reduce the use and creation of illegal roads and trails and damage to vegetation, thus reducing potential soil erosion. Reducing illegal vehicle traffic would reduce the number of abandoned vehicles in the project area, thus reducing the potential for soil contamination from hazardous materials (e.g., oil, antifreeze, gasoline, etc.).

4.2.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Alternative 2 would also disturb approximately 587 acres of soil (exclusive of illumination area) due to the completion of approved infrastructure construction within the Tucson and Yuma Sectors as indicated previously in Tables 4-1 and 4-2. Direct impacts to soils would be less under Alternative 2, because operational activities would not be expanded. Although the

quantifiable impact is the same as Alternative 1, less soils would be potentially impacted as a result of not expanding off-road and road patrols. Indirect beneficial impacts would be realized to a lesser degree compared to Alternative 1. Indirect effects to soils would continue, since IEs would continue to attempt to evade detection and apprehension. Without the additional operational activities (e.g., station expansion, Operation Desert Grip, Operation Skywatch, and road dragging) that would facilitate increased apprehensions, IEs would continue to be successful at entering the US and deterrence would be less compared to Alternative 1. More illegal entry attempts would result in increases of off-road vehicle and foot traffic by IEs and BP agents.

4.2.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

The expansions of operations and technology-based infrastructure would increase soil disturbance in the study area. Approximately 2 acres (exclusive of portable lights) would be disturbed by the expansion of technology-based systems; however, based on the 10 percent increase in agents and off-road and road patrols, soil disturbance would potentially increase above 10,011 acres by approximately 10 percent. Disturbances would be similar to those described for Alternative 1 with the exception of disturbances resulting from completing approved infrastructure. Without the completion of approved infrastructure, IEs would not be deterred from entering the US. Thus, indirect beneficial impacts would be less than those expected under Alternative 1.

4.3 PRIME FARMLANDS

4.3.1 No Action Alternative

There are two possible sources of impacts to Prime Farmlands under the No Action Alternative. Without expanded operations, technology-based systems, and approved infrastructure, IEs would continue to disturb soils and any crops found on prime farmlands. Further, apprehension efficiency would not be improved and could result in otherwise avoidable impacts to prime farmlands. There would be no beneficial effects of the No Action Alternative to Prime Farmlands.

4.3.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

The expansion of operations would increase the potential for the occurrence of BP off-road activities, and associated impacts, on Prime Farmlands. Technology-based systems and

approved infrastructure would not have direct impacts to Prime Farmlands. Each of the measure in Alternative 1 would have short term indirect impacts as BP activity increases in the area of Prime Farmlands and long-term benefits as detection and apprehension become more efficient, deterrence becomes greater, and IE activities decrease in the area of Prime Farmlands.

4.3.3 Alternative 2. Expand Technology-Based Systems, and Approved Infrastructure

Under Alternative 2, there would be no impacts to prime farmlands as a result of expanded operations. The expansion of technology-based systems and approved infrastructure would also have no impact to prime farmlands. The indirect beneficial impacts of Alternative 2 would be less than those experienced under Alternative 1.

4.3.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Under Alternative 3 the expansion of existing operations would affect Prime Farmlands in a manner similar to Alternative 1. However, without the synergistic effect of implementing all three measures, the indirect, beneficial impacts of Alternative 3 would be less than those experienced under Alternative 1.

4.4 BIOLOGICAL RESOURCES

4.4.1 Vegetation Communities

4.4.1.1 No Action Alternative

Implementation of the No Action Alternative would eliminate direct adverse effects to vegetation communities along the border since none of the approved construction activities or increases in operations would occur. However, indirect adverse effects (*e.g.* wildfires and erosion) would continue and potential increase as a result of illegal vehicle and foot traffic and subsequent BP enforcement actions. Illegal roads and trails created by IEs damage and destroy vegetation (see Figures 1-5 and 1-6). Warming fires started by IEs is also responsible for destroying vegetation on public and private lands. The TON fire department has responded to approximately 100 fires set by IEs in FY 2004 to date (Steere 2004). In addition to direct physical damage, illegal traffic is a major distributor of exotic and noxious weed seeds along the border. Seeds from exotic and noxious weed are transported into the US on vehicles and the clothing of IEs. Exotic and noxious weeds compete with and often eliminate native vegetation.

4.4.1.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Construction of facilities and roads, vegetation clearing, and other ongoing activities would impact vegetation throughout the project area. Site-specific surveys of vegetation communities by qualified biologists were conducted to determine potential impacts to vegetation communities as part of the NEPA process for future projects such as special operations or RVS poles. Subsequent tiered NEPA documents would need to address potential impacts to ensure that sensitive and rare vegetation communities are not affected.

Alternative 1 would result in the disturbance of approximately 1,017 acres (approximately 430 acres would be illumination impacts) of vegetation as a result of infrastructure projects such as roads, fences, and other projects identified previously in Tables 4-1 and 4-2. Where practicable, the BP would attempt to avoid impacts to native vegetation by utilizing existing or previously disturbed areas. Disturbed lands include those that have been graded, paved, plowed, or replanted with non-native vegetation. To minimize adverse impacts to vegetation, temporarily disturbed areas would be revegetated with native plant species seeds or native plants. Enhanced patrol efforts allowed by new roads and improvements to existing roads would reduce indirect impacts associated with illegal traffic. The construction of fences, technology-based infrastructure, and other new infrastructure would enhance apprehensions and deter IEs from crossing the border, thus creating indirect beneficial impacts.

As seen above, direct impacts would occur within the construction footprint of specific projects. The loss of vegetation would be inevitable within construction footprints. The expansion of off-road activities and the use of patrol roads would directly impact vegetation. Off-road activities could damage or destroy vegetation. Expanded off-road activities, patrols on un-improved or semi-improved roads, and dragging operations would potentially increase fugitive dust emissions in the project area. Fugitive dust reduces photosynthesis and evapotranspiration of adjacent vegetation. The expansion of these operational activities is expected to increase potential impacts to vegetation by 10 percent above 6,508 acres. Weed seed free horse feed would be used for BP horses to minimize the potential to spread exotic and noxious weeds.

Lighting systems used by the BP generally use bulbs ranging from 400 to 1,000 watts that illuminate an area within 200 feet from the light source. The flood of light is generally in one direction, since shields are placed over the lamps. The shields reduce or eliminate the effects

of backlighting. Lights are generally operated continuously every night from dusk until dawn. Existing evidence shows that lights emitting energy between 300 and 800 nanometers are effective in influencing the photosynthesis and photo responses of plants (DHS 2003d). However, the amount of energy produced by the bulbs under this alternative is not anticipated to be enough to produce measurable effects on plants outside of the illuminated area. Furthermore, recent tests in the Naco Station on reduced stray lighting (backlighting) due to the use of shields have provided evidence that the shields are successful at containing and focusing the illumination (DHS 2003d).

Implementation of Alternative 1 would allow the BP to detect and apprehend IEs in close proximity to the border. Early detection and apprehension of IEs in proximity to the border would have an indirect beneficial impact on vegetation. Habitat and vegetation damage from illegal traffic and the consequent BP enforcement actions would potentially be reduced. In conjunction with beneficial indirect impacts, other indirect adverse effects could potentially occur such as the loss of vegetation in previously undisturbed areas as illegal traffic shifts to avoid fences or heavily patrolled areas. The extent of these effects is not quantifiable at this time since the future traffic patterns of IEs are not predictable.

4.4.1.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

By implementing Alternative 2, approximately 921 acres (including 334 acres of illumination) of vegetation would be directly impacted. Although the quantifiable increase is the same for alternatives 1 and 2, the direct impacts associated with this alternative would be less than those expected under Alternative 1. Potential impacts to vegetation from expanded off-road patrols, dragging operations, and patrols on semi- and unimproved roads expected under Alternative 1 would not occur under this alternative. Construction of facilities and roads, vegetation clearing, and other ongoing activities would impact vegetation throughout the project area. Approximately 587 acres of vegetation (exclusive of stadium lights) would be permanently affected by the construction of approved infrastructure. The construction of RVS systems and stadium style lights would impact vegetation in the immediate vicinity of the tower or poles. Potential effects to vegetation from the establishment of RVS systems and stadium style lights would be negligible.

Alternative 2 calls for the use of technology-based systems as the primary method of detecting breaches of the border. Agents would still have to react and pursue IEs as they cross the

border, sometimes well after they have crossed, which in turn would result in more off-road patrols and subsequent impacts to vegetation. Fugitive dust accumulating on vegetation adjacent to existing dirt roads would continue as a result of illegal traffic and subsequent BP actions. Indirect adverse impacts to vegetation from illegal traffic would continue but to a lesser degree than the No Action Alternative.

4.4.1.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Alternative 3 would have the fewest direct impacts to vegetation since none of the approved physical infrastructure would be constructed. Technology-based systems and operation of portable lights would impact approximately 98 acres of vegetation communities.

Increased operations, such as ground patrols and off-road activities, and some of the activities associated with operational support missions, would have adverse effects on vegetation. Recovery times for vegetation communities depend on the extent of damage incurred. Without upgrades to existing infrastructure, such as road improvements, indirect impacts to vegetation would increase. Illegal traffic and subsequent off-road patrol traffic would cause vegetation loss along makeshift roads and trails through soil compaction and erosion. In the absence of improved roads and fences, the response time for BP agents would increase, thus forcing BP agents to pursue IEs further from the US-Mexico border. Without the completion of approved infrastructure, impacts to vegetation could potentially be greater than Alternative 1 as a result of off-road enforcement activities.

4.4.2 Fish and Wildlife Resources

4.4.2.1 No Action Alternative

As presented in Tables 4-1 and 4-2, approximately 11,901 acres of potential wildlife habitat have been impacted by BP operations, existing infrastructure and technology-based systems. Approximately 1,890 acres of the 11,901 acres is the area affected by illumination, which does not cause direct physical impacts to vegetation and wildlife populations. Although light does not cause physical harm or danger, it can have behavioral impacts. Site-specific impacts have been addressed and approved in prior NEPA documents (INS 2002g, INS 2000a, USACE 2001b) and are incorporated herein by reference.

Implementation of the No Action Alternative would not have additional direct effects on wildlife populations; approved infrastructure would not be completed, and the expansion of operations

and existing and technology-based systems would not occur. Indirect effects would occur, however, due to changes in habitat quality and quantity immediately north of the international border. Concomitant effects to wildlife populations would be in line with the beneficial or adverse impacts to their habitats. If there were a future reduction in BP patrol and enforcement activities, then the quality and quantity of habitats in the ROI could increase, thereby enhancing wildlife population numbers and diversity. Contrarily, if the number of IEs likely rises and the consequent apprehension efforts increase within the Sonoran desertscrub habitats (which is likely under the No Action Alternative), the wildlife populations supported by the habitats would be adversely affected. In addition, without the expansion of operations and technology-based systems and supporting infrastructure, illegal traffic and BP enforcement efforts would occur further north of the US-Mexico border. Thus, this would increase the area of potential impacts to wildlife habitat from trampling by IEs.

4.4.2.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

As presented in Tables 4-1 and 4-2, approximately 1,017 acres of wildlife habitat would be directly impacted due to the completion of approved infrastructure and the expansion of operations and technology-based systems. Wildlife movement and dispersal corridors in the study area would potentially be impacted by the completion of existing and approved infrastructure. The greatest movement of small animals generally occurs when disturbances such as road grading, clearing and grubbing, or fence construction occurs. Mobile animals escape to areas of similar habitat, while other slow or sedentary animals such as reptiles, amphibians, insects, and small mammals could potentially be lost. This displacement and/or reduction in the number of animals would not significantly impact animal communities due to the presence of similar habitat adjacent to the project area. Larger terrestrial wildlife movements in the construction and maintenance areas would not be significantly affected due to the short duration of these activities. Due to the high temperatures in a majority of the study area, construction activities often begin near daybreak. However, some nighttime or pre-dawn construction would be required to avoid extreme high temperatures during the summer months. These activities could potentially cause temporary impacts to wildlife.

Roads and fences result in other indirect impacts. By design, improved roads would increase the speed at which vehicles travel. Higher vehicular speeds decrease the response time for drivers to avoid wildlife and wildlife to avoid the vehicles, thus, potentially increasing the number

of accidental wildlife deaths. Fences serve as a barrier to some wildlife species; the magnitude of this effect depends upon the fence design and location. Fences planned in more remote locations away from the POE might, depending on the type, pose a physical barrier to wildlife and could result in potential habitat fragmentation. Vehicle barriers, as the name implies, are constructed to prevent vehicular traffic and do not typically impede wildlife movement, nor do they remove/alter significant amounts of wildlife habitat.

In contrast to the direct adverse impacts associated with this alternative, roads and fences have afforded protection to some wildlife species and other sensitive resources. Fences do significantly reduce illegal entries, which in turn reduce BP apprehension efforts, thus, indirectly benefiting wildlife habitats north of the border by protecting them and their habitat from increased vehicle and foot traffic.

Impacts to wildlife resulting from the operation of the high intensity lighting at night could potentially occur. Approximately 430 additional acres could be illuminated under this alternative. The increase in lights along the border could also produce some long-term behavioral effects, although the magnitude of these effects in some areas is not presently known. Some species, such as insectivorous bats, may benefit from the concentration of insects that would be attracted to the lights. The adverse and/or beneficial effects of lighting on reptiles and amphibians are currently unknown; however, continual exposure to light has been proven to slightly alter circadian rhythms in mammals and birds. Studies have demonstrated that under constant light, the time an animal is active, compared with the time it is at rest, increases in diurnal animals but decreases in nocturnal animals (Carpenter and Grossberg 1984). Utica College (New York) frog researchers have found that sudden exposure to artificial light can cause nocturnal frogs to suspend normal feeding and reproductive behavior and sit motionless, long after the light has been turned off. Studies of moths indicate they typically go into erratic dives when they sense that they have been detected by foraging bats. By exposing moths to simulated bat echolocation sounds, the University of Göteborg found that artificial light reduces moths' use of this defensive behavior, thereby interfering with their escape (Harder 2002). The alteration of circadian rhythms by high intensity lighting is minimal, accounting for a maximum of two to three hours of increase or decrease in activity per day (Luce 1977). It has also been shown that within several weeks under constant lighting, mammals and birds would quickly stabilize and reset their circadian rhythms back to their original schedules (Carpenter and Grossberg 1984). Lighting could potentially increase the prey potential of certain species.

The long-term effects of an increased photoperiod on mobile wildlife species are expected to be insignificant. Given the vast open space within the study area, animals can easily relocate to adjacent areas of darkness and most animals would be expected to acclimate to the permanent lighting.

The expansion of operational activities, such as increased off-road access, increased air patrols, and increased road patrols would have a potential adverse impact on wildlife species. Increased off-road access and air patrols could disturb wildlife species and their habitat as well as increase the potential for a BP agent to collide with wildlife species. IE traffic and BP off-road access and pursuits can adversely impact wildlife habitat and individuals by soil compaction, crushing/trampling vegetation, and degradation of habitat. Off-road traffic (including foot and vehicular) causes direct impacts to the soil through compaction. Compaction causes poor vegetation growth and erosion. Vegetation that serves as food, cover, and nesting habitat is trampled, crushed, uprooted, or otherwise disturbed during off-road activities. The combination of soil compaction and vegetation disturbance results in the degradation of wildlife habitat.

Table 4-3 presents estimates of the number of wildlife specimens that could be lost from direct impacts within the study area as a result of this alternative. It should be noted that these losses could occur throughout the entire study area and that these individual numbers represent numerous different species.

4.4.2.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

As presented in Tables 4-1 and 4-2, approximately 587 acres of wildlife habitat would be lost due to expansion of technology-based systems and completion of approved infrastructure. Under Alternative 2, approved infrastructure projects would occur causing direct impacts similar to, but less than Alternative 1. Potential impacts to wildlife as a part of expanding off-road operations, air patrols, and road patrols associated with Alternative 1 would not occur under this alternative. The protection afforded by improved roads, fences, and vehicle barriers intended to increase the efficiency of the BP, would benefit habitats that support wildlife.

On the other hand, without the enhanced patrol operations proposed in Alternative 1, indirect impacts would continue to occur. In addition, an increase in lighting operations in certain areas could have potential effects on wildlife populations by altering circadian rhythms, disrupting movement, and increasing predation potential. Predation potential would increase since the

**Table 4-3. Projected Direct Losses to Wildlife Populations in the Study area
From Proposed Habitat Alterations under Alternative 1**

Project Type	Impact (Acres)	Lizards ¹	Birds ¹	Mammals ¹
		(Individuals Impacted)		
Road/ construction and or upgrades	209	2,926	188	119
Primary fence barriers (pedestrian Fencing and/or vehicle barriers with a 10-foot maintenance road)	60	840	54	34
All-weather maintenance road	8	112	7	4
Secondary fencing enclosing the border area	222	3,108	200	127
International ditch upgrade	2	28	2	1
RVS Sites	2	28	2	3
Stadium lights (area of illumination)	334	4,676	300	190
Portable lights (area of illumination)	96	1,344	86	54
Rescue beacons	0.004	0	0	0
New Station	40	480	36	22
Drag Roads	44	616	40	25
Totals	1,017	14,238	915	579
(% estimate for Study Area)	--	(<1%)	(<1%)	(<1%)
Total Population Estimate for Study Area²	--	173,964,000	11,183,400	7,082,820

¹ Maximum lizard density 14 individuals/acre; maximum bird density 0.90 individuals/acre; maximum small mammal density 0.57 individuals/acre-density estimates rounded to nearest integer;

² Total area of study area is estimated to be 12.426 million acres (19,416 square miles)

Source: US Army 1994 and GSRC 2003.

lights would illuminate prey. The magnitude of the effects of lighting projects would depend upon the season, duration, location, intensity, and direction of the lighting. Under Alternative 2, approximately 334 acres (in addition to the 587 directly impacted acres) would be illuminated. Table 4-4 presents estimates of individual wildlife that could be lost from direct impacts as a result of this alternative. It should be emphasized, however, that these are upper extreme case estimates. It should also be noted that these losses could occur throughout the entire study area and that individual numbers represent several different species.

4.4.2.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

The activities associated with Alternative 3 would not create direct significant impacts to fish and wildlife resources throughout the ROI because construction of infrastructure would not occur. Loss of habitat as a result of the expansion of operations and existing and technology-based

Table 4-4. Projected Direct Losses to Wildlife Populations in the Study area From Proposed Habitat Alterations under Alternative 2

Project Type	Impact (Acres)	Lizards ¹	Birds ¹	Mammals ¹
		(Individuals Impacted)		
Road / construction and or upgrades	209	2,926	188	119
Primary fence barriers (pedestrian fencing and/or vehicle barriers with a 10-foot maintenance road)	60	840	54	34
All-weather maintenance road	8	112	7	4
Secondary fencing enclosing the border area	222	3,108	200	127
International ditch upgrade	2	28	2	1
RVS sites	2	28	2	3
Stadium lights (area of illumination)	334	4,676	300	190
Portable lights (area of illumination)	0	0	0	0
Rescue beacons	1.004	0	0	0
New Station	40	480	36	22
Drag Roads	44	616	40	25
Totals (% estimate for Study Area)	921 --	12,814 (<1%)	829 (<1%)	525 (<1%)
Total Population Estimate for Study Area²	--	173,964,000	11,183,400	7,082,820

¹ Maximum lizard density 14 individuals/acre; maximum bird density 0.90 individuals/acre; maximum small mammal density 0.57 individuals/acre-density estimates rounded to nearest integer;

² Total area of study area is estimated to be 12.426 million acres (19,416 square miles)

Source: US Army 1994 and GSRC 2003.

systems (*i.e.*, RVS, lighting systems) would occur. Although impacts could occur to wildlife due to this alternative, direct impacts would be less than those associated with Alternative 1. Conversely, indirect impacts associated with by the continued and potentially increased levels of illegal foot and vehicle traffic could damage wildlife communities north of the border due to the lack of deterrence (*i.e.*, fences and all weather roads) and increased apprehension activities. In the absence of infrastructure illegal traffic would be expected to increase and apprehensions would occur north of the border; therefore, off-road enforcement actions would be expected to increase. Increases in off-road activities would have a potential adverse affect on wildlife and wildlife habitats. Impacts associated with increasing operations would be similar to those described for Alternative 1.

4.4.3 Threatened/Endangered Species and Critical Habitats

The BP coordinates with the USFWS early in the planning process for all potentially significant actions. All NEPA documents prepared by the BP are regularly submitted to the USFWS and all

appropriate Federal and state resource agencies for review. These documents contain information regarding the results of surveys for protected species and/or suitable habitat that may occur within the study area. For example, a BA prepared as part of Section 7 consultation for the BP Yuma Sector, Wellton Station operations was finalized in 1999, and consultation has recently been reinitiated (October 2002). A BA was also recently prepared for the BP Tucson Sector operations (INS 2002d) and submitted to the USFWS for initiation of formal Section 7 consultation. These assessments not only addressed potential effects to protected species, but also identified changes in daily BP operations that would be implemented to avoid or mitigate any effects. The BP will continue to coordinate with the USFWS Ecological Services Field Offices in Phoenix and Tucson to address potential impacts to plans for reintroduction or recovery of protected species.

4.4.3.1 No Action Alternative

No direct impacts are expected to occur to threatened and endangered species or their habitats if the No Action Alternative is implemented since no future construction or operational activities would occur. However, indirect effects would continue due to IE activities. The rate of these indirect effects would increase as road conditions deteriorate and BP efforts to patrol remote areas are hampered or precluded. IE traffic may increase as a result of reduced patrol activities. IE traffic could result in loss and degradation of habitat and could cause incidental take of certain species. Species with the most potential to be affected include those inhabiting riparian areas. No new information regarding threatened or endangered species and their habitats would be collected because surveys would not be conducted as part of BP projects.

4.4.3.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

As stated previously, a BA for the Yuma Sector was submitted to the USFWS to initiate formal Section 7 consultation and a Biological Opinion is pending. The BP is currently preparing a BA for the Tucson Sector as part of the formal Section 7 consultation process. The expansion of BP operations could adversely affect the Sonoran pronghorn. In addition, expanded BP operations would not be expected to adversely affect, the cactus ferruginous pygmy owl, lesser long nose bat, southwestern willow flycatcher, Yuma clapper rail, and bald eagle. The expansion of BP operations would not be expected to affect Nichol's turk's head cactus, brown pelican, and razorback sucker.

The expansion of BP operations could adversely affect the lesser long-nosed bat, cactus ferruginous pygmy-owl, Mexican spotted owl, Huachuca water umbel, and Gila topminnow. Expanded BP operations would not be expected to adversely affect the jaguar, Pima pineapple cactus, masked bobwhite quail, and Chiricahua leopard frog. Impacts and mitigation efforts are documented in the Yuma and Tucson Sector BAs and are not considered to be of a magnitude that would jeopardize the continued existence of any protected species.

Because the Sonoran pronghorn population is critically low within the region, the expansion of BP operations such as off-road activities, air patrols, drag road activities, road patrols, and night patrols would be expected to have an adverse impact on the Sonoran pronghorn. Expanded operations would increase the presence of BP agents and vehicles in Sonoran pronghorn habitat, thus increasing the potential to disturb resting or foraging pronghorn. However, ongoing dragging operations would have minimal adverse impacts to the pronghorn; in fact, dragging would have a beneficial impact, since it has an indirect result of increased forb production due to changes in hydrology within microsites.

The operations and approved construction activities within the Yuma Sector AO would impact the state-protected flat-tailed horned lizard. Of the five designated management areas for this species, only two are within the study region: BMGR-East, BMGR-West, and an area along the Colorado River five miles north of and paralleling the US-Mexico border. Mitigation for impacts to the flat-tailed horned lizard habitat within the Conservation Areas would be required.

Under Alternative 1, several existing and approved BP activities and RVS sites are located within designated critical habitat for various protected species. Table 4-5 defines the proposed activity, along with its general location and potential area of impact.

Subsequent infrastructure projects as well as technology-based systems that may potentially affect threatened and endangered species or designated critical habitat may require Section 7 consultation with the USFWS. Consultation would be conducted on a site-specific basis. For example, approved roadway improvements and vehicle barrier installation are proposed to cross designated critical habitat for the Mexican spotted owl in the Naco Station's AO.

Table 4-5. Approved Activities Potentially Affecting Designated Critical Habitat under Alternatives

Proposed Activity	Station	Protected Species	Area Impacted (ft ²)	Area Impacted (acres)	Impact by Alternative		
					Alt 1	Alt 2	Alt 3
Vehicle Barrier Installation/Road Improvement	Naco	Mexican spotted owl	8,712	0.2	✓	✓	
1 RVS Installation	Naco	Mexican spotted owl	1,500	0.03	✓	✓	✓
Total Critical Habitat Impacted			10,212	0.23			

Quantification of direct impacts to threatened and endangered species resulting from the expansion of dragging operations, off-road activities, road patrols, and air operations cannot be accurately predicted for Alternative 1 at this time. The expansion of operations would be expected to increase the potential for adverse impacts to protected species. For major construction projects where protected species are known or presumed to occur, the BP would use biologists to monitor construction progress and conduct post project, long-term monitoring, as deemed necessary. Monitoring activities would be coordinated with USFWS and the appropriate state resource agencies. Additional NEPA documentation tiered from this revised draft PEIS would be completed prior to any maintenance or construction activities, as determined to be appropriate on a project-by-project basis.

4.4.3.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Direct impacts to threatened and endangered species or critical habitat associated with this alternative would be similar in nature to Alternative 1; however, these impacts would be less, as no additional operations would occur. Implementation of Alternative 2 would create less overall direct impacts to threatened or endangered species caused by additional border monitoring patrols, dragging operations, and routine aerial support, because much of the border would be monitored remotely. However, the indirect impacts would be greater than Alternative 1 as agents would still be required to pursue IEs as they are detected upon entry into the US. Although this alternative would allow for a concentrated effort in apprehensions, the likelihood of IEs entering the US and being able to proceed northward away from the border into sensitive habitat that supports threatened and endangered species or their critical habitat is probable. Thus, additional indirect impacts through trampling of vegetation, fires, and subsequent BP operations would be created. The amount of impacts caused by the lack of additional

operations is not quantifiable; the method and occurrence of illegal actions is determined by the IEs.

4.4.3.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Under Alternative 3, no major infrastructure construction activities would be implemented (*i.e.*, roads and fences), and consequently, no direct impacts to protected species or their habitats would occur due to loss of habitat. However, impacts to protected species from RVS and other technology-based systems would occur. Impacts from the installation and operation of technology systems and possible special operations would be addressed in project specific NEPA documents. Biological surveys would be completed as part of the NEPA process.

The expansion of operations would result in impacts similar to those described for Alternative 1. Indirect impacts to protected species resulting from this alternative would be similar to that of Alternatives 1 and 2, but on a larger scale. These associated impacts would be the result of the lack of significant deterrence measures being implemented, causing illegal traffic to continue and potentially increase. The lack of infrastructure would result in pursuits and apprehensions north of the border in protected species habitat. Off-road pursuits would likely increase in response to illegal traffic traveling cross-country to avoid detection.

4.5 UNIQUE AND ENVIRONMENTALLY SENSITIVE AREAS

4.5.1 No Action Alternative

Direct impacts are expected to occur to unique and environmentally sensitive areas if the No Action Alternative is implemented. Unique and environmentally sensitive areas that are currently impacted by operations will continue to be impacted to the same or a greater degree. Direct impacts, as a result of approved construction and/or maintenance activities to these areas, would be eliminated upon implementation of this alternative. However, indirect adverse effects would continue due to illegal traffic and subsequent BP enforcement actions. As discussed in Section 1.2, the constant flow of IEs passing through the US-Mexico border area threatens environmentally sensitive areas, such as, but not limited to the CPNWR, OPCNM, Coronado National Memorial and the SPRNCA (see Figures 1-5 and 1-6). These effects have been, and would continue to be, significant adverse effects on the wilderness qualities.

4.5.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Under Alternative 1, several existing and approved BP infrastructure projects are located within unique and environmentally sensitive areas. Table 4-6 defines the proposed activity, along with its location and potential area of impact. The BP must consult with the appropriate agencies prior to any construction activities within these areas. Under Alternative 1, approximately 4.8 acres within unique and environmentally sensitive areas would be impacted directly from approved infrastructure. Approximately 4.2 acres would be permanently altered through the installation of the vehicle barriers, maintenance roads, low-water crossings, and all-weather road upgrades and 0.6 acre impacted from RVS installation.

Table 4-6. Proposed Activities Potentially Affecting Unique and Environmentally Sensitive Areas under Alternatives

Proposed Activity	Station	Unique/Sensitive Area	Area Impacted (square feet)	Area Impacted (acres)	Impact by Alternative			
					Alt 1	Alt 2	Alt 3	No Action
1 RVS installation	Nogales	Coronado National Forest (Pajarita Mountains)	1,500	0.2	✓	✓	✓	
Vehicle Barrier Installation/Road Improvement	Naco	San Pedro Riparian National Conservation Area	182,952	4.2	✓	✓		
1 RVS installation	Naco	San Pedro Riparian National Conservation Area	2,500	0.2	✓	✓	✓	
1 RVS installation	Naco	Coronado National Memorial (Montezuma Ranch)	900	0.2	✓	✓	✓	
Total Area Impacted			192,352	4.8				

The expansion of operations such as increased access on the OPCNM and CPNWR, increased off-road patrols, and increased air patrols would have a potentially significant negative affect on unique and sensitive areas. Increased access and off-road patrols would significantly adversely affect designated Wilderness Areas on the OPCNM and CPNWR. The magnitude of the impact would depend on the time of year and duration of the activity. Other sensitive areas in the study area could be adversely affected as a result of expanding operations. Increased dragging operations and road patrols could disrupt visitor experience at National Parks, National Monuments, Wilderness Areas, and National Forest.

Beneficial indirect effects associated with the implementation of this Alternative would be a potential increase in crime deterrence; therefore, limiting the total amount of impacts caused by illegal traffic through these areas. The camps of IEs can negatively impact sensitive areas from food and wood gathering and the potential for wildfires in wooded areas. Cactus poachers and smugglers of endangered species like to work in remote areas where they do not fear detection. Although these activities are outside of the primary BP mission, the increased presence of BP agents should serve as a deterrent to environmental crimes as well.

4.5.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Implementation of Alternative 2 would result in similar direct impacts as Alternative 1. Beneficial indirect impacts would result due to the decrease in landscape alternations by IEs in unique and sensitive areas. Similar to Alternative 1, the BP must consult with the appropriate agencies prior to any construction activities.

4.5.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Under Alternative 3, approximately 0.6 acre of unique or sensitive areas would be directly impacted due to the installation of RVS systems. These impacts, however, should be small and limited to the footprints of the RVS towers.

Increased operations could adversely impact unique and sensitive areas, depending upon the type and duration of the operation. Increased off-road access, road dragging, and road patrols on the CPNWR and OPCNM would have a potential significant adverse affect on designated Wildernes Areas, a national wildlife refuge, and a national monument. BP agents are mandated to make every practicable attempt to apprehend IEs; consequently, agents must enter unique and sensitive areas, often in vehicles or on ATVs, in their pursuit of IEs. Routine operations, however, can be performed in a manner that would result in minimal or no adverse impacts to unique and sensitive areas. For example, increased vehicular patrols could remain on existing roads and RVS systems could be installed instead of increasing the use of drag road operations for tracking. However, without expanding infrastructure (i.e, roads and fences) the response time is not sufficient to apprehend IEs in proximity to the border. Therefore, BP agents must travel off-road to pursue and apprehend IEs north of the border.

4.6 CULTURAL RESOURCES

Arizona is very diverse and rich with prehistoric and historic resources. Consequently, the potential presence of properties eligible and potentially eligible for listing on the NRHP is high. A complete list of known NRHP properties is presented in Appendix E. In accordance with Section 106 of the NHPA and its implementing regulations, 36 C.F.R. Part 800, the BP customarily consults with the SHPO and other appropriate government agencies (e.g., USAF, USMC, BLM, USFWS, USFS and NPS) prior to performing construction activities and, will also coordinate operations on military properties. The BP will also consult with the appropriate Native American tribes concerning the potential of impacts to TCPs, sacred sites, or other ethnographic resources prior to performing construction activities and operations where applicable. The BP will conduct surveys of all construction sites (temporary and permanent) prior to commencement of construction activities to ensure that significant archeological sites are avoided to the maximum extent practicable. If a site is unavoidable, other mitigation measures, such as, but not limited to, data recovery, are implemented with the concurrence of the Arizona SHPO and/or appropriate THPO, as well as Tribal Governments and Bureau of Indian Affairs (BIA), as applicable. By instituting the process of avoidance as the preferred mitigation procedure combined with monitoring during construction activities, impacts to cultural resources eligible or potentially eligible for listing on the NRHP will be minimized.

Some concerns have been raised that improved roads could lead to increased opportunities for looting or damage of archeological sites. However, enhanced patrol efforts in these areas allowed by the improved roads and completion of existing and approved infrastructure would reduce illegal traffic in the area and subsequently have a reduction in the potential for looting and damage of significant cultural resources. In addition, the use of artificial lighting in the areas of archeological sites will also reduce the opportunities for looting and damage of archeological sites and historic properties. The BP will cooperate with natural resources agencies to provide training (including educational video/DVD modules) for patrol agents to educate them on the importance of biological and cultural resources and ways to avoid impacts to such resources while conducting their normal operations. Bi-annual training shall be provided to all permanent personnel. Temporary personnel shall have training incorporated into their orientation briefings.

The predominance of existing and approved infrastructure would involve ground-disturbing activities during construction. The infrastructure improvements involving ground-disturbing activities include construction of fences (including landing mat, bollard, and decorative fences), vehicle barriers, helipads, new stations and station expansions, stadium lights, sensor placement, RVS sites, operational repeaters, tactical checkpoints, and general road maintenance. Clearing of vegetation along the border in certain areas would also involve some degree of ground disturbance. All existing and approved infrastructure have the potential for visual impacts in the area and could have impacts on the cultural landscape, rock-art, TCPs, and sacred sites.

Operations in the study area and illumination from lights generally do not adversely impact archeological and historical sites. Patrol and apprehension activities limited to existing roads have little potential to impact cultural resources in the area. Keeping these activities limited to the road would avoid undisturbed significant cultural resources, thus minimizing any direct adverse effects to cultural resources within the area. Off-road activities, including turn arounds and pullovers, have a greater potential to adversely impact known or unknown cultural resources. BP agents would typically not be cognizant of recorded or unrecorded sites and, during off-road pursuit or SAR missions, could inadvertently impact these resources. Such activities shall be limited to the greatest extent practicable in order to avoid negatively impacting unknown cultural resources. Air operations within the study area would have no adverse effects on archeological or historic sites, but do have the potential to impact TCPs, rock-art, or sacred sites. Such potential impacts and appropriate mitigation measures would be identified in consultation with the appropriate Native American tribes. Ongoing coordination with Federal and state agencies will also be conducted in order to identify areas of avoidance and thus further minimize impacts to cultural resources from BP operations. Impacts to cultural resources will be quantified on a project-by-project basis with subsequent NEPA documentation tiered from this programmatic document, as appropriate.

The surveys and analysis performed for BP projects significantly adds to the knowledge base of the history and prehistory of the southwest. Without these activities and the required surveys, much of this information would never be obtained or would be improperly recovered by amateur archeologists. This is especially true on private lands where there are no requirements for landowners to conduct routine surveys.

4.6.1 No Action Alternative

Section 106 and NEPA compliance analyses were conducted for specific past and current activities, as applicable. Prior to any ground disturbing activity, a full literature and records check for known “historic properties” and a full survey of the study area was conducted to record any unknown archeological sites. All archeological sites that were determined either potentially eligible or eligible for the NRHP within the project areas were either avoided or potential impacts were mitigated, resulting in no adverse effect to any known significant cultural resources under the No Action Alternative.

Under the No Action Alternative, there is a high likelihood of increased IE traffic, both pedestrian and vehicular, to occur in off-road areas, as BP enforcement actions would be hindered. This illegal off-road traffic could cause significant short and long-term adverse impacts to known and unknown cultural resources sites. Indeed, numerous sites on the TON have already been impacted by IE traffic (Steere 2004). Similar impacts to cultural resources sites, including sacred sites and other TCPs throughout the study area, would be expected to increase dramatically. The increased illumination from stadium and portable lighting (totaling 430 acres) would probably deter looting of sites and the destruction of sites through illegal traffic, and thus, has a positive effect on the cultural resources of the study area.

4.6.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Under Alternative 1, approximately 921 acres (exclusive of portable lights) would be subject to ground disturbance that could potentially impact cultural resources. Archeological records were checked as part of the Section 106 process conducted during the NEPA planning process for approved projects. The archeological records check included, but was not limited to, site and project records on file with the Arizona SHPO, Arizona State Museum, NPS, BMGR, USFWS and any historical maps on file with the BLM that could show potential locations for historic structures. Consultation has been done with the Native American tribes that claim a cultural affinity to the area in order to determine the presence of any TCPs, sacred sites, or other ethnographic resources within the proposed project area. In addition, intensive archeological surveys were conducted on areas that had not been previously surveyed and where ground-disturbing activities would take place. All archeological sites found during the surveys were recorded and the NRHP eligibility determination was made for each site. The BP would avoid sites where sufficient information was not available to make a successful NRHP eligibility

determination. If they cannot be avoided, other mitigation measures for these sites would be necessary. Mitigation measures will be developed in consultation with the Arizona SHPO, THPO, Native American tribes and other interested parties where applicable. Monitoring in the vicinity of these sites during ground disturbing activities would provide an additional safeguard in avoidance of any adverse impacts to these sites. It should be emphasized that most of the road and fence projects performed by the BP are repair and upgrade projects. Therefore, most of the ground disturbing activities would be in areas that have been previously disturbed and/or surveyed.

Alternative 1 would consist of an additional 430 acres of illumination for a total of 2,320 acres when combined with the 1,890 acres of existing illumination. Consideration of visual impacts to historic properties were taken into account during the placement of lights. Illumination would not be expected to have adverse effects on any cultural resources within the project corridor provided the lights are placed at an adequate distance from known historic sites (see Appendix E) and properly coordinated through the Arizona SHPO along with the appropriate THPO and/or Native American Tribes where applicable. Lighting has the potential beneficial effect of deterring looting and damage to sites from intentional and unintentional illegal activity.

Increases in off-road enforcement actions would potentially cause significant impacts to unknown cultural resources within the study area. The increased patrols and infrastructure would provide faster response time for BP agents and would result in shorter apprehension times. IEs would be apprehended closer to the border, which would potentially decrease the number of impacts to cultural resources located away from the border. Any impacts for special operations would be addressed with project specific NEPA and Section 106 documentation and tiered from this programmatic document. Control of the border and IEs would reduce long-term impacts.

Density of sites varies greatly throughout Arizona depending upon topography, available water sources, available sources for tool-making, and suitable habitat for vegetation/wildlife populations. However, for comparison purposes, if it is assumed that the average site density is 0.07 sites per acre (based on previous survey results within the corridor). Because off-road patrols do not occur along predetermined routes, it is difficult to determine the area of disturbance. However, off-road patrols would be expected to potentially encounter additional

cultural resources sites, as previously mentioned, and could result in significant adverse impacts to unknown cultural resources sites.

4.6.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Under Alternative 2, there would be expansion of the use of ongoing and technology-based systems and completion and maintenance of current infrastructure. Direct impacts would be similar to Alternative 1. Ground disturbing activities from construction would be 587 acres. The potential for expanded operations to affect unknown cultural resources sites would not occur under Alternative 2. Placement of lights near structures listed on the NRHP were coordinated with the Arizona SHPO to ensure that the visual qualities of the historic structures are not impaired. Consultation will be conducted with the appropriate Native American tribes in order to identify any TCPs, sacred sites, or other ethnographic resources that may be impacted. Illumination from stadium and portable lights would be similar to that described for Alternative 1.

Section 106 coordination has been completed for existing and approved infrastructure activities that could potentially impact both archeological and historic sites. Prior to construction, an archeological records check will be conducted in all areas where ground disturbance is planned. The archeological records check includes, but is not limited to, site and project records on file with the Arizona SHPO, ASM, USFWS, BMGR, NPS, and any historical maps on file with the BLM that could show potential locations for historic structures. In addition, an intensive archeological survey will be conducted in areas that have not been previously surveyed and where ground-disturbing activities will take place. All archeological sites found during those surveys will be recorded and enough information collected to make a determination on whether they meet the criteria for potential inclusion on the NRHP. All sites that meet the criteria for inclusion on the NRHP and those that do not have enough information to make a successful NRHP-eligibility determination would be avoided. If these cannot be avoided, other mitigation measures for these sites will be necessary. Appropriate mitigation measures for these sites would be developed in consultation with the Arizona SHPO, the THPO, and/or the appropriate Native American tribes. Monitoring in the vicinity of these sites during ground disturbing activities will provide an additional safeguard to these sites.

Maintaining off-road enforcement activities at the current level would not result in any additional impacts to unknown cultural resources within the study area. However, maintaining operations at status quo would result in longer apprehension times, which would increase the operational

footprint of the BP. As a result, illegal foot and vehicle traffic would extend further away from the border, potentially impacting cultural resources over a greater area as compared to Alternative 1. This would result in an increase of potential impacts on archeological and historic sites through either illegal pedestrian or vehicular traffic or from increased off-road pursuits that would be needed in apprehension. Impacts for specific projects would be addressed in project-specific NEPA and Section 106 documentation, which would be tiered from this programmatic document.

4.6.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Under this alternative the operations (including technology-based operations) and activities would be increased and no new infrastructure would be constructed. The construction technology-based systems would result in approximately 2 acres of ground disturbing activities. Direct impacts would be considerable less than Alternative 1 in the absence of infrastructure.

Portable lights would have no potential impact on any archeological sites if they were kept within the bounds of existing road ROWs and outside boundaries of known archeological sites. Placement of lights near structures listed on the NRHP will need to be coordinated with the Arizona SHPO to ensure that the visual qualities of the historic structures are not impaired. Consultation will be conducted with the appropriate Native American tribes in order to identify any TCPs, sacred sites, or other ethnographic resources that may be impacted.

Increases in off-road enforcement activities would result in impacts similar to those described for Alternative 1. A large amount of pedestrian and vehicle traffic is expected under this alternative in comparison to Alternatives 1 and 2. The reduction in additional barriers would allow more illegal traffic to pass freely over the border, particularly vehicular traffic. This would result in the increased potential for significant impacts to archeological and historic sites through either illegal pedestrian or vehicular traffic, or from off-road pursuits required to apprehend the IEs. Furthermore, new roads and improvements to existing roads would not be completed under Alternative 3, which would increase the response time of BP agents. This would result in longer apprehension times and a larger operational footprint. As a result, cultural resources would potentially be significantly impacted over a larger area. Impacts for special operations and

technological projects would be addressed with project specific NEPA and Section 106 documentation as appropriate and tiered from this programmatic document.

4.7 WATER RESOURCES

Water resources within the area encompassed by the revised draft PEIS are limited, and concerns regarding adequate supplies and quality are increasing. Impacts to water resources would be dependent upon the location of specific projects in relation to water bodies. Potential direct and indirect impacts to water resources from infrastructure and operations projects have been addressed on a project-by-project basis. Indirect impacts such as dust, stormwater runoff, erosion, accidental spills, and other such activities have the potential to impact surface water resources and wetlands in the project area. Site-specific surveys of potential impact areas have been conducted to determine jurisdictional wetlands, waters of the US, and other water resources that may potentially be impacted by infrastructure projects.

4.7.1 No Action Alternative

The No Action Alternative would continue to have an indirect impact on water resources in the project area. Water withdrawal for daily operations in the Upper San Pedro Basin would continue to contribute to the ground water deficit in this water basin. The BP would continue to patrol roads until they become impassable. Without the road improvements, erosion and sedimentation would continue and, perhaps, increase. The magnitude of indirect impacts would depend upon the rate of erosion and the location and intensity of patrol routes relative to rivers and other drainages.

4.7.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

The deployment of personnel for construction, maintenance, or patrol operations within the study area would result in an increased use of limited water resources in some regions. Most of the proposed construction and maintenance actions are anticipated to be relatively short and infrequent, and therefore, they are not expected to contribute to long-term impacts to groundwater supplies. However, in groundwater basins that are experiencing a recharge deficit, such as the Upper San Pedro Basin, any additional water use would contribute to the deficit and could result in long-term impacts, especially if annual deficits continue. The significance and extent of impacts to water resources would be evaluated on a project and site-specific basis. In some cases, coordination with state and local agencies, as well as conformance with Federal

regulations regarding surface water impacts, will be required. All proposed works and projects would be coordinated with the USIBWC for review and approval. Notification and permitting procedures for specific proposed actions and projects will be evaluated for each site-specific construction project proposed prior to commencement of activities (e.g., prior to installation of water wells at tactical checkpoints and other facilities).

Increases in BP agents at the Naco Station would increase the amount of water withdrawn from the Upper San Pedro Basin, thus contributing to the groundwater recharge deficit. The USEPA estimates that each individual in the basin uses approximately 155 gallon/day (USEPA 2004). The BP would be responsible for mitigating this amount of water usage per person for the Naco Station. Personnel would be apprised of applicable water-conservation practices, and construction equipment would be maintained and configured for best efficiency in water-limited areas. Water management practices have been proposed for the expansion of BP air operations at Fort Huachuca Libby Airfield/Sierra Vista Airport. Water use in other groundwater basins with a deficit, such as the Upper San Pedro Basin, would be mitigated. Mitigation measures could include, but not limited to low flow faucets, low flow toilets, xeriscape techniques, and effluent recharge facilities or septic tanks. Best management practices (BMPs) for preventing contamination from stormwater runoff will be specified in mitigation plans. These plans will also address hazardous substances and/or contaminated material spills.

Since Alternative 1 has more construction projects and expansion of operational activities associated with it than the other four alternatives, it follows that Alternative 1 would have the greatest potential to directly affect water resources. The use of large amounts of groundwater for construction activities could contribute to current deficits in the affected aquifer. Impacts to waterbodies from stormwater run-off or accidental spills during construction operations would be one of the more significant effects. The magnitude of these effects would depend upon the size, type, and duration of the construction project, timing, weather conditions, vegetative cover, and soil type. A SWPPP and other erosion control measures, as described previously and in Chapter 6, will significantly reduce the potential of adverse impacts to nearby water resources.

Construction of BP stations and other permanent facilities would demand additional water and sewage treatment capacities. The increased water demands of new and expanded stations would need to be analyzed relative to the hydrologic effects on sensitive surface waterbodies, such as the San Pedro River. Site-specific NEPA documents would address these needs to

ensure that existing treatment facilities would be capable of handling the additional flows without causing a permit violation. Some facilities may require individual treatment systems (e.g., septic tanks, oxidation ponds, etc.); these treatment systems would require permits from the appropriate agencies.

Major surface waters potentially impacted by proposed infrastructure include, but are not limited to: proposed road construction/maintenance near the Santa Cruz River; proposed road construction/maintenance, fence, and stadium style and portable generator lights near the San Pedro River; and proposed road construction/maintenance and proposed portable generator lights, stadium style lights, and fence near the Colorado River.

Potential impacts include siltation from stormwater runoff, erosion, and accidental spills or leaks. However, due to the small area affected by each RVS or portable light generator site, potential impacts to nearby water resources, if they occurred, would be negligible. Implementation of BMPs; Spill Prevention, Containment, and Countermeasures Plans (SPCCP); and SWPPPs, will also reduce these risks.

Increased operations could have direct and indirect effects on water resources. Off-road SAR and/or apprehension activities could temporarily affect surface water resources if vehicles have to traverse streams. These effects are difficult, if not impossible, to quantify. The magnitude of the effects would depend upon the number of times the stream or waterbody is crossed, type of vehicle, season, and the size and condition of the stream/water body. It must also be noted that "engineer-designed" low-water crossings would be constructed in stream or waterbodies where road upgrades are planned. Therefore, the magnitude of effects is expected to be reduced in areas that would experience road improvements.

Portable light generators would not be placed within 0.25 mile of an intermittent or permanent stream or water body. Thus, the potential for impacts from accidental spills during their operation would be eliminated. Other equipment, including vehicles, would be staged away from arroyos, streams, drainage channels, and other water bodies, to the extent practicable. Infrastructure and operations within floodplains would require further assessment and may require permits.

4.7.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Implementation of this alternative would reduce the potential for water resources to be adversely impacted. As with Alternative 1, construction of infrastructure such as roads and fences would be responsible for majority of the water requirements under this alternative. Since the focus of this alternative is to reduce the operational tempo of the Sector through efficient use of technology, water required for general operations such as vehicle washes, drinking water, and even dust suppression would be reduced. Potential impacts to the Upper San Pedro Basin would be less than those expected under Alternative 1. Estimates of the impacts to water resources that would be impacted are unknown without project-specific analyses in areas where construction is proposed. Impacts based on upper extreme case scenarios are unreliable because impacted areas may not contain nearby water resources. Impacts to water resources would be addressed in site-specific NEPA documents. All proposed works and projects would be coordinated with the USIBWC for review and approval.

Major surface waters potentially impacted by approved and ongoing operations and infrastructure would be less than those identified in Alternative 1. Potential impacts include siltation from stormwater runoff, erosion, and spills or leaks. However, if these impacts occurred, they would be minor since the implementation of BMPs, SWPPP, and SPCCP will reduce these risks. Infrastructure and operations within floodplains would require further assessment and may require permits.

4.7.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Impacts to water bodies from this alternative would be limited mostly to non-point source sedimentation from eroding road surfaces and other indirect effects, while the impacts to water sources by the expansion of operations and technology systems would be similar to Alternative 1. The magnitude of operational effects would depend upon the number of vehicle miles, timing, weather conditions, adjacent vegetation cover and soil type. Employment of good maintenance practices for unsurfaced roads and trails, as well as other erosion control measures, would significantly reduce the potential of adverse impacts to water resources. Environmental design measures are described further in Chapter 6.

Construction of a new BP station and several tactical checkpoints and camps would be needed under Alternative 3. Construction of the BP stations would demand additional water and sewage treatment capacities. The increased water demands of new BP stations would need to

be analyzed relative to the hydrologic effects on water resources. Site-specific NEPA documents would be required to address these needs to ensure that existing treatment facilities would be capable of handling the additional flows without causing a permit violation. All proposed works and projects that affect international streams would be coordinated with the USIBWC. Some facilities may require individual treatment systems (e.g., septic tanks, oxidation ponds, etc.); these treatment systems would require permits from the appropriate agencies. Tactical checkpoints and camp details generally bring in potable water and have temporary sewage facilities. Thus, neither would have increased water demands or additional onsite sewage treatment/discharge effects. Infrastructure and operations within floodplains would require further assessment and may require permits.

4.8 AIR QUALITY

Pollutant emissions estimates for industrial sources operating within 50 miles of the US-Mexico border study area are substantial, and probably represent only a portion of the total pollutant emissions. Air pollutant emissions from mobile sources (e.g. automobiles, aircraft, construction equipment) and other widely dispersed activities (e.g. open burning, wind blown dust) are also substantial in these areas. Many sources are not controlled, particularly in Mexico, but nevertheless have impacts on the study area. Proposed actions by the BP in these areas must be evaluated on a site-specific basis prior to construction through proper NEPA documentation. These evaluations may include air quality dispersion modeling to assess the impacts on air quality from additional mobile and stationary sources. Coordination with Federal and state regulatory agencies would be imperative to ensure proper notification, permitting, and documentation of potential impacts to air quality.

Equipment used for transporting materials and personnel during construction deployments, construction, and surveillance support operations utilize hydrocarbon fuels and internal combustion engines that emit air pollutants. Proposed mobile sources presented in the alternatives include cars, trucks, helicopters, and small aircraft. As discussed in Section 3.6, the main pollutants of concern for mobile source operations are CO, PM₁₀, and SO₂. Travel along unpaved roads and soils disturbed during construction and road dragging result in the release of airborne particulate matter. Equipment and vehicles to be used for all proposed actions would be configured and maintained to conform to state and local air quality requirements.

Operational emissions would result from mobile sources and on-site stationary sources. Fugitive dust emissions might increase as a result of expanded operations. These emissions would result from increased patrols on unimproved roads and road dragging. USEPA and state agency guidelines provide screening criteria for determining whether a detailed analysis and permitting would be required. BP procedures for determining air quality impacts relate to the attainment status of the county where future operations/infrastructure are proposed. Procedures and impact estimates are based on pollutants that would occur in or near non-attainment areas and the proposed actions/source of pollution that could worsen the attainment levels. For example, portions of the study area are in non-attainment for PM₁₀; therefore proposed actions within those areas should document all sources of fugitive dusts associated with the action and evaluate the impact on PM₁₀ attainment levels. Pollutants that are in non-attainment status would be analyzed as specified by the general conformity rule of the CAA.

4.8.1 No Action Alternative

The No Action Alternative would eliminate all potential emission sources associated with BP construction activities and future increases in operational support services within the study area. As mentioned above, however, unimproved roads could increase fugitive dust levels that could exacerbate conditions within non-attainment areas. The short duration of construction/maintenance activities and dust suppression measures utilized during past construction (e.g. water trucks), the type of equipment used, and the good dispersal patterns of the region indicate that long-term impacts associated with air emissions have been minimal. While the No Action Alternative would eliminate all potential emission sources associated with future and approved construction projects, routine maintenance to existing roads and dragging activities would continue, resulting in negligible impacts. No further impacts, beneficial or adverse, are expected to occur under the No Action Alternative.

4.8.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Through implementation of this alternative, construction of existing and approved projects are anticipated to be relatively short in duration and, therefore, are not expected to contribute to long-term air quality impacts. Increases or impacts on ambient air quality during construction and maintenance activities are expected to be short-term and can be reduced further through the use of standard dust control techniques, including roadway watering and dust suppressants. Air quality analyses for the approved infrastructure projects have indicated that hydrocarbon,

SO_x, NO_x, and PM₁₀ emissions would be far below *de minimus* thresholds and, thus, an air conformity analysis would not be required.

Fugitive dust emissions would be expected to increase as a result of expanded operations. These emissions would result from expanded off-road enforcement activities, increased patrols on unimproved roads and dragging operations. Naturally occurring windblown dust from dry soils is inherent to southern Arizona and is more problematic during extended drought conditions. Air quality impacts from construction and maintenance activities (roads, fences, vehicle barriers, stadium lights, RVS sites, portable generator lights) include emissions due to fuel combustion from heavy equipment and fugitive dust due to travel through the area. Based upon the current air quality status of the project area, the pollutants of special concern are airborne particulate matter. Many of the approved projects under consideration involve improving existing roads by making them all weather roads, which would decrease the amount of airborne particulate generated under Alternative 1.

The operation of drag roads would be the single largest air quality impact resulting from this alternative. The impacts to air quality resulting from dragging would be permanent unless active measures are taken to stabilize them once the roads are abandoned. Operation of the drag roads would create fugitive dust. Approximately 625 acres of roads are dragged on a regular basis in the Tucson and Yuma Sectors. Fugitive dust emissions would be expected to increase with the expansion of dragging.

There would be little or no emissions associated with operation of the stadium lights or RVS sites as these lights and RVS would be powered by non-emission generating sources (e.g., existing electrical grid, natural gas, solar, etc.). Construction activities would be limited to pouring concrete pads, and the installation of the lights and RVS systems. The short duration of these activities, the type of equipment used, and the good dispersion patterns (air flow) of the region, indicate that air emissions would not be created that would adversely affect air quality in the ROI. Maintenance vehicles driving to and from the RVS sites and stadium lights would be the only emission source required by the operation and maintenance of the lights and RVS. Furthermore, in the event that the RVS power system is temporarily inoperable, emergency natural gas powered generators would power the RVS. EPA regulations exempt projects in non-attainment areas from general conformity requirements if the projected emissions do not exceed specified *de minimis* levels, which are based on a regions specific nonattainment

classification. These generators would not create emissions above the *de minimus* threshold and thus are considered insignificant impacts.

Approximately 202 diesel generators are currently used to power the portable lighting systems in the Tucson and Yuma Sectors, and would be in operation approximately 12 hours per day. The portable lighting unit typically consists of a 6-kilowatt diesel generator, which powers four 1000-watt lights on a 15-foot mast. Since diesel fuel contains inherently low amounts of fuel bound nitrogen, it is anticipated that installation of portable generators would not contribute to NO_x problems in the area. Other diesel generator pollutants of concern such as SO₂ and PM₁₀, would be expected to be far below the *de minimus* thresholds, and thus, no air conformity analysis would be anticipated.

Alternative 1 would result in an increase in the number of BP vehicles patrolling in the study area. Patrol actions would occur in proximity to the border due to early detection as a result of technology-based infrastructure. The additional vehicles would increase emissions level in the immediate patrol area; however, the proposed alternative is not expected to have a measurable impact on regional NO_x and O₃ levels. In areas that are chronically or acutely in violation of NAAQS, any additional contribution to air quality degradation could be considered significant and may require a conformity analysis and possibly mitigation.

4.8.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

This alternative promotes the use of technology-based systems and existing and approved infrastructure over traditional operations. The use of technology-based systems, fences, and other physical barriers under this alternative would have less direct and indirect impacts to air quality as that of Alternative 1. Mobile emissions as well as fugitive dust would be created on a short-term basis by the construction of approved infrastructure and continued BP apprehensions efforts. However, potential increases in fugitive dust emissions associated with expanded operations would not occur under Alternative 2. Without the expansion of operations, less vehicles, portable lights generators, and aircraft would be operating in the study area. Thus, NO_x and O₃ emissions would be less compared to Alternative 1. A combination of good dispersion patterns within the region and the use of BMPs and equipment that is in good working condition would insure that air quality within the ROI would not be significantly impacted under this alternative.

4.8.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

As mentioned previously, air pollutants of special concern for the study area are primarily airborne particulate matter. The ambient airborne particulate level under desert conditions is naturally high during certain seasons. Vehicle travel on un-surfaced roads is the primary non-agricultural contributor of airborne particulates from human activities. This alternative would result in increased fugitive dust emissions due to the lack of roadway improvements.

Alternative 3 would result in an increased number of surveillance vehicles and extended patrols, similar to that described for Alternative 1. These actions would create long-term minor impacts; however, the amount of these impacts would still be below the *de minimus* threshold, and thus, would be considered insignificant impacts. The number of vehicles would be increased over a large area, thus air dispersal would minimize a buildup of pollutants.

Increased off-road enforcement activities and road patrols resulting from an expansion of operations would be expected to increase fugitive dust emissions. As the number of vehicles and trips per day increase, fugitive dust, NO_x, and O₃ emissions would increase. In the absence of expanded infrastructure, off-road pursuits would be expected to increase, thus increasing fugitive dust emissions.

4.9 SOCIOECONOMICS

BP activities generally result in beneficial impacts to local, regional, and national economies. The diversity of past projects performed by the BP implies that socioeconomic impacts would vary considerably. Some projects have very small construction and operational impacts while others are more substantial (*i.e.*, construction costs, impacts, and project magnitude). The actual construction activity impacts are usually very localized due to the temporary nature of the construction activities and the fact that the predominance of labor for these projects in the past has been provided by the National Guard or Active and Reserve military units coordinated through the JTF NORTH. Consequently, the purchase of construction materials and supplies (increase in local sales and income) is typically the primary, direct economic effect in the project vicinity.

Although construction impacts are temporary in nature, the effects associated with implementation of BP projects are expected to continue for the economic life of the project. BP

actions provide socioeconomic benefits from increased detection, deterrence, and interdiction of illegal smuggling activities with concomitant benefits of reduced enforcement costs, losses to personal properties, violent crimes, and entitlement programs. These actions can produce subsequent indirect positive benefits from increased economic activity such as commerce, increased property values, and overall quality of life improvements as the activities of IEs are controlled.

Effects to the aesthetics and/or quality of life could be incurred in certain regions that experience significant new construction actions or increases in patrolling activities. These effects can be either positive or negative, depending upon an individual's opinion. The magnitude of perceptible effects, however, would be expected to increase in remote areas rather than in urban or developed areas. Increases in patrolling activities as well as construction activities near Wilderness Areas, parks, national monuments, and other such sensitive areas would cause the greatest adverse effects, although the impacts are difficult to quantify.

4.9.1 No Action Alternative

Most of the labor for completed infrastructure projects typically comes from either the National Guard or JTF NORTH Active/Reserve military units; hence, there are only temporary increases in the population of the project area. Materials and other project expenditures for the construction activities typically are obtained through merchants in the local community, further temporarily boosting the local economy.

A total of about 1,890 acres have been or would be illuminated under the No Action Alternative through the use of stadium and portable lighting authorized under previous documents including the Final EA for JTF-6 Proposed Lighting Project, Naco, Cochise County, AZ (USACE 1999a), Final EA JTF-6 Proposed Lighting Project, Yuma, Yuma County, AZ and Imperial County, CA (USACE 1999b), Final Environmental Assessment for the JTF-6 Proposed Fence, Lighting, and Road Improvement Project, Douglas, Cochise County, AZ (USACE 2001b), and Final Environmental Assessment-Portable Lights Within the Naco Corridor, Cochise County, AZ (INS 2001a). The added illumination has deterred drug smuggling, illegal immigration, and other illegal activity and is expected to have resulted in the reduction of the associated social costs of such activities. Approximately 229 portable generator lights would be operated in the Tucson and Yuma Sectors under the No Action Alternative. These portable light units run 12 hours a day consuming approximately 6 gallons of fuel each period. As a result, the operation of the

portable lighting uses approximately 1,374 gallons of diesel fuel daily for operation. Fuel purchased locally would continue to provide local economic benefits during their continued operation.

4.9.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

As mentioned previously, the National Guard or JTF NORTH Active/Reserve military units have completed the BP infrastructure projects to date. With the exception of construction labor for BP stations and some RVS towers, BP would be expected to continue to request these units. Private contractors may be used instead of military units for projects that the military units are unable to construct or those projects that do not have adequate training value. The relocation of the units would result in only temporary increases in the population of the project area. Materials and other project expenditures would likely be obtained through merchants in the local community, further temporarily boosting the local economy. Likewise an increase in the number of BP agents would have a positive effect on the local retail and service industries. Land acquisition would have to occur in certain areas to allow for the placement of RVS sites, roadway easements, as well as areas enclosed by barrier fencing

As part of the ABCI, up to 260 additional agents would be deployed throughout the Tucson Sector, and up to 320 BP agents would be deployed to the Yuma Sector under the current plan of the ABCI. This increase in agents would increase demand for housing. The effect of this increase would be most notable in small, rural towns where housing supply is limited, although the larger urban areas, which have greater infrastructure, would typically attract BP agents. The potential increase in housing demand would potentially elevate the price of housing in the larger developed areas, such as Sierra Vista, Nogales, and Yuma.

The construction of approved infrastructure would potentially remove private lands from the tax roles. Local, county, and state governments would lose tax benefits from private properties that have been purchased by the Federal government.

The additional illumination proposed for stadium and portable lights is expected to assist in the deterrence of drug smuggling, illegal immigration and other illegal activity, and subsequently result in the reduction of the associated social costs of such activities. The prevention of potential terrorists from entering the US has a nationwide positive effect. An increase in

operations in vehicle, pedestrian, and air operations would also require additional fuel and other resources for their continued operation. Increases in manpower at certain stations over the next few years would include a subsequent increase in supplies and other materials used in their daily operations. Most likely, these materials would be purchased from the surrounding communities and would increase revenues for the local economy.

In addition to existing stadium and portable lighting, 60 new 6-kilowatt diesel portable lighting units are scheduled for operation as documented in the Nogales Infrastructure EA (INS 2003d). Though these units would probably not be purchased locally, fuel for their operation would be supplied by local distributors. Portable light generators would operate for 12 hours a day and use an average of six gallons of diesel per generator during each 12-hour shift. This would require a total of 360 gallons of diesel fuel used daily in the operation of the proposed portable lighting units. Adding this to the fuel consumption of the 229 existing portable lighting units totals 1,734 gallons of fuel used daily in their operation. Fuel would be purchased locally and would provide ongoing local economic benefits during operation, through an increase in local fuel sales. Land acquisition would generate revenues for affected landowners. However, lands purchased by the Federal government would remove these lands from the tax base of the respective counties.

4.9.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Similar socioeconomic effects, direct and indirect, would result upon implementation of this alternative as discussed for Alternative 1. Materials and other project expenditures would predominantly be obtained through merchants in the local community, serving as a temporary boost to the local economy. Substantially less construction would occur under this alternative compared to Alternative 1, thus, short-term economic benefits from construction activities and purchase of materials would be less.

The amount of stadium and portable lighting units under this alternative would remain the same as Alternative 1. By limiting traditional operations, control along the immediate border region would be limited, which would reduce the ability to deter IEs, and subsequently result in the reduction of the associated social costs of such activities. As mentioned above, about 360 additional gallons of diesel (total of 1,734 gallons annually) would be purchased locally for the

operation of the additional portable light generators. Ongoing, long-term economic benefits would result from the operation of these generators.

4.9.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

This alternative is expected to assist in the deterrence of illegal entry of potential terrorists, drug smuggling, illegal immigration, and other illegal activities, and subsequently result in a reduction of the associated social costs of such activities. An increase in vehicle, pedestrian, and air operations would also require additional fuel and other resources for continued operation. Increases in manpower at certain stations over the next few years, as proposed by this alternative, would include an increase in supplies and other materials used in daily operations. These materials would likely be purchased from the surrounding communities and would increase revenues for the local economy. Nearby communities are expected to experience reductions in operating expenses and increased revenue as a result of improved quality of life, improved property values, and subsequent increased commerce. Without the addition of fencing and other infrastructure along the border, illegal pedestrian and vehicle traffic could increase. The associated social costs of increases in crime and drug related activity would subsequently be expected to increase.

The amount of stadium and portable lighting units under this alternative would remain the same as both Alternatives 1 and 2. By eliminating the completion of existing and approved infrastructure, IEs would be able to cross more freely. Furthermore, no new roads or improvements to existing roads would be completed under this alternative. This would result in a longer response time by BP agents and would effectively increase the operational footprint. As a result, operations along the immediate border region would be limited to present levels, which would reduce the ability to deter IEs, and subsequently result in more associated social costs of such activities. As mentioned above, about 360 additional gallons of diesel (total of 1,734 gallons, annually) would be purchased locally for the operation of the additional portable light generators. Ongoing, long-term economic benefits would result from the operation of these generators.

The increase in operations will require an increase in the number of BP agents. An increase of 180 to 270 agents is expected across the Tucson Sector. The largest increase would occur at the Naco Station. Increases in the number of agents would put added demands on the local housing market. Because of the current housing shortage as reported by the Arizona Housing

Commission (2000), this action could result in higher housing prices in those areas receiving significant numbers of additional BP agents.

4.9.5 Executive Order 12898, Environmental Justice

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, disproportionately high and adverse human health or environmental effects of its proposed actions on minority populations and low-income communities (59 FR 7629).

As indicated earlier in Section 3.10 of this revised draft PEIS, the racial mix of the study area is predominantly Caucasian. Santa Cruz and Yuma counties have a significant portion of the population claiming Hispanic origins. These counties are particularly sensitive to environmental justice issues concerning minority populations. Particular attention would have to be made regarding the placement of infrastructure and other construction in proximity to minority populations. BP projects that have been completed and the current and future projects are sporadically located, based on strategic effectiveness, throughout the respective counties. Furthermore, none of the projects proposed or completed to date would have or has displaced minority residences or commercial structures in any community along the project corridor. Therefore, disproportionate effects to minority populations would not be expected. Communities such as Ajo, Gila Bend, San Luis and Yuma, due to their higher populations and commercial densities, would be particularly sensitive to environmental justice issues. Project specific impacts in regard to environmental justice would be addressed in site-specific NEPA documentation tiered from this programmatic document. Specific impacts cannot yet be identified from increasing operations or holding operations to current levels.

Since Alternative 1 consists of the greatest area of construction activities, it would have the most potential to encounter environmental justice issues. The construction in Alternative 2 is reduced and would therefore be less likely to encounter environmental justice issues. Under the No Action Alternative, all environmental justice issues have been addressed in previous compliance documentation, and there would be no additional impacts in regards to environmental justice. Alternative 3 would result in the least potential for environmental justice issues since only construction in support of increased operations would be initiated.

The study area has between 16.2 and 30.3 percent of its total population living at or below poverty levels. The 1997 per capita personal income was estimated to be between 57 to 83 percent of the national average. Therefore, it is likely that some infrastructure has been completed or is approved for construction near low-income neighborhoods. The location of these structures, however, is selected based on the frequency and intensity of potential IEs, and the need to protect these specific areas from IE.

Implementation of any of the alternatives would enhance the probability of success for the BP. The levels of enhanced success would vary among each alternative. This increased success in controlling illegal drug activity and in reducing the flow of IEs into the Tucson and Yuma Sectors would benefit all populations, regardless of income, nationality, or ethnicity. In addition, construction activities would have short-term, but positive impacts on local economies from sales of construction materials, other project expenditures, and temporary employment. Long-term positive impacts would occur on local, regional, and National levels by the reduction of IEs, and the associated social costs. Alternative 1 would provide the most opportunity to deter illegal traffic across the border, followed by Alternative 2 and then Alternative 3.

As mentioned previously, the expanded operations could indirectly result in higher housing demands and, in turn, increased housing costs. This could cause environmental justice concerns for both low income and minority populations where the increased demand in housing would further increase the cost of affordable housing. These impacts would probably be felt in areas where the average annual growth rate in housing prices is rising faster than the average annual growth rate in median household income. The BP is aware of this concern and is proactive in finding solutions. For example, CBP is proposing through the General Service Administration (GSA), to build 52 housing units near the Ajo Station and 15 units near the Lukeville POE. These housing units are to accommodate the increase housing demand anticipated by ultimately placing new agents in those areas (Parsons 2003 and Feeney 2003).

4.9.6 Executive Order 13045, Protection of Children

Executive Order 13045 of April 21, 1997, "Protection of Children from Environmental Health Risks and Safety Risks," 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" (62 FR 19885). Implementation of any

alternative would not result in disproportionately high or adverse environmental health or safety impacts to children. The majority of the construction would take place away from residential areas and would ultimately result in a decrease of illegal traffic throughout the area, creating a safer environment for children. Furthermore, these alternatives would result in a reduction of illegal immigration, drug trafficking, and other crimes within the area further making a safer living environment for children. Projects near border towns would have the greatest potential to have health or safety impacts on children. Because of the relatively low population density within the project area, however, these issues are unlikely. The potential impacts to the health and safety of children for such projects would need to be evaluated on a case-by-case basis in future NEPA documentation tiered from this PEIS.

4.10 PUBLIC SERVICES AND UTILITIES

4.10.1 No Action Alternative

Implementation of the No Action Alternative would not affect current public services (e.g., police, fire, and emergency medical services) and utilities within the Tucson and Yuma Sectors since no new construction would occur. At present, public agencies and private industry regularly perform maintenance of existing utilities within the region and are continuing to provide needed public services, such as law enforcement, medical treatment, and education. Therefore, these services would not change.

It should be noted that future impacts not associated with BP operations might occur regardless of the No Action Alternative since existing infrastructure of services and utilities would eventually be unable to meet the capacity requirements of the growing populations within these respective counties.

4.10.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Implementation of Alternative 1 is expected to cause negligible disruption to current public services within the Tucson and Yuma Sectors, with the exception of some possible traffic delays in the vicinity of any construction adjacent to public roadways. Impacts to individual utilities would be evaluated on a site-specific basis following a utility survey of the respective areas to be affected in future action-specific NEPA documents. Some anticipated impacts include additional electrical and water usage, additional disposal of solid wastes, and additional need for

fire and emergency services and possible traffic delays around construction sites such as lighting projects or new stations. A proper traffic management plan implemented during the placement of proposed additional lighting and new stations would minimize any potential traffic delays caused by additional BP agents.

4.10.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Implementation of Alternative 2 is also expected to cause only negligible disruptions to current public services within the Tucson and Yuma Sectors. As in the case of Alternative 1, the impacts to individual utilities would need to be evaluated on a site-specific basis following a utility survey of the respective areas to be affected in future action-specific NEPA documents.

4.10.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

This alternative would have the least direct impacts on public utilities, since only construction in support of increased operations would occur. A proper traffic management plan implemented during the placement of proposed additional lighting and new stations would minimize any potential delays. As in the case of Alternatives 1 and 2, the impacts to individual utilities would need to be evaluated on a site-specific basis following a utility survey of the respective areas to be affected in future action-specific NEPA documents. Operational activities would be expanded, but these are not expected to cause significant additional demands on or impacts to public utilities.

4.11 HAZARDOUS MATERIALS

4.11.1 No Action Alternative

Completion of all ongoing infrastructure projects is expected to result in a minimal increase in hazardous materials generated by BP operations. These materials include used oil generated from vehicles and other wastes. This increase in materials is expected to have a minimal impact since proper waste disposal practices are followed at BP facilities. This alternative would also insure that no known waste sites are impacted from construction activities. However, the potential for hazardous material spills from abandoned vehicles would persist and likely increase under this alternative. Hundreds of vehicles are abandoned by IEs throughout the study area. All of these vehicles carry hazardous substances such as oil, antifreeze, and gasoline. In some areas the amount of garbage and human waste from IEs is substantial

enough to be considered a hazardous waste site (Tibbitt 2004). These sites are potential health risk to workers and visitor to public lands.

4.11.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

The BP would perform site-specific environmental site assessments, as appropriate, within the study area, prior to implementation of construction projects. Prior to acquisition of additional lands required to implement any projects, environmental site assessments are also conducted. Because of the random nature of illegal dumping along the US-Mexico border, it is difficult to determine the location and quantity of hazardous waste that may be present in a proposed construction area. If hazardous materials or wastes were present, there would be a potential for exposure during construction activities. Construction personnel would be informed about the potential for encountering hazardous wastes that may be present on the site from dumping and the appropriate procedures to use if suspected hazardous contamination is encountered. Additionally, a SPCCP prepared by the BP would be in place prior to construction. All personnel would be briefed on the implementation and responsibilities of the plan. Alternative 1 would reduce illegal vehicle and foot traffic thus reducing the potential for hazardous materials to be introduced into the border area by IEs, thus having an indirect beneficial effect.

An accidental release or spill could occur as a result of fuels, oils, lubricants, and other hazardous or regulated materials brought on site for the proposed construction activities. Any uncontained and unremediated spill could result in potentially adverse impacts to on-site soils and threaten the health of the local population, as well as wildlife and vegetation. However, the BP site-specific SPCCP and commitment to have trained personnel and the proper equipment located on-site to quickly contain and remediate any accidental release or spill would limit the amount of fuel and other lubricants and oils released and aerial extent of impact. As a result, no significant impacts would be expected.

4.11.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

As discussed for Alternative 1, projects included under this alternative would have little or no affect on any known inactive or abandoned hazardous waste sites. Since this alternative would result in less construction particularly along roads for tactical checkpoints and station facility construction in the vicinity of the US-Mexico border, the probability of encountering hazardous waste sites would be slightly less than Alternative 1. This alternative would result in an increase

in waste oils generated by BP operations, primarily in the use of portable light generators. There would be no significant impacts since waste oil disposal is carefully managed in strict accordance with state and USEPA procedures and regulations.

This alternative would not deter illegal traffic to the extent of Alternative 1 and apprehensions would still occur north of the border. Therefore, this alternative would have indirect benefits similar to Alternative 1, but to a lesser degree.

4.11.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

The actions proposed under this alternative are expected to result in a minimal increase in waste materials generated by BP operations. These materials include used oil generated from vehicles, generators, and other equipment maintenance activities. This increase in materials is expected to have a minimal impact since wastes would be disposed of in strict accordance with state and USEPA procedures and regulations. This alternative would generate less waste than Alternatives 1 and 2. However, the indirect beneficial effects would be less compared to Alternative 1 because apprehensions would not occur in proximity to the border due to the lack of infrastructure. Without infrastructure to deter illegal entry, IEs will continue to enter the US illegally.

4.12 NOISE

4.12.1 No Action Alternative

The No Action Alternative would not result in any additional noise increases from construction and operational activities.

4.12.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

This alternative would result in construction and operation of new facilities, tactical checkpoints, roads, fences and barriers, helipads, lighting, and RVS systems along the Arizona border.

4.12.2.1 Construction Noise

Construction activities would temporarily increase noise levels at locations immediately adjacent to construction sites. Noise levels created by construction equipment would vary greatly depending on factors such as the type of equipment, specific model, operation being performed, and 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.

Construction equipment can be divided into two major groups: stationary and mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed power operation (pumps, generators, compressors) or a variable power operation (pile drivers, pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders) or to and from the site (trucks).

Depending on the scale and the type of project and stage of environmental review, the BP may conduct a construction noise assessment that would be incorporated into the environmental document for the project. When the project is major (*i.e.*, the construction duration is expected to last for more than several months), noisy equipment would be involved, or the construction is expected to take place near a noise-sensitive site (especially for residential and institutional uses), then detailed construction noise analyses may be required. Otherwise, the assessment would be a general description of the equipment to be used, duration of construction, and any mitigation requirements placed on particularly noisy operations. Most construction activities as the result of this alternative would produce only short-term noise level increases. Since construction would only occur during daylight hours and blasting would not be expected, these short-term noise increases are not expected to substantially affect adjacent noise sensitive receptors and wildlife areas.

If it is determined to be necessary, a detailed construction noise assessment can be performed to predict construction noise level using Federal Highway Administration (FHWA) methodologies or other prediction models. Noise impact will be assessed based on project-specific criteria, existing ambient noise level, duration of the construction activities, adjacent land uses, and proximity to sensitive receptors.

Construction noise can be controlled with appropriate mitigation measures. These mitigation measures include:

- Construction of temporary walls and/or earth berms;
- Providing equipment enclosures;
- Re-route truck traffic away from sensitive receptors;
- Minimizing nighttime construction activities;
- Avoiding impact pile driving if possible; and
- Using quieter equipment, such as enclosed air compressors and mufflers.

In addition, community relations would be important. The affected communities will be informed about the duration and extent of the construction activities through public service announcements via local media sources (e.g., newspaper and radio).

4.12.2.2 Operational Noise

The BP operations associated with this alternative, such as the use of helicopters, airplanes, electric power generators and substations, would cause long-term short-duration increases in noise levels. The magnitude of these increases would depend upon ambient noise levels, distance to sensitive receptors, increase in number of such operational activities, and duration.

BP firing ranges would usually be located in rural areas away from the communities for safety reasons. Therefore, noise impacts from firing ranges would be minimal. However, site-specific NEPA analyses would be performed for such projects. Portable generators for lights would also be situated primarily in remote areas, where access to electrical power sources is not readily available, and thus, away from human sensitive noise receptors.

Vehicle, aircraft, and helicopter noise during the border patrol and reconnaissance operations will be mostly temporary in nature. However, long-term noise increases could occur around regional airfields and heliports if the number of daily flights is increased substantially (more than 10 percent of the total annual operation) and/or the helicopters are used frequently near noise sensitive locations. If it were determined to be necessary, the BP would conduct a detailed aircraft noise assessment to predict noise levels using Federal Aviation Administration (FAA) methodologies and prediction models, such as Integrated Noise Model (INM) and Helicopter Noise Model (HNM). Noise impacts will be assessed based on FAA and project specific criteria, existing ambient noise level, number of operations, flight path, and adjacent land uses.

In addition, the BP may be required to perform a detailed traffic noise assessment to predict noise levels using FHWA methodologies and prediction models. A Traffic Noise Model (TNM) will be required if there is substantial increase (more than 50 percent of the peak-hour volume) in vehicular traffic on existing and proposed roads near noise sensitive receptors. This is not expected to occur.

4.12.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

4.12.3.1 Construction Noise

This alternative would only eliminate or reduce the amount of operation activities, such as installation of tactical checkpoints and station construction. Construction activities would consist of technology-based operational infrastructures and approved infrastructure projects. Therefore, it would experience similar construction noise impacts as Alternative 1.

4.12.3.2 Operational Noise

Air operations, training at firing ranges, and other operational-dependent activities would still occur under this alternative and produce noise. Typical noises resulting from normal operations would be reduced since operations would focus on remote detection rather than intense roving vehicle patrols. The magnitude of these effects would depend upon the variables described under Alternative 1. Operation of most technology-based systems (e.g., RVS, ground sensors, stadium lights) would produce little or no noise. Portable generators for lights would increase ambient noise levels. Generators would be situated primarily in remote areas, where electrical power sources are not readily available and away from human sensitive noise receptors such as schools and hospitals.

4.12.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

4.12.4.1 Construction Noise

This alternative would greatly reduce construction noise compared to Alternatives 1 and 2. No infrastructure construction would take place under this Alternative. Increased operations and technology-based operations would be implemented and limited construction activities would be needed in support of those operations. Construction activity would be limited to RVS sites, stadium and portable lighting, BP stations, and temporary campsites.

4.12.4.2 Operational Noise

If implemented, this alternative would result in increased air operations, training at firing ranges, and other operational activities. These would produce additional noise. The magnitude of these effects would depend upon the variables described under Alternative 1.

Vehicle, aircraft, and helicopter noise during patrol and reconnaissance operations would be mostly temporary in nature. However, long-term noise increases could occur around regional airfields and heliports if the number of daily flights is increased substantially and/or the

helicopters are used frequently near noise sensitive locations. Target locations for increased noise are difficult to predict with certainty as is inherent with any type of law enforcement activity in hot pursuit.

4.13 AESTHETICS

4.13.1 No Action Alternative

Aesthetics is a subjective issue that varies by personal preference. With the No Action Alternative, impacts to aesthetics would continue to occur at the existing levels, as the current BP operational activities, technology-based systems and infrastructure would be maintained. Direct long-term impacts to aesthetics would likely increase from damage to natural resources (*i.e.*, illegal roads in sensitive and Wilderness Areas, garbage, etc.) as a result of increased illegal traffic and the required subsequent BP enforcement actions (see Figures 1-5 and 1-6). Illegal traffic has affected the wilderness characteristic of some Wilderness Areas to the point they would not longer be considered to have wilderness value (Tibbitt 2004).

4.13.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Depending on the location of increased BP operations/activities, expansion of technology-based systems, and approved infrastructure, Alternative 1 would have both beneficial and negative effects on those areas valued for their aesthetic qualities, such as Wilderness Areas, national parks, wildlife refuges, etc. The expansion of BP operations/activities, technology-based systems, and approved infrastructure would have a potential negative effect on aesthetics. The majority of the approved infrastructure projects are located along the border in previously disturbed areas. It should be noted, enforcement actions would have an indirect positive effect on aesthetics as a result of decreasing damage (*i.e.*, illegal roads, footpaths, trash, defecation, etc.) caused by illegal traffic in those areas valued for their aesthetic qualities. Alternative 1 would allow the BP to apprehend IEs within closer proximity of the US-Mexico border, thus potentially limiting most of the perceived negative aesthetic effects to the immediate border area in the long-term. Potential effects to aesthetics would be addressed in site-specific project NEPA documents for future special operations and technology-based systems.

4.13.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

Depending on the location of technology-based systems and approved infrastructure, Alternative 2 would have both beneficial and negative effects on aesthetics. However, the effects would not be of the same magnitude as those expected under Alternative 1. Although the negative effects would be less under Alternative 2 because BP operations/activities would not be allowed to expand, the indirect beneficial effects would also be less because Alternative 2 would limit the BP's ability to apprehend IEs in closer proximity to the US-Mexico border. Thus, the footprint of illegal activity and subsequent BP enforcement activities would extend beyond the immediate border area.

4.13.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

The effects expected under Alternative 3 would be similar to Alternative 1.

4.14 RELATIONSHIP BETWEEN LOCAL AND SHORT-TERM USE OF SOCIETY'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM ENVIRONMENTAL PRODUCTIVITY

Benefits derived from the control of IEs and narcotics trafficking into the US and the adverse impacts associated with the expansion of BP operations and technology-based systems and completion of approved infrastructure necessary to accomplish this control represent trade-offs between the local, short-term use and the long-term stability and productivity of the environment. The proposed action would reduce the flow of illegal drugs and entrants to the US, and consequently, reduce the social costs associated with managing these issues. Short-term, local adverse direct effects resulting from habitat disturbances would be off-set by long-term regional benefits, including protection from illegal vehicle and foot traffic, accidental fires caused by IEs, lower costs to the country for health and emergency services, increase in the quality of life along the border, reduction in crime near the border, and reduction in poaching. Reductions in crime along the border would likely have a favorable effect on insurance rates for homeowners and businesses near the border.

The preferred alternative would require the conversion of approximately 587 acres. Most of this acreage has been previously disturbed and does not provide suitable habitat for most wildlife populations. The long-term productivity of these lands would be lost over the life of the proposed project. The CBP and BP would make every attempt practicable to avoid

disturbances to valuable wildlife habitat (e.g., by locating project sites and staging areas in previously disturbed sites). Compensation for these losses, if statutorily required, would be coordinated through the appropriate state and Federal resource agencies, as described in Chapter 5. Some impacts to threatened or endangered species would occur and must be mitigated to offset these losses, as required by Sections 7 and 9 of the ESA.

4.15 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES INVOLVED IN IMPLEMENTATION OF THE PREFERRED ACTION

The proposed action would result in the permanent conversion or loss of approximately 587 total acres of various habitats, mostly disturbed areas and non-native grasslands to roads and infrastructure. The proposed action would also require the irretrievable commitment of fuel, labor, vehicles, building materials, and monetary resources.

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SECTION 5.0
CUMULATIVE IMPACTS

5.0 CUMULATIVE IMPACTS

This section of the revised draft PEIS addresses the potential cumulative impacts associated with the implementation of the alternatives outlined in Section 2.0 and other projects/programs that are planned for the region. The following paragraphs present a general discussion of proposed and reasonably foreseeable CBP, BP, and other agency projects in southern Arizona and the cumulative effects that would be expected irrespective of the alternative selected. Reasonably foreseeable projects are those likely to occur within the next five years. These discussions are presented in the same sequential order as they appeared in Section 3 for each alternative carried forward for analysis. Transportation would not affect or be affected by the proposed alternatives and is excluded from the following discussion.

5.1 OTHER DHS/ CBP OPERATIONS

The BP is currently conducting projects in the region. Other recently completed or reasonably foreseeable BP projects in southern Arizona include:

- **Tucson Sector:**
 - Ajo Station:
 - Proposed housing developments within the Ajo Station's AO (52 unit housing development on 10 acres in Ajo and a 15 unit housing development at Lukeville, Arizona). The development will provide housing for approximately 225 agents and their families – GSA will contract the construction and CBP will lease housing from private entity (Parsons 2003);
 - Proposed lease/purchase/withdraw option of up to 35 acres of native desert habitat adjacent to the existing BP Station. The existing station land and proposed acquisition will be converted for proposed infrastructure (e.g., garage, office space, etc.) requirements (Parsons 2003);
 - The BP proposes to lease an existing vehicle maintenance facility in Ajo, Arizona (Feeney 2003).
 - Potential addition of 2 camp details on the CPNWR within the Ajo Station's AO in support of ABCI;
 - Proposed installation of 12 RVS systems along the US-Mexico border south of Ajo, Arizona;
 - Installation of 6 emergency beacons within the CPNWR and Barry M. Goldwater Range (0.0012 acre);
 - Install a landing mat fence from the Lukeville POE extending 2 miles east and west (NPS 2003);
 - The BP proposes to construct a permanent vehicle barriers, an all-weather road and drag road along the CPNWR-Mexico border from the east boundary of the CPNWR to the Yuma/Pima County line;

- The BP proposes the installation of temporary vehicle barriers at Agua Dulce Pass, Davidson Canyon Road, and Papago Well Road within the CPNWR;
 - Proposed maintenance of all existing roads and some administrative and illegal trails on the CPNWR;
 - Proposed installation of two additional rescue beacons on the CPNWR; and
 - Proposed installation of 11 RVS systems on the OPCNM and one RVS system in Ajo.
- Casa Grande Station:
 - Improvements to about 52 miles of border road within the TON;
 - Construction of a Joint Processing Center within the TON;
 - Implementation of three tactical BP checkpoints on Federal and TON lands (DHS 2003c); and
 - The BP proposes the construction of permanent vehicle barriers along the TON-Mexico border within the TON.
- Tucson Station:
 - Proposed ½ to 1 acre parking area on vacant property near the intersection of Valencia and Randall Street in Tucson, AZ. The BP needs additional parking and proposes to clear, grade, and asphalt the site (Parsons 2003);
 - Installation of three temporary camp details in the BP Yuma Sector, Wellton Station and the BP Tucson Sector, Tucson stations (approximately 1.5 acres) (INS 2002d);
 - Proposed installation of 9 RVS systems along the US-Mexico border in or near the Coronado National Forest and Buenos Aires National Wildlife Refuge;
 - Implementation of Operation Skywatch (a seasonal search and rescue mission using helicopters and fixed-wing aircraft) (INS 2002b); and
 - Installation of 8 rescue beacons on the Federal and privately owned lands (DHS 2003e).
- Nogales Station:
 - Acquisition of space for the Nogales Station;
 - Restoration of Ephraim Ridge near Nogales (1.1 acres) (INS 2003c);
 - Installation of 15 RVS systems in the Nogales Station's AO (INS 2003d);
 - Installation of a relay tower at Crawford Hill (INS 2002h);
 - Proposed installation of 87 miles of temporary vehicle barriers along the US-Mexico border in Pima, Santa Cruz, and Cochise counties, Arizona (DHS 2004d); and
 - Relocation of checkpoint on I-19.
- Sonoita Station:
 - Relocation of checkpoints (approximately 1 acre);
 - Proposed improvement of 42 miles of existing trails/roads in the Sonoita Station's AO;
 - Proposed establishment of three helicopter insert/extract sites within Miller Peak Wilderness (currently being coordinated with the Coronado National Forest);
 - The Sonoita Station is currently proposing the establishment of two temporary camp details in the Huachuca and Patagonia mountains within the Coronado National Forest to potentially base horse patrol operations;

- The Sonoita Station proposes to establish additional repeater sites in the Huachuca and Patagonia mountains and the Miller Peak Wilderness depending on operational necessities; and
 - Ten additional RVS sites are proposed.
 - Naco Station:
 - 30 to 50 portable lights in a 10.5 mile corridor near the Naco POE (approximately 0.5 acres) (INS 2001b);
 - Four miles of border road improvements and 9 miles of pedestrian fence construction west of Naco (approximately 10 acres) (INS 2003a);
 - Acquisition of hanger space at Sierra Vista;
 - Installation of nine RVS systems (INS 2003b); and
 - Cumulative EA for BP operations on Fort Huachuca.
 - Douglas Station:
 - Improvements to 2 miles of Kings Ranch Road to provide north/south access from the new Douglas Station to the border (approximately 9 acres) (INS 2002f);
 - A new BP station located about 2 miles west of Douglas (approximately 15 acres) (INS 2000b); and
 - The proposed installation of 13 RVS sites east of Douglas.
- **Yuma Sector:**
 - Yuma Station:
 - Proposed construction of approximately 13 miles of stadium style lights, 8 miles of secondary fence, 8 miles of all-weather patrol road, 8 miles of security fence, 8 miles of maintenance road, and approximately 3.5 miles of primary fence along the US-Mexico in the Yuma Station's AO;
 - Proposed construction of vehicle barriers along the US-Mexico border from Avenue C in Yuma, AZ to the Gila Mountains;
 - Construction of 40 RVS along approximately 45 miles of the US-Mexico border in the Yuma and Wellton stations; and
 - Conversion of the existing Yuma Station complex into a Sector training facility.
 - Wellton Station
 - Proposed construction of vehicle barriers along the US-Mexico border from the Yuma/Pima County line to the Gila Mountains;
 - The deployment of eight additional rescue beacons on the CPNWR and BMGR;
 - Potential addition of four temporary camp details for rapid deployment of a 21-foot travel trailer for a brief period of time on the CPNWR and BMGR;
 - Proposed use and maintenance of all existing roads and some administrative and illegal trails on the CPNWR and BMGR;
 - Proposed installation of a water well at the existing Desert Grip Camp;
 - Proposed construction of a new station headquarters;
 - Proposed creation of two drag roads on the BMGR; Proposed improvement of the El Camino Del Diablo Road to an all-weather road with an adjacent drag road from Papago Well to Tinajas Altas Pass;
 - Proposed continued maintenance, use, and improvements on the line drag road from International Boundary Monument 192 to Avenue 4E. Proposed improvements include grading and widening the road that runs through High Tank Pass;

- Proposed use of horses, ATVs and motorcycles on existing roads and foot trails on the CPNWR and BMGR; and
- Proposed installation and use of additional radio repeater, microwave links, RVSSs, sensors, and radar.

The BP might be required to implement other activities and operations that are currently not foreseen or mentioned in this document. These actions could be in response to national emergencies or security events like the terrorist attacks on September 11, 2001, or to changes in the mode of operations of the potential IEs. For instance, during the summers of 2002 and 2003, the Tucson Sector temporarily had to detail aircraft and support personnel from other Sectors to provide additional SAR missions. The sole purpose of these missions (known as Operation Skywatch) was to save the lives of IEs. Operation Skywatch temporarily assigns 20 helicopters and two fixed-wing aircraft, 24 pilots, up to 12 aircraft mechanics and other support personnel as needed to the Tucson Sector for a period of approximately 125 days. SAR aerial reconnaissance also indirectly benefits the natural environment by reducing the amount of off-road traffic required to rescue IEs. The BP has prepared an EA documenting the potential impacts from (INS 2002b). The Yuma Sector, on an as-needed basis, provides additional support.

The BP recently completed a Supplemental EA for the Expansion of Operation Desert Grip (DHS 2003b). This project temporarily details two trailers, eight agents, and six vehicles in two areas with high IE activity in a remote region of the desert in both the Tucson and Yuma Sectors. Trailers are located on previously disturbed areas. The purpose of this project is to provide a 24-hour presence along the border to deter IEs in an effort to save lives.

As part of the ABCI, UAVs, which currently under operational test, could be more widely used along the border in remote areas. The BP agents could potentially manage security of these remote areas more effectively and efficiently through prompt detection, interdiction, and apprehension of those who attempt to illegally enter or smuggle contraband or tools of terrorism across US borders.

Operation Skywatch, ABCI, and Operation Desert Grip received emergency consultation under Section 7 of the ESA. Operation Skywatch and Operation Desert Grip were addressed in the Tucson Sector draft BA (DHS 2004c) and the revised Yuma Sector BA (INS 2002c). Other major operations/actions would be evaluated as prescribed in the new DHS regulations (Management Directive 5100.1) to determine the need for and level of NEPA documentation.

The CBP is currently conducting projects in the region. Other recently completed or reasonably foreseeable CBP projects in southern Arizona include:

- A new Industrial POE at San Luis (approximately 15 acres) – As part of this project, there will be expansion construction at the current San Luis POE, and the cattle guard at the site of the new POE will be relocated to Avenue D (US Department of the Interior [USDOI] 2000);
- New Infrastructure at the Douglas – Agua Prieta crossing with a total of 11,526 square feet of office space, 40,680 square feet of light industrial space, 1,239 square feet health unit space, and 6,725 feet² of warehouse/storage space (CBP 2004);
- New Infrastructure at the Lukeville – Sonoyta crossing with a total of 13,690 square feet of office space, 13,259 square feet of light industrial space, 1,185 square feet health unit space, and 556 square feet of warehouse/storage space (CBP 2004);
- New Infrastructure at the Mariposa Road crossing with a total of 15,425 square feet of office space, 66,961 square feet of light industrial space, 264 square feet health unit space, and 283 square feet of warehouse/storage space (CBP 2004);
- New Infrastructure at the Morley Gate crossing with a total of 37,534 square feet of office space, 33,416 square feet of light industrial space, 1508 square feet health unit space, and 1803 square feet of warehouse/storage space (CBP 2004);
- New Infrastructure in Naco with a total of 8,461 square feet of office space, 7,516 square feet of light industrial space, 992 square feet health unit space, and 542 square feet of warehouse/storage space (CBP 2004);
- New Infrastructure at the San Luis crossing with a total of 13,286 square feet of office space, 24,834 square feet of light industrial space, 356 square feet health unit space, and 769 square feet of warehouse/storage space (CBP 2004);
- New Infrastructure at the Sasabe crossing with a total of 1,155 square feet of office space, 11,459 square feet of light industrial space, and 484 feet² of warehouse/storage space (CBP 2004); and
- The CBP is currently preparing a Programmatic Environmental Assessment for Office of Border Patrol actions on Fort Huachuca.

5.2 OTHER AGENCY PROJECTS

Plans by other agencies which would also affect the region's natural and human environment include various road improvements by ADOT, an US Highway 80 commercial truck bypass and border crossings near Douglas, a bypass highway near Yuma that will traverse the BMGR, the Bisbee-Douglas International Airport expansion, and the reactivation of the abandoned Southern Pacific railroad line. With the exception of the proposed new bypasses and border crossing near Douglas, the remaining projects would be along existing corridors and/or within previously disturbed sites (e.g., airport). Land use would change along the bypass, and additional wildlife habitat would be lost. The magnitude of these effects would depend upon the length and width of the bypass ROW and the extant conditions within and adjacent to the ROW. Reactivation of the railroad line and crossing near Naco would result in additional habitat losses, even though the rail would probably be constructed along the existing, but abandoned, line.

The tracks were removed in 1975 and have had ample time for vegetation to recover. Reactivation of the line would also increase noise in the immediate vicinity and increase potential health and safety risks due to possible transportation of hazardous cargo.

In addition, projects are currently being planned which could affect areas currently in use by the BP. The CBP and BP would maintain close coordination with these agencies to ensure that their activities do not conflict with other agency(s) policies or management plans. The BP will consult with applicable state and Federal agencies prior to performing any construction activities and will coordinate operations so that it does not impact the mission of other agencies. The following is a list of projects other applicable agencies are conducting within the US-Mexico border region.

- The BLM is currently in the process of producing Resources Management Plans (RMP) for the Sonoran Desert National Monument and an EIS for implementation of the RMP. The RMP addresses the management of public lands in the Sonoran Desert. The plan could propose the closure and reclamation of some roads currently traveled by BP agents.
- The USAF and USMC are also in the process of producing an INRMP for the BMGR and a draft EIS for implementation of the INRMP on BMGR. This plan, if implemented, could also change the areas available for certain BP operations/activities.
- The BLM is currently preparing the Ironwood Forest National Monument INRMP.
- The BLM recently approved (July 25, 2003) a Resource Management Plan (RMP) for BLM's Las Cienegas National Conservation Area (NCA). The approved RMP and Record of Decision (ROD) establish land use decisions and management actions for the 42,000-acre NCA.
- The NPS is in the process of preparing a Wilderness Management Plan for the Wilderness Areas located within the OPCNM.
- The NPS is to complete the construction of approximately 30 miles of vehicle barriers along the US-Mexico border within the OPCN and a 1-mile section in the Coronado National Memorial. Construction should begin in 2003 (NPS 2003).
- The NPS is preparing an Environmental Assessment for BP actions, including actions in support of the ABCI, on the OPCNM.
- The USFS is in the process of planning Pena Blanca Lake Maintenance in Santa Cruz County.
- The USFS is planning border road maintenance in San Rafael Valley, Santa Cruz County.
- The USFS is planning Chiminea pasture division and Montana grazing allotment in the Pajarita Mountains, Santa Cruz County.
- The USFS is proposing a fuels treatment in Hunter Canyon on the Sierra Vista Ranger District.
- The USFS is proposing dam maintenance project in Canelo Hills, Cochise County
- The USFS is planning Potrero fuelwood/hazardous fuel reduction in the Pajarita Mountains, Santa Cruz County.
- The USFS is planning the Puerto Spring enclosure in the Tumacacori Mountains, Santa Cruz County.
- The USFS is planning renovations on the Rose Canyon Campground (T 12 S, R 16 E, Section 16) in Pima County.

- The USFS is proposing a renovation project at Sabino Recreation Site (T 13 S, R 15 E, Section 9) Pima County.
- The USFS is planning to use spruce MCH in the Pinaleno Mountains, Graham County.
- The USFS is planning the A-Bar Habitat Improvement project in the Patagonia Mountains, Santa Cruz County.
- The USFS is planning the American Flag/Interocean Allotment Management Plan in T 10 S, and T 11 S, R 16 E, Pinal and Pima Counties.
- The USFS is planning the Bear Valley Allotment Management Plan in the Pajarito Mountains, Santa Cruz County.
- The USFS is planning the Bug Springs Trail Designation and Construction in T 12 S, R 6 E, Sections 22, 27, 28, and 33 on the Santa Catalina Ranger District.
- The USFS is planning the Carr (Grab) Small Tracts Act in the Huachuca Mountains, Cochise County.
- The USFS is planning the Carr House parking lot and restroom facility in the Huachuca Mountains, Cochise County.
- The USFS is planning bunkhouse construction at the Columbine Work Center in the Pinaleno Mountains, Graham County.
- The USFS Coronado National Forest is planning a forestwide Invasive Exotic Plant Management Program.
- The USFS Cote Land Exchange project is currently on hold in the Sierra Vista Ranger District.
- The USFS is planning the Duquesne, Hayfield, Lochiel, Blacktail Allotment Management Plans in the Huachuca Mountains, Santa Cruz County.
- The USFS is planning the Ferrell, Harshaw, MacFarland, Lewis, Weiland, Red Mountain Allotment Management Plans in Santa Cruz County.
- The USFS is planning the Granillo Small Tracts Act in the Huachuca Mountains, Cochise County.
- The USFS is planning a relocation project for Greaterville Road in the Santa Rita Mountains, Pima County.
- The USFS is proposing the Happy Valley Allotment Management Plan in the south end of the Rincon Mountains, T 15 S, R 18 E, Pima and Cochise Counties.
- The USFS is planning the Horseshoe, Cienega, Sanford, Sulphur Draw Allotment Management Plans in the Chiricahua Mountains, Cochise County.
- The USFS is proposing the Jakes, Laurel Canyon, Kane Springs, North and South Reef, and Goodwin Allotment Management Plans in the Santa Teresa Mountains.
- The USFS is planning a pipeline extension along the Jones Mesa in the San Rafael Valley, Santa Cruz County.
- The USFS is planning the Kent Springs Center Permit in Madera Canyon of the Santa Rita Mountains, Santa Cruz County.
- The USFS is planning the Dunde and Papago Allotment Management Plans in the Canelo Hills, Santa Cruz County.
- The USFS is planning the Lone Mountain Land Exchange in the Huachuca Mountains, Cochise County.
- The USFS is planning the Maderia Canyon Association Waterline in the Santa Rita Mountains, Pima and Santa Cruz Counties.
- The USFS is planning mechanical brush control in San Rafael Valley, Santa Cruz County.
- The USFS is planning a burn in Merritt Canyon in the Huachuca Mountains, Cochise County.
- The USFS Forest Plan Amendment for Mexican Spotted Owl and Northern Goshawk management within the wildland-urban interface is currently on hold in the Supervisor's Office.

- The USFS is planning the Outfitter/Guide Ranger District and Forest Wide 5 Year permit issuance in the Sierra Vista Ranger District.
- The USFS is planning the Paradise Allotment Management Plan in the Ciricahua Mountains.
- The USFS is planning the Peloncillo Mountains Programmatic Fire Plan in Cochise County, Arizona and Hidalgo, New Mexico.
- The USFS is planning the Perimeter Trail and Parking Plan in the Huachuca Mountains, Cochise County.
- The USFS is planning the Pine Canyon Camp Master Development Plan in Pine Canyon, Chiricahua Mountains, Cochise County.
- The USFS is proposing the Red Mountain Powerline project in the Patagonia Mountains, Santa Cruz County.
- The USFS is planning the Redington Pass Area Analysis (T 13 S, R 16 and 17 E) in Pima County.
- The USFS is proposing the Rose Canyon Fuels Reduction project (T 12 S, R 16 E, Section 16 in Pima County.
- The USFS is planning the Sabino Historic Trail Designation (T 13 S, R 15 E, Section 2) in Pima County.
- The USFS is planning a prescribed burn project for Stockton in the Pinaleno Mountains, Graham County.
- The USFS is planning a Tiger Salamander habitat improvement project in the Huachuca Mountains, Cochise County.
- The USFS is planning the Twilight Dispersed Recreation Area in the Pinaleno Mountains, Graham County.
- The USFS is planning the University of Arizona Florida Work Center permit in the Santa Rita Mountains, Pima County.
- The USFS is planning a Wildland Fire Amendment to the Coronado National Forest Land and Resource Management Plan.
- The USFS is planning a project for the Alpha Calcit marble Quarry in the Dragoon Mountains, Cochise County.
- The USFS is proposing a project concerning the PNM Transmission Line from Palo Verde Power Plant, AZ to Nogales, Sonora, Mexico.
- The USFS is planning a project regarding the TEP Transmission Line from Sahuarita, AZ to Nogales, Sonora, Mexico.

The City of Nogales is the designated gateway from and to Mexico on the CANAMEX Trade Corridor. The name "CANAMEX" is derived from the country names of Canada, America, and Mexico where a western trade corridor of existing 1,700 miles of highway and interstate systems connect the three countries. The CANAMEX corridor is poised to become one of the most important north/south trade corridors in North America, as well as a catalyst for economic growth and development in the CANAMEX region.

The United States 1998 Transportation Equity Act for the 21st Century (TEA-21)(P.L. 105-178) allocated \$140 million per year for planning, engineering, design, and construction of high priority corridors and border crossings for the subsequent five years. The state governments of

Arizona and Nevada committed to obtain funds to construct a four-lane divided highway in anticipation of the CANAMEX Trade Corridor. The completion of these projects would create an uninterrupted north/south highway system down the spine of the CANAMEX Trade Corridor. This project is in the planning stage, and potential impacts are unknown at this time.

5.3 CUMULATIVE ENVIRONMENTAL EFFECTS

The CEQ defines a cumulative impact as an impact on the environment, which results from the incremental impact of multiple past, present, and future actions with individually minor but collectively significant effects (See 40 C.F.R. §1508.7). A cumulative impact can be concisely defined as the total effect of multiple land uses and developments, including their interrelationships, on the environment, including cultural and socioeconomic resources.

Past NEPA documents have evaluated and recorded cumulative effects of the BP operations/activities and infrastructure projects for the southwest border region. These included, but were not limited to, EAs from previous and current CBP and JTF NORTH projects, a Programmatic Environmental Impact Statement (USACE 1994), the EA for INS infrastructure within the Naco-Douglas Corridor (INS 2000a), the Environmental Assessment for Operation Skywatch for Tucson Sector, Arizona (INS 2002b), the Environmental Assessment for Operation Desert Grip within the Tucson and Yuma Sectors, Arizona (INS 2002e), and the Supplemental Programmatic Environmental Impact Statement for INS and Joint Task Force-Six Activities (USACE 2001). Many positive cumulative impacts have been realized through BP activities. For example, construction and maintenance activities have had cumulative positive impacts on socioeconomic resources within the border area and the Nation through reductions in illegal drug smuggling activities. The former INS (now CBP) activities completed from 1994 to 1999 have provided information on over 100 new cultural resources potentially eligible for NRHP listing.

Other agency plans and actions in the region, which could also affect the region's natural and human environment, were compiled and reviewed to evaluate cumulative effects (Section 5.2). The following sections quantify, where possible, cumulative impacts as a result of the past and proposed CBP activities and identify potential cumulative effects of other agency plans and actions in the region. Tables 4-1 and 4-2, presented previously, provide the basis for quantification of past and proposed CBP activities within the Tucson and Yuma Sectors. The

total CBP acreage impact estimate for each resource was derived from Tables 4-1 and 4-2. For certain resources, such as water quality, it is impossible to quantify and distinguish cumulative impacts by alternative, so a qualitative discussion of effects is included. Future site-specific NEPA documents, tiered from this PEIS, will quantify potential cumulative impacts of each site-specific action and its alternatives.

5.3.1 Soils

Ongoing CBP infrastructure and operations have required some form of ground disturbance of native soil. Soils that are denuded are vulnerable to erosion. The proposed BP infrastructure and operations are not expected to produce significant cumulative adverse impacts on soils in the study area because appropriate environmental design and mitigation measures will be implemented to prevent soil erosion. Furthermore, erosion has been alleviated on hundreds of miles of road through ongoing actions such as improved drainage crossings (*e.g.*, culverts, gabions, and other low water crossings) and erosion control measures (*e.g.*, water bars, mats, straw bales, and re-seeding). Erosion control is an important planning element of approved actions. In addition, fences have precluded illegal foot and vehicular traffic that, in turn, disturb soils (USACE 2001). There are soil disturbance activities (*e.g.* drag-roads) that are inherent with ongoing and approved CBP actions that will yield minor adverse secondary effects. However, the vast majority of impacts associated with approved projects are from road maintenance and improvement projects planned to alleviate soil erosion; thus, the cumulative effects on soils would be beneficial.

5.3.1.1 No Action Alternative

The No Action Alternative would have the fewest direct cumulative impact on soils as only the ongoing CBP infrastructure and operations would be continued. The No Action Alternative does have a cumulative direct impact as ongoing actions have subjected an estimated 6,508 acres (10 square miles) of native soil to some form of ground disturbance. In addition, the No Action Alternative could yield potential indirect impacts to soils as existing and future erosion problem areas potentially repaired by CBP actions would be obviated. IE activity in the border region would continue to disturb soils through the creation of trails and the disturbance of high erosion areas such as arroyos and washes. Furthermore, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will likely have adverse cumulative effects on soils in the region.

5.3.1.2 Alternative 1: Expand Operations, Technology-Based Systems, and Approved Infrastructure

Alternative 1 would impact about 587 additional acres (0.9 square miles) of soils by approved projects that require some form of ground disturbing construction. The cumulative soil disturbance impact of ongoing and approved CBP operations and infrastructure total approximately 10,598 acres (16 square miles). In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have significant cumulative effects on soils in the region.

Beneficial cumulative impacts of Alternative 1 would include the reduction of off-road vehicle and foot traffic by both IEs and BP agents. Expansion of operations, implementation of technology-based systems, and improved infrastructure would all contribute to more efficient and effective apprehension of IEs and both concentrate and control disturbance-causing activities of IEs and BP. While the expansion of operations would result in an initial increase of the operation footprint, the resulting improvement in apprehension rates and numbers and the potential for eventual deterrence of IEs would reduce long-term impacts to soils. The implementation of technology-based systems would have indirect benefits to soils through the reduction of the number of agents in the field, potential deterrence of IEs crossing the border, and improved efficiency of IE apprehension. Although improvements to infrastructure would result in an initial disturbance and loss of soils, improved access to the border, improved road conditions, and the potential reduction of IE activity would reduce the overall effect of erosion and soil loss. The three measures proposed under Alternative 1, when implemented together, would act synergistically to reduce ongoing soil disturbance.

5.3.1.3 Alternative 2: Expand Technology-Based Systems and Approved Infrastructure

Alternative 2 would disturb approximately 587 acres (0.9 square miles) of soil due to the expansion of infrastructure and technology-based systems operation. The cumulative soil disturbance impact of Alternative 2 totals approximately 10,598 acres (16 square miles). Under Alternative 2, the extent of operations would remain unchanged. Thus, indirect impacts from potential off-road activities of Alternative 2 would be less than those expected under Alternative 1. However, the areas into which the BP proposes to expand their operations would continue to be opportunistic areas for IEs to avoid apprehension. Soil disturbances in these areas would be likely to increase as IEs learn to utilize under-patrolled areas. In addition to the estimated

impact of approved CBP technology-based operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have cumulative effects on soils in the region. The indirect beneficial effects of Alternative 2 would be less than those of Alternative 1. Without the expansion of operations, areas of the border region would remain porous, resulting in reduced apprehension rates and efficiency.

5.3.1.4 Alternative 3: Expansion of Existing Operations and Technology-Based Systems

Alternative 3, the expansion of on going and approved operations without infrastructure improvements, would have the least cumulative direct impact on soils by disturbing approximately an additional 2 acres (cumulative impact of 10,013 acres [16 square miles]). However, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have additive cumulative effects on soils in the region. The indirect impacts of increased operations and associated potential for increased off-road activities would be similar to those discussed under Alternative 1. The indirect beneficial effects of Alternative 3 would be less than those of Alternative 1 and similar in extent to those of Alternative 2. Without the expansion of infrastructure, BP operational resources would not be as effective or efficient in the apprehension and deterrence of IEs.

5.3.2 Vegetation Communities

The primary cumulative effect of the past and proposed projects is the permanent loss of vegetation. Throughout the Tucson and Yuma Sectors' AOs, native vegetation, consisting of mostly disturbed habitat, semi-desert grassland, and desert scrub communities, has been impacted by ongoing CBP infrastructure and operations and activities. In addition, vegetation communities have been indirectly impacted by increased illumination associated with stadium-style and portable lights.

5.3.2.1 No Action Alternative

The No Action Alternative would have the least direct impacts to vegetation communities as only the ongoing CBP operations would be continued and all construction (except stations) would cease. The No Action Alternative does have a cumulative direct impact as ongoing actions have subjected an estimated 11,901 acres (18 square miles) of direct impact and approximately 1,890 acres (3 square miles) of indirect impacts by increased illumination. In addition, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would likely have adverse cumulative effects on vegetation communities in the region. Indirect

effects from illegal traffic would likely increase above current levels as a result of not expanding BP operations, technology-based systems, and approved infrastructure. Impacts from illegal traffic have had an adverse significant impact on vegetation.

5.3.2.2 Alternative 1: Expand Operations, Technology-Based Systems, and Approved Infrastructure

Approximately 587 acres (0.9 square miles) of vegetation would be directly impacted by approved operations, technology, and infrastructure construction and approximately 430 acres (0.7 square miles) by increased illumination under Alternative 1. The expansion of operations would increase the operational footprint and the area of potential impacts to vegetation from off-road activities and disturbance in sensitive areas such as arroyos and washes. Much of the area of proposed infrastructure construction has been previously disturbed (*e.g.*, existing roads) or is naturally devoid of vegetation and would occur within 500 feet of the international border. In addition, impacts from roads and fences are calculated separately, when, in reality, this infrastructure would typically be constructed within the same footprint. Also, other reasonably foreseen CBP and other agency projects will have a cumulative impact on and further reduce vegetation and wildlife habitat.

The cumulative impact to vegetation of ongoing and approved CBP operations, technology and infrastructure construction totals approximately 10,598 acres (16 square miles) of direct physical impact and 2,320 acres (4 square miles) of illumination. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have significant cumulative long-term effects on vegetation in the region.

The beneficial cumulative impacts of Alternative 1 would include the long-term reduction of off-road vehicle and foot traffic by both IEs and BP agents. The proposed improvements would give BP agents improved access to the border, the ability to apprehend IEs more quickly and closer to the border, and reduce the frequency of off-road vehicular and foot traffic. Reduction in off-road foot and vehicular traffic would significantly alleviate loss of vegetative cover causing erosion and compaction.

5.3.2.3 Alternative 2: Expand Technology-Based Systems and Approved Infrastructure

About 587 acres (0.9 square miles) of vegetation would be directly impacted by approved infrastructure and operation construction and approximately 430 acres (0.7 square miles) indirectly impacted by increased illumination under Alternative 2. It should be emphasized again, that these figures are estimates. Much of the area to be impacted has been previously disturbed (e.g., existing roads) or is naturally void of vegetation. The direct cumulative impacts to vegetation would be very similar to Alternative 1. The short-term indirect impacts of Alternative 2 would be less than Alternative 1 and the long-term indirect cumulative impacts would be more than Alternative 1.

The cumulative impact to vegetation of Alternative 2 totals approximately 10,598 acres (16 square miles) of direct physical impact and approximately 2,320 acres (4 square miles) of illumination. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have additive cumulative effects on vegetation in the region.

5.3.2.4 Alternative 3: Expansion of Existing Operations and Technology-Based Systems

Alternative 3, the expansion of on-going and approved operations without infrastructure improvements, would have the least additional impacts to vegetation. Approximately 2 acres of vegetation would be directly impacted under Alternative 3. There would be no additional impacts associated with illumination under Alternative 3. The cumulative impact to vegetation of Alternative 3 totals approximately 10,013 acres (16 square miles) of direct physical impact and 1,890 acres (3 square miles) of illumination. The indirect impacts from expanded operations would be the same as Alternative 1. In addition, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have additive cumulative effects on vegetation communities in the region.

5.3.3 Fish and Wildlife Resources

The primary impact to fish and wildlife resources associated with ongoing CBP infrastructure and operations is the loss or conversion and fragmentation of habitat. Ongoing CBP infrastructure and operations have required some form of habitat conversion. The majority of this area is comprised of disturbed habitat, semi-desert grassland, and desert scrub communities. The approved BP infrastructure and operations are expected to produce significant cumulative adverse impacts to wildlife.

5.3.3.1 No Action Alternative

The No Action Alternative would have the least direct impact on fish and wildlife resources as only ongoing CBP infrastructure and operations would be continued. In addition, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have additive adverse effects on fish and wildlife resources of the region.

5.3.3.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Long-term indirect adverse cumulative effects to fish and wildlife resources have occurred and would continue to occur. However, these effects, both beneficial and adverse, are difficult, if not impossible, to quantify with the exception of conversion of habitat. Approximately 1,017 acres (1.5 square miles) of wildlife habitat would be directly impacted by Alternative 1 (587 acres directly impacted by approved infrastructure and operation construction and approximately 430 acres indirectly impacted by increased illumination). The fragmentation of large, continuous blocks of available habitat resulting from CBP, IE, ADOT, and USFS road and trail construction would also increase and continue to affect large species, species with large home ranges, and species dependent upon the conditions found in interior habitats or that are sensitive to the conditions created by edges. The cumulative impact to wildlife habitat of ongoing and approved CBP operations and infrastructure totals approximately 12,918 acres (20 square miles [10,598 acres of direct physical impact and 2,320 acres of illumination]).

Reductions in and fragmentation of habitat have undoubtedly created inter- and intra-species competition for available food and shelter. The effects associated with habitat fragmentation would continue. Increased patrol activities would increase the potential for some wildlife specimens to be accidentally hit and killed. Such losses would not be expected to result in significant reductions to the populations.

The area of CBP operations would be increased under Alternative 1 and would result in cumulative impacts to fish and wildlife resources. Some wildlife species are sensitive to anthropogenic activity and the increase in CBP operational area could result in the displacement or avoidance of some areas by these species. Increased operational area also increases the potential loss of individuals through incidental take. The beneficial effects of increased operational area would include the decrease of IE disturbance in the long-term.

The increase in lighting along the border also could produce some long-term cumulative effects, although the magnitude of these effects in some areas is not presently known. Some species, such as insectivorous bats, may benefit from the concentration of insects that would be attracted to the lights. Circadian rhythms of other diurnal species and migratory bird species; however, could be disturbed enough that breeding or feeding patterns are skewed, causing synergistic physiological changes. Most lighting would be placed near urban areas, thus reducing the chances of indirect effects, if any, on wildlife populations.

Consideration was given to the potential increase of raptor electrocution or entanglement in overhead power lines from the installation of stadium-style lights and RVS sites. Although injuries and deaths to raptors due to collision with power lines and support (guy) wires do occur, studies have indicated these structures do not present a major problem. The relative infrequency of collisions is due to the high visual acuity of raptors and the large size of transmission line conductors (Raptor Research Foundation 1996). The proposed RVS systems would also comply with USFWS guidelines for reducing fatal bird strikes on communication towers (see <http://migratorybirds.fws.gov/issues/towers/comtow.html> [USFWS 2002]). These guidelines recommend co-locating new antennae arrays on existing towers whenever possible and to build towers as short as possible without guy wires or lighting and use white strobe lights whenever lights are necessary for aviation safety. In addition, most RVS towers are less than 200 feet high and, thus do not typically require guy wires. The stadium style lights and RVS towers do provide artificial perch sites for raptors. Consequently, raptor predation on small mammals, birds, reptiles, and other prey species are likely to increase in the study area.

5.3.3.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

The cumulative impacts on fish and wildlife resources would be very similar to Alternative 1. Approximately 1,017 acres (1.5 square miles) of wildlife habitat would be impacted by Alternative 1 (587 acres [0.9 square miles] directly impacted by approved infrastructure and operation construction and 430 acres [0.7 square miles] by increased illumination). The cumulative impact to wildlife habitat of ongoing and approved CBP operations and infrastructure totals approximately 12,918 acres (20 square miles [10,598 acres of direct physical impact and 2,320 acres of illumination]).

In addition to the estimated impact of CBP technology based operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have additive cumulative effects on wildlife resources in the region.

5.3.3.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

The cumulative impacts on wildlife would be lower in comparison to Alternatives 1 and 2. Approximately 2 acres (0.003 square miles) of wildlife habitat would be impacted by Alternative 3. The cumulative impact to wildlife habitat of ongoing and approved CBP operations and infrastructure totals approximately 11,903 acres (18 square miles [10,013 acres of direct physical impact and approximately 1,890 acres of illumination]). The cumulative effect of expanded operations on fish and wildlife would be similar to those discussed for Alternative 1.

In addition to the estimated impact of CBP technology based operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have cumulative effects on wildlife resources in the region.

The expansion of BP operations, especially off-road enforcement activities, would have a cumulative adverse impact to fish and wildlife resources. Expanded BP operations would adversely affect wildlife habitats and could result in the displacement of wildlife species. The beneficial effects of increased operational area would include the decrease of IE disturbance.

5.3.4 Threatened/Endangered Species and Critical Habitats

Ongoing and approved CBP operations/actions likely will have cumulative indirect effects on some threatened and endangered species and their habitat. For example, the Sonoran pronghorn is fairly timid and typically occupies remote areas away from human disturbance. Certain increased CBP operations (*e.g.*, expansion and increased use of patrol roads, helicopter patrols, etc.) may adversely affect the Sonoran pronghorn.

Beneficial effects on protected species have resulted from BP actions through habitat protection and enhancement as well as expanding the knowledge of species distribution and habitat suitability (Ervin 1998; Ellingwood and Schoch 1998). For example, the Yuma Sector routinely assists the AGFD and USFWS by providing helicopter reconnaissance during inventories of Sonoran pronghorn. The BP provided funding (\$25,000) in 2002 for Sonoran pronghorn management (*e.g.*, placement and monitoring of temporary waters for the Sonoran pronghorn on the CPNWR and adjacent Federal land) and funding (\$25,000) for the quantification and

monitoring of resource damage from past, current, and future IE activities and responses to those actions by Federal law enforcement entities. This funding was provided as partial mitigation for Operation Desert Grip (DHS 2003b).

It also appears that Sonoran pronghorn tend to utilize the BP drag roads for resting and foraging areas, presumably since the dragging activities indirectly (by changing local hydrology) encourage new forb (non-grasslike herbaceous plant) growth in adjacent areas (Hervert 1999a). It should be noted that because of the slow speed at which roads are dragged, it is highly unlikely that collisions with animals ever occur. To date, no such incidents have occurred. In addition, improvements to roads allow the BP to conduct patrol activities more effectively, significantly curtailing the amount of illegal traffic that is occurring in this area. IEs have caused a great deal of damage to native vegetation (much of which is contained within Wilderness Areas, areas of critical environmental concern (ACEC), or areas of designated critical habitat) by depositing trash, defecating, and by repeated trampling, burning, and cutting of native vegetation.

Quantification of potential future direct impacts on threatened and endangered species cannot be accurately predicted and distinguished by alternative. In order to determine those impacts, professional biologists must survey any proposed and alternate routes and/or locations in order to identify areas that may support protected species. For major construction projects, where protected species are known or presumed to occur, BP would use biologists to monitor construction progress and conduct post project long-term monitoring, as deemed necessary. Such assessments would be coordinated with the USFWS and other appropriate Federal and state resource agencies.

No significant variations in potential cumulative impacts on threatened and endangered species are anticipated with Alternatives 1, 2, and 3. The reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 could potentially have cumulative adverse effects to threatened/endangered species and critical habitats. Future site-specific NEPA documents, tiered from this PEIS, will quantify potential cumulative impacts on threatened and endangered species.

5.3.5 Unique and Environmentally Sensitive Areas

BP operations have occurred in unique and sensitive areas such as National Parks and National Wildlife Refuges. The BP is authorized and mandated by the Congress to enter any lands within 25 miles of the border during the pursuit of IEs. Consequently, when IEs attempt to enter the US through these sensitive areas, BP agents must attempt to apprehend them. Close coordination and approval from the appropriate Federal and state agencies would continue to be required for any construction activity potentially affecting any unique or sensitive areas (*i.e.*, Wilderness Areas, conservation areas, national parks, etc.) to ensure adverse effects would be avoided or substantially reduced. Roads and fences have and can deter illegal foot and vehicular traffic through environmentally sensitive areas. However, in some instances, roads and fences have caused obstacles such that IEs have relocated attempted crossings to sensitive remote areas (USACE 2001). The expansion of operations into unique and sensitive areas would have a significant short-term adverse impact on the quality and function of unique and sensitive areas. However, the expansion of BP operations could have long-term beneficial impacts, as the presence of and disturbance related to IEs is reduced.

5.3.6 Water Resources

5.3.6.1 No Action Alternative

The No Action Alternative would have the least direct cumulative impact on water resources as only the ongoing CBP infrastructure and operations would be continued. In addition, the No Action Alternative could yield potential indirect impacts to water quality erosion problem areas are exacerbated by the lack of repair and maintenance. Under the No Action Alternative, the BP's IE apprehension efficiency would remain unimproved, and IEs activities would continue to disturb water resources. Furthermore, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will likely have adverse cumulative effects to water resources of the region. Illegal traffic would continue and likely increase, thus resulting in additional roads and trails. Erosion from illegal roads and trails would have indirect long-term cumulative impacts on water quality.

5.3.6.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Surface and groundwater supplies would be impacted for a short term during and immediately after completion of infrastructure construction projects. Construction of proposed BP infrastructure may require installation of water wells for water supply. Depending upon the

magnitude of increases in BP agents and the length of time required for construction projects, the additional demands on groundwater supplies could potentially have a direct and indirect adverse cumulative effects on the region's surface and groundwater systems, especially when combined with other urban development. The region's expanding water conservation measures would need to be incorporated into BP projects and operations to mitigate these effects. A reduction in erosion rates would have consequent beneficial results to area surface water quality by reducing turbidity and biochemical oxygen demands.

According to the 2001 JTF-6 Final Programmatic Environmental Impact Statement (USACE 2001), the total amount of waters of the US including wetlands that have been impacted by the legacy INS and/or JTF NORTH since 1994 has been less than five acres. Impacts to these valuable habitats have been avoided, wherever practicable, resulting in the low area impacted. Each project that cannot avoid effects on waters of the US including wetlands, however, is coordinated through the Section 404/401 permit process under the CWA with the appropriate regulatory agencies. The completion of on-going and approved infrastructure would affect up to 13.6 acres of other waters of the US, including wetlands (CBP 2003).

Unavoidable impacts associated with ground-disturbing infrastructure and technology-based systems have been or would be mitigated. The expansion of operation would include increased numbers of personnel and result in increased demand for water resources and could potentially increase erosion and pollution of stream channels and streams. Increased BP operations, especially off-road enforcement actions, could increase erosion, thus adversely impacting streams in the study area. However, the expansion of operations would have an indirect long-term beneficial impact as a result of reducing illegal traffic and erosion resulting from illegal traffic.

5.3.6.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

The direct cumulative impacts to surface water quality and groundwater supply would be very similar to Alternative 1. Alternative 2 would directly impact 587 acres (0.9 square miles) of land surface area as a result of completing approved infrastructure. However, cumulative impacts would be less than Alternative 1 with the deletion of expanded operations. In addition to the estimated impact of CBP technology-based operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 could have cumulative adverse effects on surface water quality and groundwater supply in the region.

Future site-specific NEPA documents, tiered from this PEIS, would quantify potential cumulative impacts to water resources.

5.3.6.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Alternative 3 would have the least cumulative impact to land surface area disturbing approximately an additional 2 acres. Consequently, Alternative 3 would have a lower potential for adverse cumulative impacts to water resources than Alternatives 1 and 2. However, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have additive cumulative effects on water resources in the region. The cumulative impacts of increased operations on water resources would be similar to those of Alternative 1. Indirect cumulative impacts from expanding operations would be similar to those discussed under Alternative 1.

5.3.7 Cultural Resources

Ongoing CBP infrastructure and operations require some form of ground disturbance, which has the potential to physically impact cultural resources. The proposed BP infrastructure is not expected to produce significant cumulative adverse impacts to cultural resources within the study area because appropriate environmental design and mitigation measures will be implemented through both the NEPA and NHPA Section 106 processes. In addition, fences have precluded illegal foot and vehicular traffic that, in turn, disturb cultural resources within the area (USACE 2001).

Impacts to cultural resources from off-road operations have likely adversely impacted cultural resources in the past and will likely adversely impact cultural resources in the future. Due to the random and spontaneous nature of off-road pursuits, it is impossible to predict where such off-road operations would occur. Subsequently, it is not possible to estimate the amount of cultural resources, if any, which would be impacted by such off-road activities. In addition to BP's off-road operations other off-road activities from private individuals and companies, state, local and federal organizations, along with illegal foot and vehicular traffic, also have the potential to impact cultural resources in the area. These off-road activities, like the BP's off-road operations, are often spontaneous and hard to predict. As a result, it is impossible to estimate the amount of cultural resources that may be impacted by such activities.

5.3.7.1 No Action Alternative

The No Action Alternative would have the least direct cumulative impact on cultural resources, as only the ongoing CBP infrastructure and operations projects would be continued. The potential cumulative direct impact of ongoing actions has subjected an estimated 10,011 acres (16 square miles) to some form of ground disturbance. Section 106 and NEPA compliance analyses have been performed on all past construction projects and would be performed on all approved construction projects. Mitigation measures developed through NEPA and Section 106 compliance analyses would minimize any adverse effects on cultural resources. Furthermore, reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will likely have adverse cumulative effects on soils in the region. It should be noted though that the majority of the projects outlined include Federal involvement, which would require both NEPA and Section 106 compliance analyses. As a result, impacts on cultural resources resulting from the projects would probably be minimized.

Under this alternative, patrols and off-road operations would be expected to stay at current levels. As a result, potential impacts on cultural resources from BP off-road activities would likely stay at current levels. The continued deterioration of appropriate infrastructure would result in longer apprehension times and increase the operational footprint of the BP. Consequently, potential impacts on cultural resources would be spread over a larger area, but could also be considered significant. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 could have additive cumulative effects on cultural resources in the region where these projects involve off-road activities.

5.3.7.2 Alternative 1. Expand Operations, Technology-Based Systems, and Approved Infrastructure

Alternative 1 would involve an additional 587 acres (0.9 square miles) of ground disturbance by approved projects. The cumulative ground disturbance impact of ongoing and approved CBP operations and infrastructure total 10,598 acres (16 square miles). Section 106 and NEPA compliance analyses have been performed on all past construction projects and would be performed on all future construction projects. Mitigation measures developed through NEPA and Section 106 compliance analysis would minimize any adverse effects to cultural resources.

However, the expansion of operations would result in an increased area of disturbance. Expanded operational area, especially off-road enforcement actions, would have a significant cumulative impact on unknown cultural resources. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have cumulative effects to cultural resources of the region. It should be noted though that the majority of the projects outlined include Federal involvement, which would require both NEPA and Section 106 compliance analyses. As a result, impacts to cultural resources resulting from the projects would probably be minimized.

Expansion of operations, implementation of technology-based systems, and improved infrastructure would all contribute to more efficient and effective apprehension of IEs and both concentrate and control disturbance-causing activities of IEs and BP. Although direct impacts to cultural resources from construction activities can be avoided, any increase in off-road activities related to increased operations could potentially disturb unprotected cultural resources. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 would have additive cumulative effects on cultural resources in the region where these projects involve off-road activities.

5.3.7.3 Alternative 2. Expand Technology-Based Systems and Approved Infrastructure

The cumulative impacts to soils would be very similar to Alternative 1. Alternative 2 would cause approximately 587 acres (0.9 square miles) of ground disturbance due to the expansion of infrastructure and technology-based systems operation. The cumulative ground disturbance of Alternative 2 totals 10,598 acres (16 square miles). Section 106 and NEPA compliance analyses have been performed on all past construction projects and would be performed on all future construction projects. Mitigation measures developed through NEPA and Section 106 compliance analysis would minimize any adverse effects to cultural resources. As a result, no significant adverse impacts are anticipated from these ongoing and approved CBP operations and infrastructure. In addition to the estimated impact of CBP technology based operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have additive cumulative effects to cultural resources of the region. It should be noted though that the majority of the projects outlined include Federal involvement, which would require both NEPA and Section 106 compliance analysis. As a result, impacts to cultural resources resulting from the projects would probably be minimized.

Under this alternative, patrols and off-road operations would be expected to decrease, which would decrease the potential of the BP to impact cultural resources within the area. However, without the increase of operations, some areas would continue to be impacted, apprehension efficiency would not improve, and the area of impact would not be controlled or concentrated in proximity to the international border. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 could have additive cumulative effects on cultural resources in the region where these projects involve off-road activities.

5.3.7.4 Alternative 3. Expansion of Existing Operations and Technology-Based Systems

Alternative 3 would have the least cumulative ground disturbance totaling approximately an additional 2 acres (cumulative impact of 10,013 acres [16 square miles]). Section 106 and NEPA compliance analyses have been performed on all past construction projects. Mitigation measures developed through NEPA and Section 106 compliance analyses would minimize any adverse effects on cultural resources. As a result, no additional significant adverse impacts are anticipated from these ongoing and approved CBP operations. However, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 will have additive cumulative effects on cultural resources in the region. It should be noted though that the majority of the projects outlined include Federal involvement, which would require both NEPA and Section 106 compliance analyses. As a result, impacts on cultural resources resulting from the projects would probably be minimized.

Under this alternative, patrols and off-road operations and their footprint would be expected to increase, which would increase the potential for the BP to impact cultural resources within the area. Due to the lack of physical barriers and other infrastructure, illegal foot and vehicle traffic would also increase, thereby increasing the potential for impacts on cultural resources in the area. Furthermore, the lack of appropriate infrastructure would result in longer apprehension times, which would increase the operational footprint of the BP and potential impacts on cultural resources would be spread over a larger area, and could be significant. Alternative 3 would contribute to significant impacts on cultural resources. In addition to the estimated impact of approved CBP operations and infrastructure, the reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 could have additive cumulative effects on cultural resources in the region where these projects involve off-road activities.

5.3.8 Air Quality

Vehicles, aircraft, and heavy equipment have produced air emissions through normal use (*i.e.*, patrols, dragging, construction, etc.); however, these have not resulted in significant cumulative impacts due to the short duration of the activities, dust suppressant techniques used during construction (*e.g.*, water trucks), and the dispersion capabilities of the region. None of the proposed BP operations or infrastructure improvements would be expected to yield significant cumulative impacts. Furthermore, none of the projects to date have exhibited an exceedence level that could violate air quality standards, especially within non-attainment areas. Thus far, no Federal Class I areas have been affected.

No significant variations in potential cumulative impacts to air quality are anticipated with Alternatives 1, 2, and 3. The reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 are not expected to have cumulative adverse effects to air quality of the region. Future site-specific NEPA documents, tiered from this PEIS, will quantify potential cumulative impacts to air quality.

5.3.9 Socioeconomics

Ongoing CBP construction and maintenance activities have had positive cumulative impacts on socioeconomic resources within the border area and the nation through reductions in crime associated with human smuggling and illegal drug smuggling activities. Direct cumulative impacts of approved CBP actions on socioeconomics would be expected to be beneficial but insignificant. The magnitude of the effects would depend upon the project costs (*i.e.*, local expenditures) and the economic multipliers in the region. At the same time, cumulative indirect effects to socioeconomic resources (*e.g.*, purchase of diesel fuel) would be beneficial and significant, but not easily quantified. BP operations are valuable to society, in ways both obvious and obscure. For example, the costs of a terrorist act caused by a single undetected, unapprehended IE could be catastrophic. The implementation of the Preferred Alternative (Alternative 1) would allow BP to more efficiently and effectively detect, deter, and apprehend IEs, thereby reducing social costs associated with property damages, violent crimes, drug treatment and rehabilitation, and entitlement programs, locally and nationally.

No significant variations in potential cumulative impacts on socioeconomics are anticipated with Alternatives 1, 2, and 3. The reasonably foreseeable CBP and other agency projects presented in Sections 5.1 and 5.2 are not expected to have cumulative adverse effects on socioeconomic

resources of the region. Future site-specific NEPA documents, tiered from this PEIS, will quantify potential cumulative impacts on socioeconomic resources.

SECTION 6.0
ENVIRONMENTAL DESIGN MEASURES

6.0 ENVIRONMENTAL DESIGN MEASURES

This chapter describes those measures anticipated to be implemented to reduce or eliminate potential adverse impacts to the human and natural environment. The CBP/BP has incorporated many of these measures as standard operating procedures on past projects. The mitigation measures are presented for each resource category that could be potentially affected. It should be emphasized that these are general measures; development of specific measures will be required for each current and future action once the specific location and project design is identified. Specific measures will also be identified and addressed in site-specific NEPA documents. The proposed measures will be coordinated through the appropriate agencies and land managers or administrators. The Sector Chief will be responsible for the implementation and maintenance of mitigation measures in their respective Sector's AO.

6.1 BIOLOGICAL RESOURCES

Professional biologists will be utilized to perform field surveys of technology-based systems sites and special operations, as appropriate, as early as possible in the planning and design stages in order to avoid sensitive biological resources. These surveys will be coordinated with the appropriate Federal and state agencies. All areas which are known to support threatened or endangered species will be considered off limits to avoid impacts to these resources, to the extent practicable. If possible, construction activities will be scheduled at times when they are least likely to disturb breeding and nesting activities. Additionally, BP will minimize losses to vegetation by: (1) trimming vegetation along roadsides rather than removing entire plants, (2) requiring heavy equipment to utilize road pullouts or other such disturbed areas, and (3) ensuring revegetation efforts following completion of ground disturbing activities. Disturbed sites or sites with low quality habitat will be utilized to the maximum extent practicable for construction and operational support activities.

To comply with Executive Order 13112 on Invasive Species (64 FR 6183, February 8, 1999), operation and construction activities will minimize ground disturbance when possible. However, when disturbance is unavoidable, the BP will coordinate with the USFWS and other land managers to determine revegetation measures. Revegetation of disturbed areas will be addressed under site-specific NEPA documents. Weed seed free horse feed will be utilized by BP horse units operating in sensitive areas to further decrease the potential of promoting the

establishment and spread of invasive species by BP activities. Weed seed free horse feed is certified to be free of noxious weed seeds for specific states.

The Migratory Bird Treaty Act (MBTA)(16 U.S.C. §703, *et.seq.*) requires contractors to obtain a construction permit if the construction activity is scheduled during nesting seasons (March through August). Surveys shall be performed to identify active nests, so that these nests could be avoided during construction. Another mitigation measure that will be considered is scheduling all construction activities outside the nesting season (September through February).

Unique and sensitive habitats and areas such as caves, riparian communities, parks, refuges, Wilderness Areas, conservation areas, national forests, scenic streams, unique vegetation communities, or other sensitive resources shall be avoided to the maximum extent practicable. Any unavoidable effects to such communities shall be closely coordinated with the appropriate Federal and/or state agency(s) to ensure that impacts are kept to an absolute minimum and that restoration actions are considered and implemented, where plausible. Road-kill impacts may potentially increase due to the completion of on going and currently approved infrastructure (*i.e.*, road maintenance, vehicle barriers, fences). However, BP is committed to avoid impacts to the greatest extent plausible through agent education and minimization of disturbance areas. Permanently stationed agents shall receive biannual training regarding sensitive habitats and protected species. Agents on temporary assignment shall receive training regarding sensitive habitats and areas and protected species for the respective station to which he or she is assigned.

Environmental design features that will be considered, especially in areas that support protected species, include the development of vegetation corridors to avoid and/or minimize habitat fragmentation and the proper placement and size of culverts to adequately transport storm water and allow wildlife to safely cross roads. Habitat fragmentation will be minimized to an extent of insignificance by development of safe and effective corridor systems (wildlife pathways) that allow free movement of animals across the international border. Corridors act as a connection between two or more otherwise isolated habitats and provide for animal movement and reproduction. It must be noted that no one wildlife corridor design would completely mitigate habitat fragmentation alone. Project specific mitigation measures, as appropriate, shall be required for projects with the potential to cause substantial impacts on wildlife habitat, protected species, or other environmentally sensitive resources; these plans will be closely

coordinated with, and approved by, the USFWS and appropriate state resource agency(s) prior to initiation of construction. It is policy, however, to mitigate adverse impacts through the sequence of avoidance, minimization, and finally, compensation. The CBP and BP coordinate with the USFWS to obtain the most current information available about species status, habitat requirements, potential project impacts, and environmental design measures to avoid, minimize, and/or compensate for impacts. Compensation varies and includes activities such as restoration of habitat in other areas and acquisition of lands and is coordinated with the USFWS and appropriate state resource agencies.

The BP air operations shall avoid known concentrations of Sonoran pronghorn on normal, routine flights. Known fawning areas (*i.e.*, Mohawk Dunes, Pinta Sands) will be avoided to the maximum extent possible during the peak fawning period (April through June). Deviation to routine flight patterns is conducted in response to “sign” or evidence of illegal entry. Helicopters from the Yuma Sector that leave the patrol route to fly to the Ajo Station at Why, Arizona for refueling will fly at a higher altitude, generally between 100 and 200 feet, and will not engage in hovering activities except in emergency situations.

As part of the informal consultation under Section 7 of the ESA for the establishment and operation of rescue beacons, the CBP and the BP agreed to the following mitigation measures to reduce or minimize potential effects to the Sonoran pronghorn: (1) a blue colored beacon light will be used for the six beacons in the Ajo Station’s AO located west of Highway 85 in current Sonoran pronghorn habitat; (2) BP helicopters shall avoid any helicopter over flights of the semi-captive breeding facility for the Sonoran pronghorn in Child’s Valley on the CPNWR and the BP shall avoid existing and future forage enhancement plots with helicopter over flights; (3) the BP shall annually report to the USFWS all rescue missions conducted in Sonoran pronghorn habitat, as part of the reporting for formal consultation on Tucson Sector activities; (4) the BP shall minimize over flights of Sonoran pronghorn fawning areas from March 15 to July 15 of each year, unless conducting rescue missions in these areas; and (5) the BP shall minimize hovering and landings by helicopters over current Sonoran pronghorn habitat to the maximum extent practicable. As part of the mitigation requirements for Operation Desert Grip, the BP provided \$50,000.00 to the USFWS for Sonoran pronghorn habitat improvements and to study impacts caused by IEs. The USFWS and BP has proposed the installation of permanent vehicle barriers on the CPNWR as a potential conservation measure for the ongoing formal

Section 7 consultations for the Yuma Sector. This same measure will be proposed as part of the upcoming formal Section 7 consultation for the Tucson Sector.

According to BLM's Conservation Agreement with the USFWS for the flat-tailed horned lizard, environmental design measures include minimizing surface disturbance projects to a level of one percent of the management area over five years; collecting compensation fees; prohibiting off-highway competitive events; supporting continuing lizard monitoring and research; and attempting to acquire all private in-holdings. Like most plans, the flat-tailed horned lizard Conservation Agreement is a working document subject to revision. Therefore, during the planning phase of potential projects in the Yuma Desert Management Unit, the CBP and BP will, to the extent practicable observe conservation measures included as part of the Conservation Agreement for the flat-tailed horned lizard. Field surveys for the flat-tailed horned lizard will be performed prior to the initiation of any construction activities as part of the site-specific NEPA documentation. Coordination efforts will continue with the USFWS to obtain the most current information available about species status, habitat requirements, potential project impacts, and environmental design measures to avoid, minimize, and/or compensate for impacts. If construction occurs in areas known to support threatened and endangered species, bio-monitors could be used.

6.2 CULTURAL RESOURCES

Potential adverse impacts to cultural resources are mitigated through a policy of site avoidance. The continuation of archeological surveys and monitoring of potentially ground disturbing BP activities shall ensure that cultural resources deemed to be potentially eligible for NRHP listing are avoided. Consequently, such activities will have no effect on historic properties. Surveys and monitoring on Native American Nation properties will be performed in conjunction with and upon approval of the appropriate Indian Tribal Government. The CBP/BP will be responsible for coordinating with the Arizona SHPO along with the appropriate THPO, if applicable, for maintenance activities involving earth-moving operations in areas where historic properties have been previously identified. This coordination is necessary to ensure mitigation measures are implemented. Mitigation measures that could be used, when approved by the SHPO and/or THPO, to preclude impacts include, but are not limited to, data recovery, preservation through site burial, and use of professional archeologists as monitors during construction.

The revised regulations at 36 C.F.R. Part 800 strongly emphasize the roles of tribes as consulting parties. According to Section 800.2(c)(2)(ii), Federal agencies are required to consult not only with the SHPO and/or the THPO, but also with relevant tribes that might claim cultural or religious affinity in the area of the undertaking. Such consultation will take place on all Federal undertakings subject to Section 106 review. Such consultation will occur for all levels of the Section 106 process. The following tribes claim cultural affinity to the current study area in Arizona: Ak-Chin Indian Community, Gila River Indian Community, Tohono O'odham Nation, Hopi, Salt River Pima-Maricopa Indian Community, Yavapai, Zuni Pueblo, Fort Yuma – Quechan, San Carlos – White Mountain Apache Yavapai Prescott, Y-Apache, Hia C-ed O'odham, Fort Mohave, and the Cocopah (ASP 1999).

All construction activities shall be at least two feet away from the international boundary to avoid impacts to historical boundary monuments and other demarcations. Near each permanent boundary monument, strict construction precautions shall be implemented to avoid potential damage to them.

6.3 AIR QUALITY

Proper and routine maintenance of all vehicles, generators, aircraft and other equipment shall be implemented to ensure that air emissions are within the design standards of the equipment. Construction activities within non-attainment areas will be coordinated with the appropriate environmental agency(s) to ensure that the emissions will conform to regulations specified in the Clean Air Act. Construction sites within urban areas, along major transportation routes, or in biologically sensitive areas (*e.g.*, wildlife refuges) shall be kept wet, to the extent practicable, to reduce fugitive dust emissions. Where practicable, drop lines from local electrical systems shall be used as a substitute for generators. When electrical service is not available, generators will utilize low-sulfur fuels, such as diesel fuel or natural gas, to minimize emissions to the extent practicable.

6.4 WATER RESOURCES

Each proposed construction project that affects greater than 1 acre will require a SWPPP as part of the National Pollution Discharge Elimination System (NPDES) permit process under the CWA. The SWPPP is utilized by the entity(s) performing construction (*e.g.*, CBP personnel, JTF NORTH, Arizona National Guard or independent contractors) to avoid and minimize

impacts to water resources. All proposed projects that affect international water bodies would be coordinated with the USIBWC for review and approval. The IBWC will not permit projects if there are adverse impacts to the international monuments or drainage patterns. Similarly, if wetlands or other waters of the US are to be affected, early coordination by the CBP with the USACE Los Angeles District, Regulatory Branch (jurisdictional authority over the USACE Phoenix Field Office) and Arizona Department of Water Resources agencies will be conducted. Applicable Section 404 permit and Section 401 Water Quality Certification procedures shall be completed prior to initiation of the construction activities, as required. Mitigation and compensation shall be implemented to ensure no functional net loss of waters of the US, including wetlands.

No action shall be initiated that may affect wetlands or floodplains without performing the requisite analysis and findings specified by Executive Orders 11990 and 11988 respectively, prior to taking any action. The CBP/BP generally does not directly implement construction. JTF NORTH, National Guard units (typically the Arizona National Guard), and independent contractors implement construction for the CBP/BP within the Tucson and Yuma Sectors. Project-specific SWPPPs are provided to the construction entity that identify conservation measures to avoid and minimize water resource impacts. Some of those measures are presented here for reference. The construction storage or staging sites will be located at least 0.5 mile from wildlife and livestock tanks or other permanent surface water bodies to reduce potential effects of accidental spills. Conservation measures will be implemented to preclude unnecessary waste of water supplies. Discharges of gray water and other wastes to drainages or other water courses/bodies are prohibited. However, gray water may be used for irrigation and dust suppression (*i.e.*, road watering) if coordinated and approved by the land management agency. Portable latrines, provided and maintained by licensed contractors, shall be used to the extent practicable during construction and operational support activities.

Water conservation measures shall be considered for operations or construction projects within the Sierra Vista sub-watershed. Water conservation measures for Sierra Vista air operations will be included as part of the required Section 7 consultation for the Tucson Sector BA. Potential water conservation measures may include low water-use fixtures, low water-use landscaping, installation and use of waterless urinals, restrictive landscape watering policy and enforcement, and the use of gray water for irrigation. Where necessary, floodplain permits would be obtained prior to construction.

6.5 HAZARDOUS MATERIALS

A SPCCP will be in place prior to the start of construction projects, and all personnel will be briefed on the implementation and responsibilities of this plan. The SPCCP is utilized by the entity(s) performing construction (e.g., CBP personnel, JTF NORTH, Arizona National Guard, or independent contractors) to avoid and minimize impacts associated with hazardous materials during construction. A designated environmental advisor will be on-site during construction activities in case of any accidents.

Some of those measures generally contained in the SPCCP are presented herein for reference. To minimize potential impacts from hazardous and regulated materials at construction sites, all fuels, waste oils, and solvents will be collected and stored in tanks or drums within a secondary containment that consists of an impervious floor and bermed sidewalls capable of containing the volume of all containers plus 50 percent of the aggregate volume stored therein. Following accepted guidelines will complete refueling machinery, including portable lights,, and all vehicles will have drip pans during storage to contain minor spills and drips. Any spill of 5 gallons or more will be contained immediately within an earthen dike, and the application of an absorbent (e.g., granular, pillow, sock, etc.) will be used to absorb and contain the spill. Any major spill of 5 gallons or more of a hazardous or regulated substance will be reported immediately to the on-site environmental advisor who will notify appropriate Federal and state agencies.

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

6.6 NOISE

Mitigation of noise levels may occur at the noise source, along the path of the noise, or at receiver locations. Mitigation of noise levels occur in nature to varying degrees as sound propagates from the source over terrain surfaces (scattering and ground attenuation), as the distance between the source and receiver increases (dispersion), and when intervening natural terrain features intersect the path of the noise source to the receiver (diffraction). Within

practical limits, these principles shall be applied to the mitigation of noise levels from proposed construction and operations.

Placing roadways and heliports away from sensitive receptors can potentially reduce noise impacts. However, the selection of alternative alignments and profiles for noise abatement purposes must consider the balance between noise impacts and other engineering and environmental parameters.

Acquisition of real property or interests therein to serve as buffer zones is also practical for this project. Noise insulation of buildings, such as schools, provides an additional type of mitigation, which is available for reducing noise levels, although this method will only potentially reduce noise levels inside the building and will not benefit outdoor activities.

The following mitigation strategies may be employed, to the extent practicable to limit the potential impact of noise. Since infrastructure considered as part of this project will be located in remote and/or non-developed areas, the mitigation required is expected to be minimal.

- Source Control - This option includes regular equipment maintenance especially including designed engine enclosures, intake silencers and exhaust systems that are functioning properly.
- Site Control - This option includes placement of stationary equipment as far away from sensitive receptors as possible (*i.e.*, pumps, compressors, aggregate crushers, AC plants, operators, etc.), choice of disposal sites/haul routes, and employing shielding where possible.
- Time and Activity Constraints - Schedule of operations to coincide with periods when the environment is least likely to be affected. This includes limiting working hours and workdays to the least noise-sensitive times.
- Community Awareness - This option includes public notification of construction operations.

SECTION 7.0
REFERENCES

7.0 REFERENCES

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SECTION 10.0
ABBREVIATIONS/ACRONYMS

10.0 ABBREVIATIONS/ACRONYMS

ABCI	Arizona Border Control Initiative
ACEC	Area of Critical Environmental Concern
ACHP	Advisory Council on Historic Preservation
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation and Development
AGFD	Arizona Game and Fish Department
AGL	Above-Ground Level
AO	Area Of Operation
ATV	All-Terrain Vehicle
BA	Biological Assessment
BANWR	Buenos Aires National Wildlife Refuge
BLM	Bureau of Land Management
BMGR	Barry M. Goldwater Range
BMP	Best Management Practices
BP	US Border Patrol
CAA	Clean Air Act
CBP	Customs and Border Protection
CCP	Comprehensive Conservation Plan
CEQ	President's Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulation
CO	Carbon Monoxide
CPNWR	Cabeza Prieta National Wildlife Refuge
CWA	Clean Water Act
dB	Decibel
DNL	Day-night average noise level
DOD	Department of Defense
DHS	Department of Homeland Security
EA	Environmental Assessment
ESA	Endangered Species Act
°F	Degrees Fahrenheit
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FY	Fiscal Year
GTR	Geronimo Trail Road
Hz	Hertz
IAQCR	Intrastate Air Quality Control Regions
ICAD	Intelligent Computer Aided Detection
IIRIRA	Illegal Immigration Reform and Immigrant Responsibility Act
IE	Illegal Entrants
INA	Immigration and Nationality Act
INRMP	Integrated Natural Resources Management Plan
INS	Immigration and Naturalization Service)
ISIS	Integrated Surveillance Intelligence Systems;
JTF-6	Joint Task Force Six
JTF NORTH	Joint Task Force North
LCNWR	Leslie Canyon National Wildlife Refuge
LCRV	Lower Colorado River Valley

Leq	Time-averaged equivalent noise level
LUST	Leaking Underground Storage Tanks
MBTA	Migratory Bird Treaty Act
MCAS	U. S. Marine Corps Air Station
msl	Mean Sea Level
NAAQS	National Air Ambient Quality Standards
NCA	National Conservation Area
NEPA	National Environmental Policy Act)
NMFS	National Marine Fisheries Service
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
O ₃	Ozone
OPCNM	Organ Pipe Cactus National Monument
PCPI	Per Capita Personal Income
PEIS	Programmatic Environmental Impact Statement
PM ₁₀	Particulate Matter less than Ten Microns
POE	Port of Entry
RNA	Research Natural Area
ROI	Region of Influence
RVS	Remote Video Surveillance System
SAR	Search and Rescue
SBNWR	San Bernadino National Wildlife Refuge
SHPO	State Historic Preservation Office
SO ₂	Sulfur Dioxide
SPCCP	Spill Containment and Countermeasures Plans
SPEIS	Supplemental Environmental Impact Statement
SPRNCA	San Pedro Riparian National Conservation Area
SWPPP	Stormwater Pollution Prevention Plan
TCP	Traditional Cultural Properties
T/E	Threatened/Endangered Species
THPO	Tribal Historic Preservation Officer
TMDL	Total Maximum Daily Loads
TNC	The Nature Conservancy
TPI	Total Personal Income
TSP	Total Suspended Particulates
US	United States
USACE	US Army Corps of Engineers
USIBWC	US Section, International Boundary and Water Commission
USC	United States Code
USCIS	US Citizenship and Immigration Service
USEPA	US Environmental Protection Agency
USFS	US Forest Service
USFWS	US Fish and Wildlife Service
USMC	US Marine Corps
VOC	Volatile Organic Compounds
VMT	Vehicle Miles Travel
WC	Wildlife of Concern

SECTION 11.0
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APPENDIX A
PUBLIC INVOLVEMENT

NOTICE OF INTENT



for the Standards for the Classification of Federal Data on Race and Ethnicity.

6. An estimate of the total number of respondents and the amount of time estimated for an average respondent to respond: 17,667 agencies with 106,002 responses (including zero reports); and with an average of 6 hours and 35 minutes annually devoted to compilation of data for this information collection.

7. An estimate of the total public burden (in hours) associated with both collections: 15,900 annually.

Public comments on this proposed information collection are strongly encouraged.

If additional information is required contact: Mr. Robert B. Briggs, Department Clearance Officer, U.S. Department of Justice, Information Management and Security Staff, Justice Management Division, Suite 1221, National Place Building, 1331 Pennsylvania Ave., NW, Washington, DC 20530.

Dated: July 27, 2000.

Robert B. Briggs,

Department Clearance Officer, Department of Justice.

[FR Doc. 00-19358 Filed 7-31-00; 8:45 am]

BILLING CODE 4410-02-M

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

[INS No. 2082-00]

Notice of Intent To Prepare a Draft Environmental Impact Statement for the Implementation of Border Barriers for Enforcement Initiatives in Arizona

AGENCY: Immigration and Naturalization Service (INS), Justice.

ACTION: Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS).

SUMMARY:

Proposed Action

In furtherance of its mission to gain and maintain control of the Arizona border, in 1994, the INS launched Operation Safeguard, an aggressive initiative that brought new agents, equipment, and technology to the Tucson Border Patrol Sector. The goal of Operation Safeguard is to heighten deterrence and improve control along the nearly 300 miles of international border in Arizona. The aim of INS' comprehensive border enforcement effort, which includes Operation Gatekeeper in California and Operations Hold the Line and Rio Grande in Texas, is to reduce the adverse effects of illegal

immigration and improve the quality of life for residents along the immediate border and throughout the nation. The INS will now expand Operation Safeguard by utilizing new resources and technology within the following Arizona Border Patrol stations: Ajo/Why, Casa Grande, Douglas, Naco, Nogales, Sonoita, Tucson, Wellton, Wilcox, and Yuma. The enhancements will bolster the efforts to ensure the safety of migrants, ranchers, and local residents, as well as provide increased safety of operations for agents. Enhancement will include, but not be limited to, additional Border Patrol personnel, support vehicles, air support, border barriers, lighting, border road improvements, and remote video surveillance systems.

Alternatives

In developing the DEIS, the options of no action and alternatives for Operation Safeguard will be fully and thoroughly examined.

Scoping Process

During the preparation of the DEIS, there will be numerous opportunities for public involvement in order to determine the environmental issues to be examined. The meetings will be well publicized and held at a time which will make it possible for the public and interested agencies or organizations to attend. Scoping meetings will be held in Douglas, Tucson, Yuma, and Nogales, Arizona. Notice of the Scoping meetings will be published in local newspapers prior to the meetings indicating the date, time, and location of each Scoping meeting.

DEIS Preparation

Public notice will be published in the Federal Register concerning the availability of the DEIS for public review and comment.

FOR FURTHER INFORMATION CONTACT: Manny Rodriguez, Chief Policy and Planning, Immigration and Naturalization Service, Facilities and Engineering Branch, 425 I Street, NW., Washington, D.C. 20536, Room 2060, Telephone: 202-353-0383.

Dated: July 25, 2000.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 00-19335 Filed 7-31-00; 8:45 am]

BILLING CODE 4410-10-M

DEPARTMENT OF LABOR

Employment and Training Administration

Notice of Determinations Regarding Eligibility To Apply for Worker Adjustment Assistance and NAFTA Transitional Adjustment Assistance

In accordance with section 223 of the Trade Act of 1974, as amended, the Department of Labor herein presents summaries of determinations regarding eligibility to apply for trade adjustment assistance for workers (TA-W) issued during the period of July 2000.

In order for an affirmative determination to be made and a certification of eligibility to apply for worker adjustment assistance to be issued, each of the group eligibility requirements of section 222 of the Act must be met:

(1) That a significant number or proportion of the workers in the workers' firm, or an appropriate subdivision, thereof, have become totally or partially separated;

That sales or production, or both, of the firm or subdivision have decreased absolutely; and

(3) That increases of imports of articles like or directly competitive with articles produced by the firm or appropriate subdivision have contributed importantly to the separations, or threat thereof, and to the absolute decline in sales or production.

Negative Determinations for Worker Adjustment Assistance

In each of the following cases the investigation revealed that criterion (3) has not been met. A survey of customers indicated that increased imports did not contribute importantly to worker separations at the firm.

TA-W-37,403; R. Daye Limited, New York, NY

TA-W-37,596; The Bethlehem Corp., Easton, PA

In the following cases, the investigation revealed that the criteria for eligibility have not been met for the reasons specified.

TA-W-37,837; American General Assurance Co., Reading, PA

TA-W-37,763; Destination Film Distribution Co., Inc., Wheelman Products, Santa Monica, CA

TA-W-37,762; Hearst Entertainment, King Telpro Productions, Los Angeles, CA

TA-W-37,623; Lear Corp., Mold and die Shop, El Paso, TX

TA-W-37,836; Shenandoah Rag Co., Inc., Shenandoah, PA

PUBLIC SCOPING

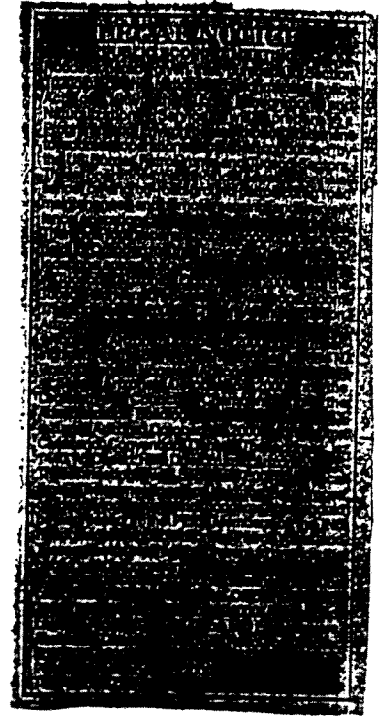


STAR PUBLISHING COMPANY

Tucson, Arizona

STATE OF ARIZONA)
COUNTY OF PIMA)

Janice Anderson, being first duly sworn deposes and says: that she is the Legal Advertising Representative of the STAR PUBLISHING COMPANY, a corporation organized and existing under the laws of the State of Arizona, and that the said STAR PUBLISHING COMPANY prints and publishes The Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached



Legal Notice

was printed and published correctly in the entire issue of the said The Arizona Daily Star on each of the following dates, to-wit:

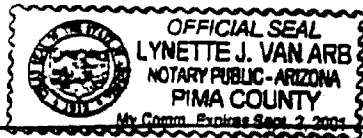
September 12, 2000

Janice Anderson

Subscribed and sworn to before me this 13th day
of September, 2000

[Signature]

Notary Public



My commission expires _____

TNI AD NO. 900492

AFFIDAVIT OF PUBLICATION

STATE OF ARIZONA)

SS.

COUNTY OF COCHISE)

Kimberly L. Marinus
KIMBERLY L. MARINUS

being first

duly sworn, deposes and says: That (he) (she) is the Agent to the Publisher of the SIERRA VISTA HERALD and the BISBEE DAILY REVIEW newspapers printed and published six days a week in the County of Cochise, State of Arizona, and of general circulation in the cities of Sierra Vista and Bisbee, County of Cochise, State of Arizona and elsewhere, and the hereto attached

PUBLIC SCOPE MEETING
PREPARE PROGRAMMATIC
ENVIRONMENTAL IMPACT
STATEMENT TO ADDRESS
OPERATIONAL ACTIVITY

was printed and published correctly in the regular and entire issue of said SIERRA

VISTA HERALD and BISBEE DAILY REVIEW for 1 issues, that the first

was made on the 11th day of SEPTEMBER 20 00

and the last publication thereof was made on the 11th day of

SEPTEMBER 11 20 00 that said publication

was made on each of the following dates, to wit

09/11/00

PUBLIC NOTICE
PUBLIC SCOPE MEETING
Notice is hereby given that pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969, the U.S. Immigration and Naturalization Service will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the U.S. Border Patrol Tucson and Tucson Sector. These operations can include aerial reconnaissance, on- and off-road ground patrols, drug, road, maintenance, and remote sensing and surveillance operations.
There will be four separate public scoping meetings held in October for this project. The dates and locations are as follows:
• Tucson, Arizona, October 3, 2000, at the Tucson Convention Center, the Meeting Rooms. The address is: 280 St. Church Avenue, Tucson, Arizona.
• Nogales, Arizona, October 4, 2000, in the meeting room at the Days Inn. The address is: 644 N. Grand Avenue, Nogales, Arizona.
• Sells, Arizona, October 5, 2000, at the Legislative Council Chambers. In the Administration Building.
• Yuma, Arizona, October 9, 2000, at the Yuma Convention and Convention Center. This address is: 1440 W. Desert Hills Drive, Yuma, Arizona.
These meetings will begin at 2:00 p.m. (P.M. EST). These meetings are held for the purpose of identifying issues and concerns that should be addressed in the PEIS. Members of the INS Headquarters and U.S. Border Patrol, Yuma and Tucson Sectors, are invited to provide publicly available information.
For more information contact either: Mr. Joe Lamphear, INS Environmental Officer (849) 425-7081; INS Western Region, 24000 Avila Road, Laguna Hills, CA 92657 or Mr. Eric Verwey, Assistant Director, INS A-E Resource Center, (817) 979-0202.
Publish September 11, 2000.

Request of

GULF SOUTH RESEARCH CORP.

Sierra Vista Herald
Bisbee Daily Review

By *Joan Hancock*

Subscribed sworn to before me this 11th day of SEPTEMBER

20
18 00



Notary Public in and for the County of Cochise, State of Arizona

My Commission Expires:

5/21/2004

AFFIDAVIT OF PUBLICATION

STATE OF ARIZONA

COUNTY OF SANTA CRUZ

ss.

DON HENSON

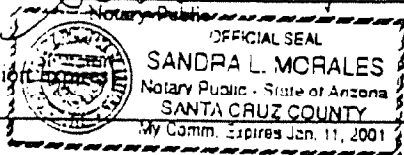
being of first duly sworn,

deposes and says: that he/she is PUBLISHER of the NOGALES INTERNATIONAL, a newspaper published in the County of Santa Cruz, State of Arizona, and of general circulation in said County, State and elsewhere, and that the hereto attached legal notice NOTICE OF PUBLIC SCOPING MEETING - October 2000

was printed and published correctly in the regular and entire issue of said NOGALES INTERNATIONAL for 1 issues; that the first publication was made on the 12 day of September 20 00, and the last publication thereof was made on the 12 day of September 20 00.

NOGALES INTERNATIONAL

By [Signature] Subscribed and sworn to before me this 12 day of September 20 00



My commission

SANDRA L. MORALES Notary Public - State of Arizona SANTA CRUZ COUNTY My Comm. Expires Jan. 11, 2001

PUBLIC SCOPING MEETING

Notice is hereby given that, pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969, the U.S. Immigration and Naturalization Service will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the U.S. Border Patrol Yuma and Tucson Sectors. These operations can include aerial reconnaissance, on and off-road ground patrols, drag road maintenance and remote sensing and surveillance operations.

There will be four separate public scoping meetings held in October for this project. The dates and locations are as follows:

Tucson, Arizona, October 3, 2000, at the Tucson Convention Center, the Maricopa Room. The address is: 200 S. Church Avenue, Tucson, Arizona.

Nogales, Arizona, October 4, 2000, in the meeting room at the Days Inn. The address is: 804 N. Grand Avenue, Nogales, Arizona.

Sells, Arizona, October 5, 2000, at the Legislative Council Chambers, in the Administration Building.

Yuma, Arizona, October 17, 2000, at the Yuma Civic and Convention Center. The address is: 1440 W. Desert Hills Drive, Yuma, Arizona.

These meetings will begin at 7:00 p.m. (local time). These meetings are held for the purpose of identifying issues and concerns that should be addressed in the EIS. Members of the INS Headquarters and U.S. Border Patrol Yuma and Tucson Sector staff will be present to provide the public with information.

For more information, contact either Mr. Joe Lamphear, INS Environmental Officer (949) 425-7081, INS Western Region, 24000 Ayala Road, Laguna Niguel, CA. 92677 or Mr. Eric Verwey, Assistant Director, INS E-Resource Center, (817) 978-0202.

Pub: 9/12/00

Req: GSKC

Publisher's Affidavit of Publication

000

STATE OF ARIZONA }
 COUNTY OF YUMA }

PUBLIC SCOPING MEETING
 Notice is hereby given that pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969, the U.S. Border Patrol and Naturalization Service will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the US Border Patrol Yuma and Tucson Sectors. These operations can include aerial reconnaissance ops and offroad ground patrols, drug road maintenance, and target sensing and surveillance operations. There will be four separate public scoping meetings held in October for this project. The dates and locations are as follows:
 - Tucson, Arizona, October 3, 2000, at the INS Resource Center, 1440 W. Desert Hills Drive, Yuma, Arizona.
 - Yuma, Arizona, October 17, 2000, at the Yuma Convention Center, 1440 W. Desert Hills Drive, Yuma, Arizona.
 These meetings will begin at 7:00 p.m. (local time). These meetings are held for the purpose of identifying issues and concerns that should be addressed in the PEIS. Members of the INS Headquarters and US Border Patrol Yuma and Tucson Sector staff will be present to provide the public with information. For more information, contact either Mr. Joe Lamphear, INS Environmental Officer, (949) 425-7081, INS Western Region, 24000 Avila Road, Laguna Niguel, CA, 92677 or Mr. Eric Verwers, Assistant Director, INS A-E Resource Center, (927) 346-0202, Daily Sep 29, 2000, L21509.

Julie Moreno or Lee Knapp, having been first duly sworn, deposes and says: that The Yuma Daily Sun is a newspaper of general circulation published daily in the City of Yuma, County of Yuma, State of Arizona; that (s)he is the publisher or business manager of said paper; that the

PUBLIC SCOPING MEETING

a printed copy of which, as it appeared in said paper, is hereto attached and made a part of this affidavit, was published in The Yuma Daily Sun For ONE issues; that the date of the first publication of said PUBLIC SCOPING MEETING

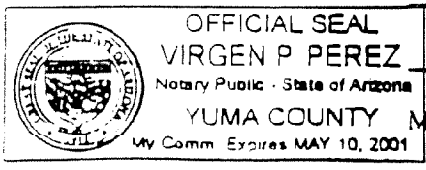
was SEPTEMBER 11, 2000 and the date of the last publication being SEPTEMBER 11, 2000 and that the dates when said PUBLIC SCOPING MEETING

was printed and published in said paper were SEPTEMBER 11, 2000

Lee Knapp

Subscribed and sworn to before me, by the said Julie Moreno or Lee Knapp

29th day of September, 2000



Virgen P. Perez Notary Public
 My commission expires May 10, 2001

The Daily Dispatch

530 11th Street, Douglas, AZ 85607 • (520) 364-3424

Monica Martinez, being first duly sworn deposes and says that she is an agent of The Daily Dispatch, a daily newspaper, published in the City of Douglas, County of Cochise, State of Arizona: That the Notice, a copy of which is hereto attached, described as follows:

Public Scoping Meeting

was published daily in the entire and regular issue of said THE DAILY DISPATCH, for 1 consecutive weeks, the FIRST publication of said notice being _____ in the issue dated _____, and the LAST publication being in the issue dated

Aug. 2, 2000.

The deponent further says that the Notice was published in the newspaper proper, and not in a supplement thereof.

(SIGNED) Monica Martinez

Sworn and Subscribed to me this

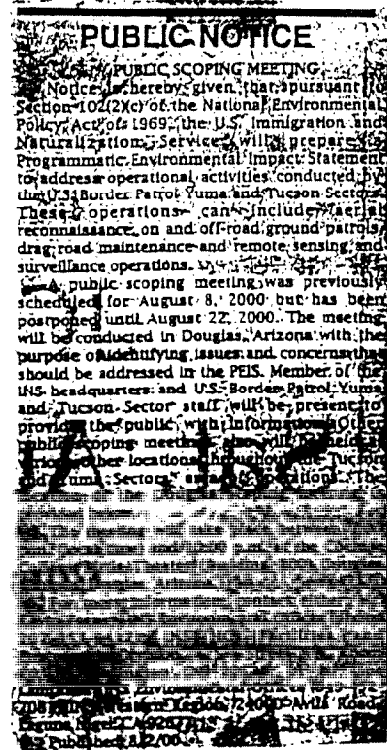
1st day of

September, 2000

[Signature]
Notary Public



My commission expires: June 2, 2003



STAR PUBLISHING COMPANY

Tucson, Arizona

STATE OF ARIZONA)
COUNTY OF PIMA)

Janice Anderson, being first duly sworn deposes and says: that she is the Legal Advertising Representative of the STAR PUBLISHING COMPANY, a corporation organized and existing under the laws of the State of Arizona, and that the said STAR PUBLISHING COMPANY prints and publishes The Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and elsewhere, and that the attached

Legal Notice

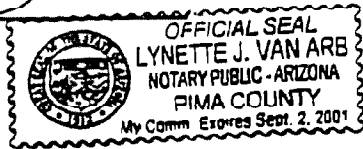
was printed and published correctly in the entire issue of the said The Arizona Daily Star on each of the following dates, to-wit:

July 26, 2000

Janice Anderson

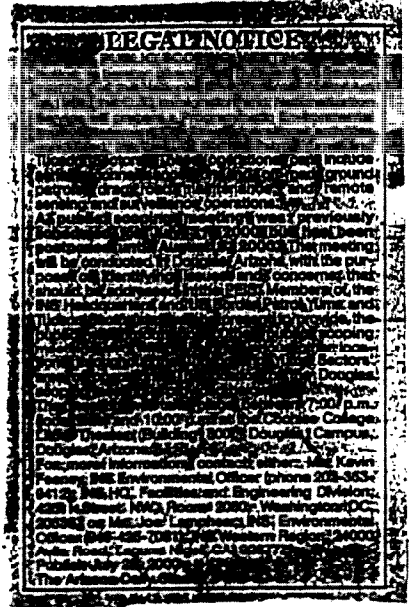
Subscribed and sworn to before me this 27th day
of July, 2000

[Signature]
Notary Public



My commission expires _____

FNI AD NO. 830552



Publisher's Affidavit of Publication

000

STATE OF ARIZONA }
 COUNTY OF YUMA }

Samuel J. Pepper or Lee Knapp, having been first duly sworn, deposes and says: that The Yuma Daily Sun is a newspaper of general circulation published daily in the City of Yuma, County of Yuma, State of Arizona; that he is the publisher or business manager of said paper; that the

PUBLIC SCOPING MEETING

a printed copy of which, as it appeared in said paper, is hereto attached and made a part of this affidavit, was published in The Yuma Daily Sun

For ONE issues; that the date of the first publication of said PUBLIC SCOPING MEETING

was JULY 27, 2000 and the date of the last publication

being JULY 27, 2000 and that the dates when said

PUBLIC SCOPING MEETING

was printed and published in said paper were

JULY 27, 2000

Lee Knapp

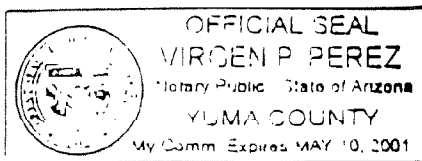
Subscribed and sworn to before me, by the said Samuel J. Pepper or Lee Knapp

1st day of August, 2000

Virgen P. Perez Notary Public

My commission expires May 10, 2001

PUBLIC SCOPING MEETING
 Notice is hereby given that the INS Environmental Policy Statement, U.S. Immigration and Naturalization Service, will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the US Border Patrol Yuma and Tucson Sectors. These operations can include aerial reconnaissance for and off-road duty on patrol roads for road maintenance and remote sensing surveillance operations. As a public scoping meeting was previously scheduled for July 31, 2000, but has been postponed until August 22, 2000. The meeting will be conducted in Douglas, Arizona, with the purpose of identifying issues and concerns that should be addressed in the PEIS. Meeting at the INS Headquarters and 188 Eddie Cabral Tucson, and other regional area operations. The locations of the Douglas Scoping meetings provided below:
 The meeting will take place between 7:00 p.m. (local time) and 10:00 p.m. at the Cochise College Library Theater (Building 800), Douglas Campus, Douglas, Arizona. For more information, contact either Mrs. Kevin P. Perez, INS Environmental Office (phone 202-363-9412); INS HQT: Facilities and Engineering Division, 425 L Street, NW, Room 2030, Washington, DC, 20535; or Mr. Joe Lamphar, INS Environmental Office (phone 202-363-9412); INS



STAR PUBLISHING COMPANY

Tucson, Arizona

STATE OF ARIZONA)
COUNTY OF PIMA)

Janice Anderson, being first duly sworn deposes and says: that she is the Legal Advertising representative of the STAR PUBLISHING COMPANY, a corporation organized and existing under the laws of the State of Arizona, and that the said STAR PUBLISHING COMPANY prints and publishes The Arizona Daily Star, a daily newspaper printed and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said city, County, State and elsewhere, and that the attached

Legal Notice

was printed and published correctly in the entire issue of the said The Arizona Daily Star on each of the following dates, to-wit:

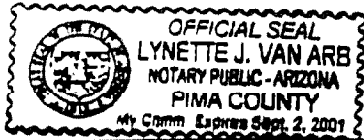
July 18, 2000

Janice Anderson

Subscribed and sworn to before me this 20th day
of July, 2000

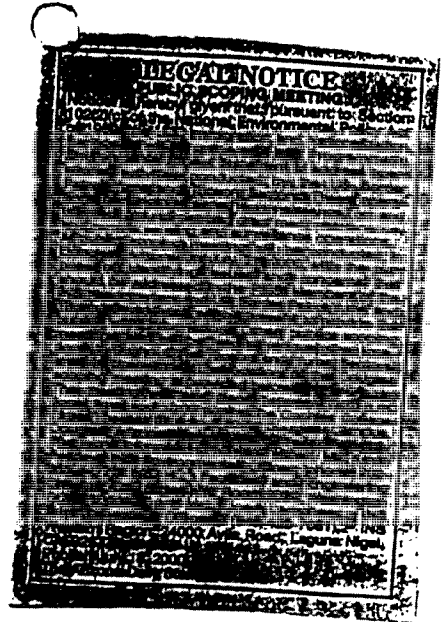
[Signature]

Notary Public



My commission expires _____

NI AD NO. 819333



STATE OF ARIZONA)
)
) SS.
)
COUNTY OF COCHISE)

AFFIDAVIT OF PUBLICATION

Kimberly L. Marinus
KIMBERLY L. MARINUS

being first

duly sworn, deposes and says: That (he) (she) is the Agent to the Publisher of the
SIERRA VISTA HERALD and the BISBEE DAILY REVIEW newspapers printed and
published six days a week in the County of Cochise, State of Arizona, and of
general circulation in the cities of Sierra Vista and Bisbee, County of Cochise,
State of Arizona and elsewhere, and the hereto attached

SCOPE MEETING-
IMPACT STATEMENT TO
ADDRESS OPERATIONAL
ACTIVITIES CONDUCTED
BY US BORDER PATROL

was printed and published correctly in the regular and entire issue of said SIERRA
VISTA HERALD and BISBEE DAILY REVIEW for ¹ issues, that the first
16th JULY 2000
was made on the day of 16th
and the last publication thereof was made on the day of
JULY 2000
that said publication
was made on each of the following dates, to wit:
07/16/00

PUBLIC NOTICE
Notice is hereby given that pursuant to Section 10222
(c) of the National Environmental Policy Act of 1969,
the U.S. Immigration and Naturalization Service will
prepare a Programmatic Environmental Impact State-
ment to address the operational activities conducted
by the US Border Patrol Yuma and Tucson Sectors.
These operations can include aerial reconnaissance,
on and off-road ground patrols, drug road mainte-
nance, and remote sensing and surveillance opera-
tions.
A public scoping meeting will be conducted in Dou-
glas, Arizona on July 31, 2000 with the purpose of iden-
tifying issues and concerns that should be addressed
in the PEIS. Members of the INS Headquarters and
US Border Patrol Yuma and Tucson Sector staff will
be present to provide the public with information. Other
public scoping meetings also will be held at various
other locations throughout the Tucson and Yuma Sec-
tors/areas of operations. This location of this Douglas
scoping meeting is provided below:
The meeting will take place between 7:00 p.m. (local
time) and 10:00 p.m. at the Cochise College Little
Theater (Building 800) Douglas Campus, Douglas,
Arizona.
For more information, contact either Mr. Kevin
Feeney, INS Environmental Officer (phone: 202-353-
9472) INS HQ, Policies and Engineering Division,
429 I Street NW, Room 2080, Washington, DC 20536,
or Mr. Joe Lamphear, INS Environmental Officer (949-
425-7081), INS Western Region, 24000 Avila Road,
Laguna Niguel, CA 92652.
Publish: July 16, 2000

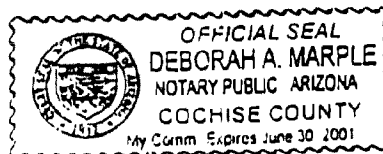
Request of GULF SOUTH RESEARCH CORP.

Sierra Vista Herald
Bisbee Daily Review

By *Deborah A. Marple*

Subscribed sworn to before me this 16th day of JULY

2000



Notary Public in and for the County of Cochise, State of Arizona

My Commission Expires: 6/30/01

The Daily Dispatch

530 11th Street, Douglas, AZ 85607 • (520) 364-3424

Monica Martinez, being first duly sworn deposes and says that she is an agent of The Daily Dispatch, a daily newspaper, published in the City of Douglas, County of Cochise, State of Arizona: That the Notice, a copy of which is hereto attached, described as follows:

National Environmental Policy Act of 1969

was published daily in the entire and regular issue of said THE DAILY DISPATCH, for 1 consecutive weeks, the FIRST publication of said notice being _____ in the issue dated _____, and the LAST publication being in the issue dated July 16, 2000.

The deponent further says that the Notice was published in the newspaper proper, and not in a supplement thereof.

(SIGNED) Monica Martinez

Sworn and Subscribed to me this

18 day of

July, 2000

[Signature]
Notary Public



My commission expires: June 2, 2003

PUBLIC NOTICE

PUBLIC SCOPING MEETING

Notice is hereby given that, pursuant to Section 102(2) (c) of the National Environmental Policy Act of 1969, the U.S. Immigration and Naturalization Service will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the US Border Patrol Yuma and Tucson Sectors. These operations can include aerial reconnaissance, on and off-road ground patrols, drag road maintenance, and remote sensing and surveillance operations.

A public scoping meeting will be conducted in Douglas, Arizona on July 31, 2000 with the purpose of identifying issues and concerns that should be addressed in the PEIS. Members of the INS Headquarters and US Border Patrol Yuma and Tucson Sector staff will be present to provide the public with information. Other public scoping meetings also be held at various other locations throughout the Tucson and Yuma Sectors' area of operations. The location of the Douglas scoping meeting is provided below.

The meeting will take place between 7:00 p.m. (local time) and 10:00 p.m. at the Cochise College Little Theater (Building 900), Douglas Campus, Douglas, Arizona 85607. (520) 364-3424.

For more information contact either: Mr. Kevin Feeney, INS Environmental Officer (phone: 202-333-9412) or INS YHQ Facilities and Engineering Division, 425 US Street, NW, Room 2030, Washington, DC 20535 or Mr. Joe Lamphear, INS Environmental Officer (848-425-7081), INS West Sector, 2800 AVILA Road, Laguna Niguel, CA 92653.

Published 7/16/2000

Publisher's Affidavit of Publication

80306005

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STATE OF ARIZONA }
COUNTY OF YUMA }

Samuel J. Pepper or Lee Knapp, having been first duly sworn, deposes and says: that The Yuma Daily Sun is a newspaper of general circulation published daily in the City of Yuma, County of Yuma, State of Arizona; that he is the publisher or business manager of said paper; that the

PUBLIC SCOPING MEETING

a printed copy of which, as it appeared in said paper, is hereto attached and made a part of this affidavit, was published in The Yuma Daily Sun

For ONE issues; that the date of the first publication of said PUBLIC SCOPING MEETING

was JULY 17, 2000 and the date of the last publication

being JULY 17, 2000 and that the dates when said

PUBLIC SCOPING MEETING

was printed and published in said paper were

JULY 17, 2000

Lee Knapp

Subscribed and sworn to before me, by the said Samuel J. Pepper or Lee Knapp

1st day of August, 2000

Virgen P. Doraz Notary Public

My commission expires May 10, 2001

PUBLIC SCOPING MEETING
Notice is hereby given that pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969, the U.S. Immigration and Naturalization Service will prepare a Programmatic Environmental Impact Statement to address operational activities conducted by the US Border Patrol Yuma and Tucson Sectors. These operations can include aerial reconnaissance, on and off-road ground patrols, drag road maintenance, and remote sensing and surveillance operations. A public scoping meeting will be conducted in Douglas, Arizona on July 31, 2000 with the purpose of identifying issues and concerns that should be addressed in the PEIS. Members of the INS Headquarters and US Border Patrol Yuma and Tucson Sector staff will be present to provide the public with information. Other public scoping meetings also will be held at various other locations throughout the Tucson and Yuma Sectors areas of operations. The location of the Douglas scoping meeting is provided below. The meeting will take place between 7:00 p.m. (local time) and 10:00 p.m. at the Community Theater (Building #100) Campus, Douglas, Arizona.

For more information contact either Mr. Kevin Feeney, INS Environmental Officer (phone 202-205-0122), INS HQ, Facilities and Engineering Division, 425 I Street NW, Room 2030, Washington DC, 20538, or Mr. Joe Lamphear, INS Environmental Officer (949-426-2081), INS Western Region, 24000 Avila Road, Laguna Hills, CA 92653. Daily July 17, 2000 9:27:45

PUBLIC SCOPING MEETINGS SUMMARY REPORT

Scoping meetings for the Programmatic Environmental Impact Statement (PEIS) for the U.S. Border Patrol (USBP) Tucson and Yuma Sectors were held at five locations. The following paragraphs describe the information presented to the audience and the individual comments made by the public. The summaries are divided into the locations of which these public scoping meetings were held. All general categories are included in these summary descriptions in descending order of the frequency in which they were made at each meeting. A summary list of the comments that are relevant to incorporation into the PEIS is included at the end.

SUMMARY OF SPEAKERS

A U.S. Army Corps of Engineers' representative moderated each meeting. He briefly discussed the project and introduced the various speakers for the evening. Border Patrol agents representing each sector included in this project briefly discussed problems encountered in their areas, the hazards of crossing the border, a general list of the projects anticipated for implementation within their respective sectors, and the benefits to the public for patrolling these areas. In addition, the National Environmental Policy Act (NEPA) process was discussed so that everyone attending the meeting would have a better understanding of how this project would be investigated and completed.

I Douglas, Arizona: Cochise College, Building 800, on 22 August 2000, at 7:00 p.m.

Scheduled Speakers: 4

Commenting Participants: 10

Comments Presented:

1. Concern and frustration about the confusion of the starting time of the meeting.
2. Off-road USBP traffic and environmental impacts to the desert habitat. Dragging operations are also a concern especially in sensitive areas such as the Coronado National Forest and Cabeza Prieta.
3. Concerns and opposition, in general, to the numerous on-going and possible future construction activities along the border.
4. Requests for mandatory training of the Border Patrol agents in cultural sensitivity and within the indigenous people such as the Tohono O'odham Nation.
5. Desire to de-militarize the entire border and opposition to border fences or barriers and any harassment of individuals crossing the border.
6. Numerous comments were expressed on the type of analyses that should be conducted during this study. The suggested analyses include:
 - Noise, air and water quality
 - Economic and environmental impacts
 - Archeological impacts

- Coordination and communication with the tribal nations
 - The amount of radiation released from the communication devices proposed and how it will impact the wildlife
 - Impacts to wildlife and individuals due to low-flying aircraft
 - Specific analysis on the protected and sensitive species of the desert
 - Stadium lighting effects on wildlife
 - Construction of barriers or border fence impacts on wildlife corridors
7. Suggestion to conduct a public meeting in Sells, Arizona, to ensure the Tohono O'odham Nation is included in the scoping process.
 8. Concerns about the format and frequency of the public notices.
 9. Concern about accumulation of trash and the accusation that USBP requires apprehended aliens to leave their belongings on the ground.
 10. Terminology should be politically correct (illegal, criminal, etc.) when describing the individuals apprehended while crossing the border.

II. Tucson, Arizona: Tucson Convention Center, on 3 October 2000, at 7:00 p.m.

Scheduled Speakers: 4

Commenting Participants: 34

Comments Presented:

1. Concern about stadium lighting effects on a variety of species.
2. Impacts of the barriers and surveillance equipment to be constructed and erected along the border.
3. Analysis of the cumulative impacts of all proposed border activities of INS.
4. The socioeconomic impacts of increasing the patrols along the border, as well as the effects of harassment, intimidation and apprehensions.
5. Environmental impacts of off-road vehicular use within sensitive areas in the desert.
6. Impacts to the wildlife due to aircraft noise (low-flying).
7. Addressing and disclosing all INS activities along the southwest border.
8. Addressing all alternatives fully and analysis concerning the environmental benefits of removing the Border Patrol responsibilities along the southwest border.
9. Concerns about the militarization of the border and the impacts to the residents.
10. Suggestions to better train the agents patrolling the area in human right issues and cultural sensitivity.

11. Concerns about the number of deaths that have occurred in the area of individuals attempting to cross the border and why they occurred.
12. Concerns about the format and frequency of the public notices.
13. Desire to de-militarize the entire border and opposition to border fences or barriers and any harassment of individuals crossing the border.
14. Desire to completely open the borders to anyone wanting to enter the US.

III. Nogales, Arizona: Days Inn, on 4 October 2000, at 7:00 p.m.

Scheduled Speakers: 4

Commenting Participants: 14

Comments Presented:

1. Appreciation for the Border Patrol agents protecting their land and families.
2. Increased in the quality of life within the Nogales area due to the decrease in the destruction on their private property, such as fences bordering their ranches, trash, and residence. This has assisted in the economic development of the community.
3. Discuss number of alien lives that the Border Patrol has saved while illegal aliens were trying to cross treacherous terrains.
4. Concerns of disrupting the nightly activities of nocturnal animals, some of which are sensitive or protected species.
5. Request made to better train the agents for human and civil rights, especially for people of color.
6. Concern for USBP off-road vehicular traffic within sensitive habitat areas. A number of residents noticed Border Patrol agents driving off-road on to sensitive habitat areas for protected species. It was suggested that the agents maintain their vehicles and ATVs on the established roads.

IV. Sells, Arizona: at the Legislative Council Chambers, on 5 October 2000, at 7:00 p.m.

Scheduled Speakers: 4

Commenting Participants: 6

Comments Presented:

1. Gratitude for the presence of the Border Patrol agents in the area.
2. Concerns about USBP agent training, especially cultural sensitivity. Some felt that the agents harass people within this Nation even though they may know these individuals.

3. Concerns about the format and frequency of the public notices.
4. Concerns about the speeding Border Patrol vehicles and public safety.
5. Concerns about dragging operations that have caused erosion and consequential damage to roads and fences. Concerns by the ranchers of the agents not closing the fences, or repairing the fences damaged while apprehending or patrolling the area. This allows the cattle to leave their property.
6. Concern about accumulation of trash and the accusation that USBP requires apprehended aliens to leave their belongings on the ground. It was mentioned that this problem should be resolved by the Border Patrol since they knew the "hot spots", areas where most illegal entries occur.
7. Concern and frustration about the confusion of the starting time of the meeting held in Douglas. Also concerned about the format of the meeting, particularly the five-minute time limit provided to speakers.
8. Request to conduct another series of meetings after the draft EIS is released for reviewed by the public.
9. The draft EIS should list as many alternatives as possible.

V. Yuma, Arizona: Yuma Civic and Convention Center, on 17 October 2000, at 7:00 p.m.

Scheduled Speakers: 4

Commenting Participants: 2

Comments Presented:

1. The Border Patrol and Department of Justice should be careful not to violate the Arizona Desert Wilderness Act established in the 1980s.
2. A programmatic approach should be done for the entire border concerning any NEPA studies.
3. EIS should address indirect effects of the Border Patrols concentrated efforts in urban areas which may cause illegal crossings in less developed areas of higher environmental values.

Written comments presented by Federal, state, and local agencies, organizations, and individuals are listed below:

1. The restriction of off-road vehicle use within sensitive desert areas.
2. Training the Border Patrol agents in cultural sensitivity and human rights.
3. Analyze the cumulative effects of socio-economic, environmental and environmental justice issues of the daily operations of the Border Patrol activities, as well as the ongoing actions within the Sonoran Desert.

4. Analysis on the impacts of the undocumented aliens traveling through ecologically sensitive areas, and the protection of the wilderness areas.
5. Full disclosure of all INS activities occurring along the southwest border, and the effects/benefits of removing the Border Patrol from this area.

SUMMARY OF SIGNIFICANT COMMENTS AND ISSUES

The following is a list of the issues that were identified during the scoping process which is contained within the scope of the PEIS and, thus, will be addressed in the PEIS. Other comments and issues (e.g., confusion of starting time of Douglas meeting, demilitarization of the border, nationwide effects of Border Patrol activities, etc.) are beyond the scope of this PEIS and will not be addressed. These comments and issues will, of course, be identified in the public involvement section of the PEIS, but will not be included in the alternatives formulation or impact analysis.

1. Impacts to desert ecosystem and cultural resources from off-road traffic and dragging operations.
2. Indirect effects of illegal immigration traffic in remote areas once urban areas are controlled.
3. Training of USBP agents in cultural sensitivity.
4. Reduction and control of trash left behind by illegal aliens.
5. Public safety concerns (vehicular speed and rescue operations).
6. Overflight impacts on wildlife, especially protected species.
7. Coordination with Native American Nations.
8. Impacts to vegetation and wildlife from lights.
9. Radiation effects of communication and other technological devices.
10. Socioeconomic benefits due to reduction in crime and trespassing.
11. Impacts to wildlife migration due to fence construction.
12. Loss of habitat due to infrastructure construction.

CORRESPONDENCE





U.S. Department of Justice
Immigration and Naturalization Service
Administrative Center Laguna

ACLFAE 10/9.3.8

*24000 Avila Road
P. O. Box 30080
Laguna Niguel, CA 92607-0080*

July 3, 2003

Ms. Teresa Banger
The Banger Ranch
35000 Hilton Ranch Road
Vail, Arizona 85641

VIA U.S. Mail

RE: Your Letters, dated February 18, 2003 and June 18, 2003
Programmatic Environmental Impact Statement
U.S. Border Patrol
Tucson and Yuma Sectors, Arizona

Dear Ms. Banger:

I am taking this time to respond to your second letter, dated June 18, 2003. The Department of Homeland Security (formerly Immigration and Naturalization Service) appreciates your participation with the submittal of your letter during the Public Comment period for our proposed action. The Department of Homeland Security (DHS) received a large volume of letters during the public comment period on the proposed action. All comments received from the public will be addressed in the revised draft of the Programmatic Environmental Impact Statement (PEIS). The revised draft PEIS is anticipated to be submitted for public review around the end of August 2003. Your letters will be included as part of the formal record along with DHS's analysis.

Letter to Ms. Banger
July 3, 2003

page 2

If you have any further questions or comments, please feel free to submit them in writing.
Your help and comments are appreciated.

Sincerely,



Charles H. Parsons
Environmental Officer

cc: Gilbert Estrada, USBP by e-mail
Art Angulo, USBP by e-mail
Kevin Feeney, DHS by e-mail
Geraldine Pontius, DHS by e-mail
Mark Doles, USACE by U.S. Mail
Chris Ingram, GSRC by U.S. Mail



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

13 June, 2003

Public Notice

Draft Programmatic Environmental Impact Statement for US Border Patrol Activities within the Border Areas of the Tucson and Yuma Sectors, Arizona

The Department of Homeland Security (DHS) issued the subject draft programmatic environmental impact statement (DPEIS) on November 8, 2002. The review period was subsequently extended to February 2, 2003. After receiving numerous comments concerning the extent of the proposed actions, DHS re-examined the original intent of the DPEIS. It was determined that there was a variance from the original focus as defined in the Notice of Intent (NOI). In response, DHS has decided to revise the DPEIS and focus its scope to the original intent stated in the NOI. This notice is to inform the public of the revision in the DPEIS and subsequent release of a revised document in the summer of 2003.

The original intent of the scoping for the PEIS concentrated on the U.S. Border Patrol (USBP) enforcement operations conducted in the Yuma and Tucson Sectors. During the preparation of the DPEIS, various ideas for potential types of infrastructure that might be installed along the Arizona border were addressed. Many of these ideas were not based upon reality and were only conjectured plans for a USBP response to a "worst case scenario." The PEIS attempted to provide a cumulative analysis of these conceptual infrastructure plans. However, after review, it became apparent that the original intent of the PEIS (i.e., USBP Operations) was overshadowed by these conjectural infrastructure plans.

The conjectural infrastructure plans included massive constructions of roads, double-fences, lights, and monitoring equipment that were monumental in extent. The types and quantities presented in the DPEIS addressed a "worst-case scenario" and can only be thought of as having little utility except in the case of a mass invasion.

Therefore, the DHS will issue a revised DPEIS within the original scope, focusing on the USBP operations potential for impacts on the environment. Only actually planned-for infrastructure will be addressed and, will be primarily addressed in terms of its cumulative effects. The focus in the Notice of Intent (NOI) stated the DPEIS would "...address operational activities conducted by the U.S. Border Patrol, Yuma and Tucson Sectors. These operations can include aerial reconnaissance, on and off-road ground patrols, drag road maintenance, and remote sensing surveillance operations."

The revised DPEIS will again be available for a 45-day review period. A Notice of Availability will also be published in the *Federal Register* and in local and regional newspapers. Comments received during the 45-day review period will be addressed in the final PEIS. We will also provide you a copy of the DPEIS when it becomes available in the summer of 2003. If you have any questions or concerns regarding the DPEIS, please feel free to contact Mr. Mark Doles at (817) 886-1693.

Sincerely,

A handwritten signature in black ink that reads "Paul M. Hathorn".

William Fickel Jr.

Chief, Planning Environmental, and Regulatory Division

JUNE 18, 2003

2003 JUN 23 AM 12:00

LAGUNA NIGUEL, CA

CHARLES PARSONS, REGIONAL
ENVIRONMENTAL OFFICER
INS WESTERN REGION
PO BOX 30080
LAGUNA NIGUEL, CA 92607-0080

**RE: LETTER DATED FEBRUARY 18, 2003 - PROGRAMMATIC
ENVIRONMENTAL IMPACT STATEMENT FOR U.S. BORDER
PATROL ACTIVITIES WITHIN THE BORDER AREAS OF THE
YUMA-TUCSON SECTORS - ARIZONA**

DEAR MR PARSONS

ON FEBRUARY 18, 2003, I SENT YOU A FOUR PAGE LETTER REGARDING THE ENVIRONMENTAL IMPACT STATEMENT (SEE ABOVE) AND I HAVE NOT RECEIVED WORD FROM YOUR OFFICE WHETHER OR NOT YOU RECEIVED IT.

I WOULD LIKE TO KNOW WHAT YOU THINK OF MY COMMENTS.

THANK YOU.

SINCERELY,


TERESA BRANGER

THE BRANGER RANCH
35000 HILTON RANCH ROAD
VAIL, ARIZONA 85641

C: ENCLOSURE (4 PAGE LETTER DATED FEBRUARY 2003)

FEBRUARY 18, 2003

CHARLES PARSONS, REGIONAL
ENVIRONMENTAL OFFICER
INS WESTERN REGION
PO BOX 30080
LAGUNA NIGUEL, CA 92607-0080

DRAFT – PROGRAMMATIC ENVIRONMENTAL
IMPACT STATEMENT FOR U.S. BORDER PATROL
ACTIVITIES WITHIN THE BORDER AREAS OF THE
YUMA-TUCSON SECTORS - ARIZONA
+++++
LAS CIENEGAS CONSERVATION AREA AND
THE BRANGER RANCH (SEE MAP ATTACHED)

DEAR MR PARSONS

WE (MY HUSBAND, JEAN-MARCEL AND I, TERESA) I HAVE READ THE 357
PAGE DRAFT ENVIRONMENTAL IMPACT STATEMENT AND POSSIBLE
SOLUTIONS TO THE UNITED STATES/MEXICAN BORDER PRIORITY ISSUE
RECEIVED FRIDAY, FEBRUARY 14, 2003, VIA FEDERAL EXPRESS PRIORITY
MAIL.

FIRSTLY, I WISH TO STATE THAT I HAVE ALWAYS HOPED, IN MY LIFETIME,
TO WITNESS THE UNITED STATES PURCHASE MEXICO; HOWEVER, I DO
NOT SEE THAT HAPPENING IN THE FORESEEABLE FUTURE.

***THE FENCING, LIGHTING, TOWERS, ETC. PROPOSAL** WOULD APPEAR
THAT THE CITIZENS OF THESE UNITED STATES ARE PRISONERS IN THEIR
OWN COUNTRY WITH THE USE OF SANDIA AND BOLLARD FENCING.
ADMIRABLY, THE DRAFT IS AN EXCELLENT ENVIRONMENTAL
STATEMENT, AND WE WHOLEHEARTEDLY AGREE THAT IT IS THE ONLY
AND BEST POSSIBLE SOLUTION TO THE UIA BORDER PROBLEM.

***WE PREFER THE DECORATIVE FENCE (1-16)**

FOR THE LAST TWO YEARS, WE HAVE SUFFERED INVASION OF PRIVACY, DISRESPECT FOR OUR CONSERVATION AREAS AND PRIVATE PROPERTY, FOREIGN TRESPASSING, LACK OF SLEEP, VIOLATIONS AND EXTREME CRUELTY TO ANIMALS, AND DISGUSTING LITTER, ALL BECAUSE OF THE DRUG DEALERS/PACKERS, AND ESPECIALLY THE UIA (UNDOCUMENTED ILLEGAL ALIEN) PROBLEM IN THE EMPIRE MOUNTAINS. THESE CRIMINALS HAVE TRESPASSED ON OUR PROPERTY, (THE BRANGER RANCH), WHICH IS ADJACENT TO THE LAS CIENEGAS NATIONAL CONSERVATION AREA (42,000 ACRES), LEGISLATION INTRODUCED BY ARIZONA CONGRESSMAN JIM KOLBE AND SIGNED BY PRESIDENT CLINTON ON DECEMBER 6, 2000, AND PRESENTLY CONTROLLED AND MAINTAINED BY THE BUREAU OF LAND MANAGEMENT, TUCSON, ARIZONA.

OUR NIGHTS, AT TIMES, HAVE BEEN FILLED WITH TERRORISM CAUSED PRIMARILY BY THE DRUG DEALERS/PACKERS, , UIAS TRESPASSING, STEALING OUR WATER, HITTING OUR WINDOWS WITH THEIR STICKS AT ALL HOURS OF THE NIGHT, SHOOTING AT US AND OUR PROPERTY; DOGS, ETC. , ATTEMPTING TO STEAL OUR VEHICLES, ATTACK OUR DOGS, SHOOT AT THEM, HITTING THEM WITH STICKS AND STONES, INJURING THEM AND SOMETIMES KILLING THEM.

SEVERAL TIMES LAST YEAR, OUR DOGS BARKED SO LONG, AT NIGHT, AND SO HARD THAT THEY COULD NO LONGER BARK FOR THE LONGEST TIME. I HAVE SEEN MY ANIMALS DIE BEFORE MY EYES, I HAVE SEEN WHAT THE HORRORS GUNS CAN DO, I HAVE SEEN GREAT SUFFERING FROM THEIR WOUNDS, I HAVE SEEN MY ANIMALS' FACES WITH WHIP-LIKE LASHES ON THEIR FACES, TEETH LOST FROM UIA'S HITTING THEM WITH STICKS, STONES, ETC., I CAN GO ON, BUT IT IS TOO PAINFUL AND NIGHTMARISH FOR US TO CONTINUE...

AMAZINGLY, YOUR DRAFT COVERED EVERY ISSUE AND PROBLEMS THAT WE, THE LANDOWNERS IN THE RURAL AREAS IN THE SOUTHWEST AND EASTERN PORTION OF SOUTHERN ARIZONA, HAVE EXPERIENCED, EXCEPT FOR THE ISSUE OF THE DISCARDED SARDINE CANS STREWN ABOUT LEFT IN SECRET HIDING PLACES FOR THE UIAS BY OUR OWN AMERICAN CITIZENS FACILITATING ILLEGAL BORDER CROSSERS. THERE IS NO DOUBT THAT THE WILDWIFE, ALONG WITH MY OWN ANIMALS HAVE BEEN HURT BY THEM, HENCE INJURIES AND POSSIBLE DISEASE THROUGHOUT THE ANIMAL KINGDOM IN THE EMPIRE MOUNTAINS. (WHITETAIL DEER HAVE BEEN SEEN LIMPING ALONG THE MOUNTAIN TRAILS).

MY HUSBAND, JEAN-MARCEL AND I HAVE HAD LITERALLY CLOSE TO A THOUSAND DISCUSSIONS CONCERNING SOLUTIONS TO THIS ON-GOING UGLY PROBLEM. THE ONLY SOLUTION AND LAST RESORT WAS BORDER

FENCING. WE PERSONALLY DISCUSSED ELECTRICAL FENCING SURROUNDING OUR OWN PROPERTY , BUT IT WOULD DEFINITELY EFFECT THE WILDLIFE'S FREEDOM TO ROAM, IN MORE WAYS THAN ONE, SO CONSEQUENTLY THAT SOLUTION WAS QUICKLY RULED OUT.

TO DATE, UIAS CONTINUE DAILY TO CROSS OVER THE LAS CIENEGAS NATIONAL CONSERVATION AREA, THROUGH OUR PROPERTY, AND ONTO HIGHWAY 83, HEADED FOR TUCSON (**SEE MAP ATTACHED**). WE ESTIMATE FIVE, EIGHT AND SOMETIMES 15 UIAS CROSS OUR PROPERTY IN THE LATE EVENING AND EARLY MORNING DAILY, BUT SURPRISINGLY, WHEN THE "VIGILANTE STORY" CAME OUT IN THE ARIZONA DAILY STAR, AND ON TELEVISION, THEY QUICKLY CEASED FROM TRESPASSING, STEALING OUR WATER, TERRORIZING US, AND ARE NOW CROSSING AS QUIETLY AS THEY KNOW HOW. HOWEVER, MY ANIMALS CONTINUE TO SUFFER AT THE HANDS OF THESE CRIMINALS.

OUR HEARTS ARE HEAVILY LADEN WITH THE THOUGHT OF A BORDER FENCE GOING UP ALONG THE ARIZONA BORDER, BUT IT IS THE ONLY POSSIBLE SOLUTION, BESIDES THE SOLUTION OF THESE UNITED STATES PURCHASING MEXICO.

THANK YOU FOR READING OUR COMMENTS TO THE ENVIRONMENTAL IMPACT STATEMENT FOR U.S. BORDER PATROL ACTIVITIES WITHIN THE BORDER AREAS OF THE TUCSON AND YUMA SECTORS.

PLEASE FEEL FREE TO CALL ON US TO ASSIST IN ANY WAY THAT WE POSSIBLY CAN, SO THAT U.S. BORDER PATROL CAN SUCCESSFULLY ACCOMPLISH THEIR GOALS IN PEACE.

AGAIN, THANK YOU.

RESPECTFULLY SUBMITTED,

JEAN MARCEL BRANGER

TERESA BRANGER, LANDOWNERS

THE BRANGER RANCH
THE EMPIRE MOUNTAINS
35000 HILTON RANCH ROAD
VAIL, ARIZONA 85641

COPIES TO:

CONGRESSMAN JIM KOLBE *THANK YOU FOR THE LAS CIENEGAS C.A.
1661 NORTH SWAN, STE 112
TUCSON, ARIZONA 85712

BUREAU OF LAND MANAGEMENT
TUCSON SECTOR
ATTN JESSE JUEN * THANK YOU FOR BEING THERE.
12661 EAST BROADWAY
TUCSON, ARIZONA 85748-7208

U.S. BORDER PATROL
ATTN: CLYDE BENZENHOEFER *THANK YOU FOR ALL YOUR HELP!
2430 SOUTH SWAN ROAD
TUCSON, ARIZONA 85711 IIAND DELIVERED MONDAY, 2/24/2003

OFFICE OF CONGRESSMAN ED PASTOR
ATTN LANDIS DAVID
2432 EAST BROADWAY BLVDF
TUCSON, ARIZONA 85719

END OF LIST.

Notice of Availability
Draft Programmatic Environmental Impact Statement
for U.S. Border Patrol Activities Within the Border Areas of the
Tucson And Yuma Sectors, Arizona

AGENCY: U.S. Immigration and Naturalization Service
Headquarters, Facilities and Engineering Division
Washington, DC

ACTION: Notice of Availability of the Draft Programmatic Environmental Impact Statement

SUMMARY: This Notice has been prepared to inform interested parties that the Immigration and Naturalization Service has released the Draft Programmatic Environmental Impact Statement (DPEIS) for INS and U.S. Border Patrol daily operations (*i.e.*, ground and aerial patrols, maintenance of drag roads, lighting, remote video surveillance (RVS) systems, and checkpoint operations) within the Tucson and Yuma (Arizona portion) Sectors. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (*i.e.*, fences, bridges, stations, and lighting). Comments received during the public review period will be incorporated, as appropriate, into the final PEIS.

DATES: Written comments and suggestions must be received no later than 45 days after the U.S. Environmental Protection Agency posts the notice of availability in the *Federal Register*, which is expected to occur on 1 November 2002.

ADDRESSES: Copies of the DPEIS are available for review at the following libraries: Douglas library, 560 E. 10th Street, Douglas, AZ; Nogales City-Santa Cruz Library, Nogales Place, 518 North Grand Avenue, Nogales, AZ; Casa Grande Public Library, 405 East Sixth, Casa Grande, AZ; Yuma County Library, 350 Third Avenue, Yuma, AZ; Yuma County Library, Wellton Branch, 10425 William Street, Wellton, AZ; Pima Community College, West Campus Learning Resource Center, Tucson, AZ; University of Arizona Library, 1040 East Fourth Street, Tucson, AZ; Cochise College, Andrea Cracchiolo Library, 901 North Colombo, Sierra Vista, AZ; Tucson-Pima Library, 101 North Stone Avenue, Tucson, AZ; Copper Queen Library, 6 Main Street, Bisbee, AZ; Elsie S. Hogan, Community Library, 207 W. Maley, Willcox, AZ; Tucson-Pima County Community Library, 33 Plaza, Ajo, AZ.

Paper and/or electronic copies (CD-ROM) of the DPEIS can also be obtained by writing to Mr. Charles McGregor, U.S. Army Corps of Engineers, Fort Worth District, ATTN: CESWF-PER-EE, P.O. Box 17300, Fort Worth, Texas 76102-0300.

Send written comments on the DPEIS to Mr. Charles McGregor, at the address listed above or fax comments to Mr. McGregor's attention at (817) 886-6499. Electronically transmitted comments will not be accepted. Mr. McGregor can be contacted for additional information at (817) 886-1708.



U.S. Department of Justice
Immigration and Naturalization Service
Architect-Engineer Resource Center

Attention: CESWF-PM-INS
819 Taylor Street, Room 3A28
P.O. Box 17300
Fort Worth, TX 76102-0300

October 29, 2002

Dear Sir or Madam:

The Immigration and Naturalization Service (INS) has prepared a Draft Programmatic Environmental Impact Statement (DPEIS). The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

The INS is soliciting comments on the DPEIS from Federal and state agencies, organizations and the general public. Enclosed please find a CD with an electronic copy of the DPEIS in Adobe format (.pdf). Hardcopies and electronic copies of the DPEIS have been distributed to local and regional libraries and are available for review and downloading from the USACE, Fort Worth District's Internet web page at the following url address: www.swf.usace.army.mil/ins/peis/default.htm. Hardcopies of the DPEIS are also available upon request by contacting Mr. Charles McGregor, USACE Fort Worth District, at (817) 886-1708. Written comments can be sent to Mr. Charles McGregor, USACE Fort Worth District, ATTN: CESWF-PER-EE, P.O. Box 17300, Fort Worth, Texas 76102-0300 or faxed to Mr. McGregor's attention at (817) 886-6499. The deadline for receipt of comments is 45 days after the notice of availability has been published in the *Federal Register*, which is expected to occur on 1 November 2002.

If you have any questions, please call Mr. McGregor at (817) 886-1708.

Sincerely,

Eric W. Verwers
Director, INS A-E Resource Center

Enclosure

AFFIDAVIT OF PUBLICATION

STATE OF ARIZONA)
)
) :SS.
)
 COUNTY OF COCHISE)

Kimberly L. Marinus
KIMBERLY L. MARINUS

being first

duly sworn, deposes and says: That (he) (she) is the Agent to the Publisher of the
SIERRA VISTA HERALD and the BISBEE DAILY REVIEW newspapers printed and
published six days a week in the County of Cochise, State of Arizona, and of
general circulation in the cities of Sierra Vista and Bisbee, County of Cochise,
State of Arizona and elsewhere, and the hereto attached

NOTICE OF AVAILABILITY ENVIRONMENTAL
IMPACT STATEMENT FOR
US BORDER PATROL
ACTIVITIES

was printed and published correctly in the regular and entire issue of said SIERRA

VISTA HERALD and BISBEE DAILY REVIEW for 1 Issues, that the first

was made on the 1st day of NOVEMBER 20 02

and the last publication thereof was made on the 1st day of

NOVEMBER 20 02 that said publication

was made on each of the following dates, to wit:

11/01/02

Request of

GULF SOUTH RESEARCH CORP.

Sierra Vista Herald
Bisbee Daily Review

By *Joan Hancock*

Subscribed sworn to before me this 1st day of NOVEMBER

20 02



Notary Public in and for the County of Cochise, State of Arizona

My Commission Expires:

5/28/2004

BW1 FOIA CBP 008719

PUBLIC NOTICE
Notice of Availability
Draft Programmatic Environmental Impact
Statement
for U.S. Border Patrol Activities Within the
Border Areas of the
Tucson And Yuma Sectors, Arizona
AGENCY: U.S. Immigration and Naturalization
Service Headquarters, Phoenix and
Immigration Districts, Phoenix and
Tucson
Title: Notice of Availability of the Draft
Programmatic Environmental Impact Statement
Availability: This notice has been prepared to
provide interested parties with the information
and materials necessary to review the
Draft Programmatic Environmental Impact
Statement (DPEIS) for the U.S. Border
Patrol daily operations (i.e., ground and aerial
patrol, maintenance of drug routes, lighting,
border area surveillance, patrol systems, and
checkpoint operations) within the Tucson and
Yuma Sectors of the Border. The DPEIS
also addresses the potential effects of border or
immigration enforcement infrastructure
construction projects (i.e., fences, patrol
stations, and radar) in the Tucson Sector.
During the public review period, all
comments, written questions, and suggestions
must be received no later than 45 days after the
U.S. Environmental Protection Agency posts the
notice of availability. The public review
period is expected to begin on November 20, 2002.
Availability: Copies of the DPEIS are
available at the following libraries:
Douglas Library, 2015 19th Street, Douglas, AZ
Nogales City-Santa Cruz Library, Nogales Plaza
Bldg North, Nogales Avenue, Nogales, AZ
Casa Grande Public Library, 405 East 5th, Casa
Grande, AZ
Yuma County Library, 300 Third
Avenue, Yuma, AZ
Yuma County Library,
Washburn Branch, 10014 Western Center, Washburn,
AZ
Pima Community College, West Campus
Library, Pima College, Tucson, AZ
University of Arizona, 1140 East Fourth
Street, Tucson, AZ
Cochise College, Andrew
Dunsmuir Library, 1000 North Cochise, Sierra
Vista, AZ
Tomball Library, 101 North
Sierra Avenue, Tucson, AZ
Copper Queen
Library, 2 Main Street, Bisbee, AZ
Hogan Community Library, 211 W. Main,
Wilcox, AZ
Tucson-Pima County Community
Library, 1111 Broadway, Tucson, AZ
If you have questions about availability of the
DPEIS, you may also be contacted by writing to Mr.
Charles McKinney, U.S. Border Patrol, Office of
Public Affairs, 2000 North Central Avenue, Tucson,
AZ 85704, P.O. Box 11000, Fort Worth, Texas
76101-0100.
Send written comments on the DPEIS to Mr.
Charles McKinney at the address listed above
or the comments to Mr. McKinney's attention at
(520) 886-6444. Unsubstantiated handwritten
comments will not be accepted. Mr. McKinney
can be contacted for additional information at
(520) 886-1700.
PUBLISH: November 1, 2002



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Delia Carlyle, Chairperson
Ak Chin Indian Community Council
42507 W. Peters & Nall Road
Maricopa, AZ 85239

Dear Chairperson Carlyle:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

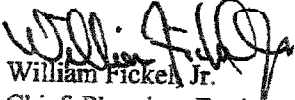
In accordance with federal laws and regulations in conducting these investigations, we wish to continue our on-going consultation with the appropriate federally recognized Native American tribes who historically used this region or continue to use the area.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.

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

Sincerely,


William Fickel, Jr.
Chief, 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:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Donald R. Antone, Governor
Gila River Indian Community Council
P.O. Box 97
Sacaton, AZ 85247

Dear Governor Antone:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Sherry Cordova, Chairperson
Cocopah Indian Tribe
County 15th and Avenue G
Somerton, AZ 85350

Dear Chairperson Cordova:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Daniel Eddy, Jr., Chairperson
Colorado River Indian Tribes
Route 1, Box 23-B
Parker, Arizona 85344

Dear Chairperson Eddy:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Ivan Makil, President
Salt River Pima-Maricopa Indian Community Council
10005 E. Osburn
Scottsdale, AZ 85256

Dear President Makil:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patricia Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Wayne Taylor, Jr., Chairman
ATTN: Mr. Leigh J. Kuwanwisiwma
Hopi Tribal Council
P.O. Box 123
Kykotsmovi, AZ 86039

Dear Chairman Taylor:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Edward Manuel, Chairman
ATTN: Mr. Peter Steere, Cultural Resource Manager
Tohono O'odham Nation
P.O. Box 837
Sells, AZ 85634

Dear Chairman Manuel:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Stan Rice, President
Yavapai-Prescott Tribe
530 East Merritt Street
Prescott, AZ 86301

Dear President Rice:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Vincent Randall, Chairman
Yavapai-Apache Community Council
P.O. Box 1188
Camp Verde, AZ 86322

Dear Chairman Randall:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



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

REPLY TO
ATTENTION OF:

November 5, 2002

Planning, Environmental and Regulatory Division

SUBJECT: Immigration and Naturalization Service (INS) Draft Programmatic Environmental Impact Statement (DPEIS) for U.S. Border Patrol Activities Within the Border Areas of the Tucson and Yuma Sectors

Honorable Malcolm Bowekaty, Governor
Zuni Pueblo Tribal Council
P.O. Box 339
Zuni, NM 87327

Dear Governor Bowekaty:

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), is pleased to provide you with this copy of the DPEIS mentioned above.

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.

The DPEIS addresses potential impacts of U.S. Border Patrol (USBP) daily operations (i.e., ground and aerial patrols, maintenance of drag roads, lighting, off-road patrols, and checkpoints) for the Tucson and Yuma (Arizona portion) Sectors in Arizona. The DPEIS also addresses the potential effects of known or reasonably foreseeable infrastructure construction projects (i.e., fences, bridges, stations, and lighting).

We welcome your comments on this public document and look forward to hearing from you. The deadline for receipt of comments is 45 days after the notice of availability has been published in the Federal Register, November 1, 2002. Written comments can be sent to Mr. Charles McGregor, or Ms. Patience Patterson, USACE Fort Worth District, ATTN: CESWF-PER-EE, at the address noted above.



U.S. Department of Justice
Immigration and Naturalization Service
Architect-Engineer Resource Center

Attention: CESWF-PM-INS
819 Taylor Street, Room 3A28
P.O. Box 17300
Fort Worth, TX 76102-0300

October 20, 2000

U.S. Fish and Wildlife Service
ATTN: Pete Sorensen
2730 Loker Avenue West
Carlsbad, CA 92008

Dear Mr. Sorensen,

The Immigration and Naturalization Service (INS) intends to prepare an Environmental Impact Statement (EIS) addressing U.S. Border Patrol (USBP) activities along the U.S.-Mexico Border in Arizona and a portion of California. We are currently in the process of gathering the most current information available regarding Federally listed species potentially occurring within the project area.

INS would like to formally request a current list of Federally protected species potentially occurring in Imperial County. Any information you may have regarding critical habitat areas for these species would also be greatly appreciated. To better assess potential impacts to these species, we would like to present as much data in a GIS format as possible. Any GIS information, or information sources, you could provide regarding current distribution of the protected species would also be very helpful.

If you have any questions, or require additional information, please contact me at (817) 978-0202. Thank you for your prompt attention and cooperation.

Sincerely,

Eric Verwers, Assistant Director
Immigration and Naturalization Service,
A/E Resource Center



U.S. Department of Justice
Immigration and Naturalization Service
Architect-Engineer Resource Center

Attention: CESWF-PM-INS
819 Taylor Street, Room 3A28
P.O. Box 17300
Fort Worth, TX 76102-0300

September 28, 2000

U.S. Fish and Wildlife Service
ATTN: Dave Harlow
2321 W. Royal Palm Road, Suite 103
Phoenix, Arizona 85021-4951

Dear Mr. Harlow,

The Immigration and Naturalization Service (INS) intends to prepare an Environmental Impact Statement (EIS) addressing U.S. Border Patrol (USBP) activities along the U.S.-Mexico Border in Arizona. We are currently in the process of gathering the most current information available regarding Federally listed species potentially occurring within the USBP Tucson and Yuma Sectors. Operational activities of the Tucson Sector are concentrated in Cochise, Pima, Yuma, and Santa Cruz counties of Arizona.

A current list of Federally threatened or endangered species that potentially occur in these counties is included as attachment A. Please review this list for accuracy and completeness. Any information you may have regarding potential or known presence, critical habitat, general habitat, descriptions, distribution, and status of these species would be greatly appreciated. To better assess potential impacts to these species, we would like to present as much data in a GIS format as possible. Any GIS information, or information sources, you could provide regarding current distribution of the above mentioned species would also be appreciated. Additionally, any past Biological Opinions prepared by the USFWS for these species would be very helpful.

We look forward to working with you on this project. If you have any questions, or require additional information, please contact me at (817) 978-0202. Thank you for your prompt attention and cooperation.

Sincerely,

Eric Verwers, Assistant Director
Immigration and Naturalization Service
A/E Resource Center

Threatened and Endangered Species
 Listing by County in southern Arizona
 (Tucson and Yuma USBP Sectors)

Common Name	Scientific Name	Listing Status	County
Beautiful shiner	<i>Cyprinella formosa</i>	Threatened	Cochise
Canelo Hills ladies'tresses	<i>Spiranthes delitescens</i>	Endangered	Cochise, Santa Cruz
Cochise pincushion cactus	<i>Coryphantha robbinsorum</i>	Threatened	Cochise
Desert pupfish	<i>Cyprinodon macularius</i>	Endangered	Santa Cruz, Pima
Gila topminnow	<i>Poeciliopsis occidentalis occidentalis</i>	Endangered	Cochise, Santa Cruz, Pima
Huachuca water umbel	<i>Lilaeopsis schaffneriana recurva</i>	Endangered	Cochise, Santa Cruz, Pima
Jaguar	<i>Panthera onca</i>	Endangered	Cochise, Santa Cruz, Pima
Jaguarundi	<i>Felis yagouaroundi cacomilli</i>	Endangered	Cochise, Santa Cruz, Pima
Kearney's blue star	<i>Amsonia kearneyana</i>	Endangered	Pima
Lesser long-nosed bat	<i>Leptonycteris curasoae yerbabuena</i>	Endangered	Cochise, Santa Cruz, Pima
Masked bobwhite	<i>Colinus virginianus ridgwayi</i>	Endangered	Pima
Mexican spotted owl	<i>Strix occidentalis lucida</i>	Threatened	Cochise, Santa Cruz, Pima
New Mexico ridge-nosed rattlesnake	<i>Crotalus willardi obscurus</i>	Threatened	Cochise
Nichol's Turk's head cactus	<i>Echinocactus horizontalis nicholii</i>	Endangered	Pima, Yuma
Northern aplomado falcon	<i>Falco femoralis septentrionalis</i>	Endangered	Cochise, Santa Cruz
Ocelot	<i>Felis pardalis</i>	Endangered	Cochise, Santa Cruz, Pima
Pima pineapple cactus	<i>Covphantha scheeri robustispina</i>	Endangered	Santa Cruz, Pima
Razorback sucker	<i>Xyrauchen texanus</i>	Endangered	Yuma
San Xavier talussnail	<i>Sonorella eremita</i>	Species of Concern	Pima
Sonora tiger salamander	<i>Ambystoma tigrinum stebbinsi</i>	Endangered	Cochise, Santa Cruz
Sonoran pronghorn	<i>Antilocapra americana sonoriensis</i>	Endangered	Pima, Yuma
Southwestern willow flycatcher	<i>Empidonax traillii eximius</i>	Endangered	Cochise, Santa Cruz, Pima, Yuma
Yaqui catfish	<i>Ictalurus pricei</i>	Threatened	Cochise
Yaqui chub	<i>Gila purpurea</i>	Endangered	Cochise
Yuma clapper rail	<i>Rallus longirostris yumanensis</i>	Endangered	Yuma



U.S. Department of Justice
Immigration and Naturalization Service
Architect-Engineer Resource Center

Attention: *CESWF-PM-INS*
819 Taylor Street, Room 3A28
P.O. Box 17300
Fort Worth, TX 76102-0300

September 28, 2000

U.S. Department of Agriculture
Tucson Office
Plant Services Division
400 W. Congress, Suite 124
Tucson, AZ 85710

To Whom It May Concern:

The Immigration and Naturalization Service (INS) intends to prepare an Environmental Impact Statement (EIS) addressing U.S. Border Patrol (USBP) activities along the U.S.-Mexico Border in Arizona. We are currently in the process of gathering the most current information available regarding Federally listed species potentially occurring within the USBP Tucson and Yuma Sectors. Operational activities of the Tucson Sector are concentrated in Cochise, Pima, Yuma, and Santa Cruz counties of Arizona.

The INS AERC respectfully requests that your agency provide a list and/or description of the native plants that you believe may be affected by the USBP activities in this area. We intend to provide your agency with a copy of the Draft EIS once it is completed. Please inform us if additional copies are needed and/or if someone else within your agency other than you should receive the Draft EIS.

We look forward to working with you on this project. If you have any questions, or require additional information, please contact me at (817) 978-0202. Thank you for your prompt attention and cooperation.

Sincerely,

Eric Verwers, Assistant Director
Immigration and Naturalization Service
A/E Resource Center



U.S. Department of Justice
Immigration and Naturalization Service
Architect-Engineer Resource Center

*Attention: CESWF-PM-INS
819 Taylor Street, Room 3A28
P.O. Box 17300
Fort Worth, TX 76102-0300*

September 28, 2000

Arizona Game and Fish Department
ATTN: John Hervert
9140 E. County 10½ Street
Yuma, Arizona 85365

Dear Mr. Hervert,

The Immigration and Naturalization Service (INS) intends to prepare an Environmental Impact Statement (EIS) addressing U.S. Border Patrol (USBP) activities along the U.S.-Mexico Border in Arizona. We are currently in the process of gathering the most current information available regarding Federally listed species potentially occurring within the USBP Tucson and Yuma Sectors. Operational activities of the Tucson Sector are concentrated in Cochise, Pima, Yuma, and Santa Cruz counties of Arizona.

A current list of Federally threatened or endangered species that potentially occur in these counties is included as attachment A. Please review this list for accuracy and completeness. Any information you may have regarding potential or known presence, critical habitat, general habitat, descriptions, distribution, and status of these species would be greatly appreciated. To better assess potential impacts to these species, we would like to present as much data in a GIS format as possible. Any GIS information, or information sources, you could provide regarding current distribution of the above mentioned species would also be appreciated. Additionally, any past Biological Opinions prepared by the USFWS for these species would be very helpful.

We look forward to working with you on this project. If you have any questions, or require additional information, please contact me at (817) 978-0202. Thank you for your prompt attention and cooperation.

Sincerely,

Eric Verwers, Assistant Director
Immigration and Naturalization Service
A/E Resource Center



GULF SOUTH RESEARCH CORPORATION

Post Office Box 83564

Baton Rouge, Louisiana 70884-3564

Telephone (225) 757-8088

22 April 1999

Sabra Schwartz
Heritage Data Management System Coordinator
Arizona Game and Fish Department

Dear Ms. Schwartz,

As I mentioned on the phone, the Immigration and Naturalization Service (INS) intends to prepare a Biological Assessment (BA) addressing U.S. Border Patrol (USBP) activities along the U.S.-Mexico Border in Southeast Arizona. Operational activities of the USBP occur in Cochise, Pima, Pinal, and Santa Cruz Counties of Arizona. Preliminary discussions with U.S. Fish and Wildlife (USFWS) personnel indicate that the BA should focus on four species within the area: Sonoran Pronghorn (*Antilocapra americana sonoriensis*), Cochise pincushion cactus (*Coryphantha robbinsorum*), American peregrine falcon (*Falco peregrinus anatum*), and Mexican spotted owl (*Strix occidentalis lucida*).

We are currently in the process of gathering the most current information available regarding protected species within the counties of Cochise, Pima, Pinal, and Santa Cruz. As we discussed this afternoon, we would like your office to provide a preliminary distribution map of the four species within the four county project study area (The INS BA is still in the preliminary stages and detailed species locations are not required). Additionally, any general information you may have about the four species would be greatly appreciated. I realize that you normally require 30 days to process this type of information, but if possible we would like to have this information available for an upcoming meeting with the USFWS. The meeting will probably occur the week of May 10, 1999. If possible, we would like to receive your information by May 5, 1999 in order to allow our GIS department time to digitize the map information before the meeting.

We look forward to working with you on this project. Please don't hesitate to contact me if you have any questions or require additional information.

Sincerely,

Stephen Smith

ref: 80511104



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

REPLY TO
ATTENTION OF:

February 22, 1999

Environmental Division

U.S. Fish and Wildlife Service
ATTN: Dave Harlow
2321 W. Royal Palm Road, Suite 103
Phoenix, Arizona 85021-4951

Dear Mr. Harlow:

The U.S. Army Corps of Engineers, Fort Worth District (USACE) is assisting the Immigration and Naturalization Service (INS) with preparation of a Biological Assessment (BA) to consider the impacts of U.S. Border Patrol (USBP), Tucson Sector, activities on Federally listed threatened or endangered species. We are currently in the process of gathering the most current information available regarding Federally listed species potentially occurring within the USBP Tucson Sector. Operational activities of the Tucson Sector are concentrated in Cochise, Pima, Pinal, and Santa Cruz counties of Arizona.

A current list of Federally threatened or endangered species that potentially occur in these counties is included as attachment A. Please review this list for accuracy and completeness. Preliminary discussions with U.S. Fish and Wildlife (USFWS) personnel indicate that the BA should focus on four species within the area: Sonoran Pronghorn (*Antilocapra americana sonoriensis*), Cochise pincushion cactus (*Coryphantha robbinsorum*), American peregrine falcon (*Falco peregrinus anatum*), and Mexican spotted owl (*Strix occidentalis lucida*). However, all Federally listed species potentially occurring in the four-county area will be discussed in the document.

Any information you may have regarding potential or known population locations, critical habitat, general habitat descriptions, distribution, and status of these species would be greatly appreciated. To better assess potential impacts to these species, we would like to present as much data in a GIS format as possible. Any GIS information, or information sources, you could provide regarding current distribution of the above mentioned species would also be appreciated. Additionally, copies of any past Biological Opinions prepared by the USFWS for these species would be very helpful.

We look forward to working with you on this project. If you have any questions, or require additional information, please contact Ms. Linda Ashe of my staff at (817) 978-6382. Thank you for your prompt attention and cooperation.

Sincerely,

William Fickel, Jr.
Chief, Environmental Division

Attachment

Copy Furnished:

✓ Mr. Stephen Smith
Gulf South Research Corporation
7602 GSRI Avenue
Baton Rouge, LA 70820

Mr. Kim Rightmire
Wendy Lopez and Associates
1825 Market Center Blvd., Suite 510
Dallas, TX 75207

ATTACHMENT A

Federally Threatened and Endangered Species in Arizona by County

Cochise County:

American peregrine falcon
Bald eagle
Beautiful shiner
Canello Hills ladies' tresses
Cochise pincushion cactus
Gila topminnow
Huachuca water umbel
Jaguar
Jaguarundi
Lesser long-nosed bat
Mexican gray wolf
Mexican spotted owl
New Mexico ridge-nosed rattlesnake
Northern aplomado falcon
Ocelot
Sonora tiger salamander
Southwestern willow flycatcher
Whooping crane
Yaqui catfish
Yaqui chub

Pima County:

American peregrine falcon
Bald eagle
Cactus ferruginous pygmy owl
Desert pupfish
Gila topminnow
Huachuca water umbel
Jaguar
Jaguarundi
Kearney's blue star
Lesser long-nosed bat
Masked bobwhite
Mexican gray wolf
Mexican spotted owl
Nichols Turk's head cactus
Ocelot
Pima pineapple cactus
San Xavier talussnail

Sonoran pronghorn

Southwestern willow flycatcher

Pinal County:

American peregrine falcon
Arizona hedgehog cactus
Bald eagle
Cactus ferruginous pygmy owl
Desert pupfish
Gila topminnow
Lesser long-nosed bat
Loach minnow
Mexican spotted owl
Nichol's Turk's head cactus
Razorback sucker
Southwestern willow flycatcher
Spikedace
Yuma clapper rail

Santa Cruz County:

American peregrine falcon
Bald eagle
Cactus ferruginous pygmy owl
Canelo Hills ladies' tresses
Desert pupfish
Gila topminnow
Huachuca water umbel
Jaguar
Jaguarundi
Lesser long-nosed bat
Mexican gray wolf
Mexican spotted owl
Northern aplomado falcon
Ocelot
Pima pineapple cactus
Sonoran Chub
Sonora tiger salamander
Southwestern willow flycatcher

APPENDIX B
US FOREST SERVICE SENSITIVE SPECIES

Coronado National Forest Sensitive Species List and Status by Ranger District

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
PLANTS					
Alamos deer vetch <i>Lotus alamosanus</i>		S?			
Aravaipa sage <i>Salvia amissa</i>				S	S
Arid throne fleabane <i>Erigeron arisolius</i>	S	S	S		
Arizona alum root <i>Heuchera glomerulata</i>	S			S	S
Arizona giant sedge <i>Carex ultra</i>	S	S	S	S	S
Arizona manihot <i>Manihot davisiae</i>		S			S
Arizona monkshood <i>Aconitum infectum</i>		S			S
Bartram stonecrop <i>Graptopetalum bartramii</i>	S	S	S		S
Beardless chinch weed <i>Pectis imberbis</i>		S	S		
Bigelow thoroughwort <i>Eupatorium bigelovii</i>	Su			S	S
Box Canyon muhly <i>Muhlenbergia dubioides</i>		S	S		S
Branching penstemon <i>Penstemon ramosus</i>	Sd			S near?	
Broad leaf ground cherry <i>Physalis latiphysa</i>		S?		S	
Catalina beardtongue <i>Penstemon discolor</i>	S	S		S	S
Chihuahuan sedge <i>Carex chihuahuensis</i>	S	S	S	S	S
Chihuahuan stickseed <i>Hackelia ursine</i>	Su	S		S	S
Chiltepin <i>Capsicum annuum var. glabriusculum</i>	Su	S			
Chiricahua dock <i>Rumex orthoneurus</i>	S		S	S	
Chiricahua fleabane <i>Erigeron kuschai</i>	S				
Chiricahua mock pennyroyal <i>Hedeoma costatum</i>			S		
Chiricahua mountain brookweed <i>Samolus vegans</i>	S	S	S		S
Chiricahua rock cress <i>Arabis tricornuta</i>	S	S	S		S
Chiricahua rock daisy <i>Perityle cochisensis</i>	S				

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
Chisos coral root <i>Hexalectris revolute</i>		S	S?		
Coppermine milk-vetch <i>Astragalus cobrensis</i> var. <i>maguirei</i>	S			S	
Counter-clock fishhook cactus <i>Mammillaria mainiae</i>					S
Coville bundleflower <i>Desmanthus covillei</i>					
Escoba <i>Marina diffusa</i>		S?	S		
Foetid passion flower <i>Passiflora foetida</i>		S			
Gentry indigo bush <i>Dalea tentaculoides</i>		S			
Goodding's onion <i>Allium gooddingii</i>					S
Greene milkweed <i>Asclepias uncialis</i>			S		
Hinckley's ladder <i>Polemonium pauciflorum</i> spp. <i>Hinckleyi</i>	S				
Huachuca golden aster <i>Heterotheca rutteri</i>		S	S		
Huachuca groundsel <i>Senecio huachucanus</i>	S	S	S		
Huachuca milk-vetch <i>Astragalus hypoxylus</i>			S		
Huachuca milkweed vine <i>Pherotrichis balbisii</i>			S		
Huachuca morning glory <i>Ipomoea plummerae</i> var. <i>cuneifolia</i>	S	S	S		
Huachuca Mountain coyote thistle <i>Eryngium phyteumae</i>			S		
Huachuca Mountain lupine <i>Lupinus huachucanus</i>	S	S	S		
Large-flowered blue star <i>Amsonia grandiflora</i>		S	Hd		
Lemmon globe berry <i>Margaranthus lemmonii</i>			S		
Lemmon lily <i>Lilium parryi</i>	S	S	S		
Lemmon milkweed <i>Asclepias lemmonii</i>	S	S	S		
Lemmon's lupine <i>Lupinus lemmonii</i>	S			S near?	

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
Lemmon's morning glory <i>Ipomoea tenuiloba</i> var. <i>lemmonii</i>	S	S	S		S
Lemmon's stevia <i>Stevia lemmonii</i>			S		S
Lumholtz nightshade <i>Solanum lumholtzianum</i>		S	S		
Mexican broomspurge <i>Euphorbia gracillima</i>				S	
Mexican hemlock parsley <i>Conioselinum mexicanum</i>		S	S		
Mexican saber daisy <i>Machaeranthera mexicana</i>					
Mock pennyroyal <i>Hedeoma dentatum</i>	S	S	S	S	S
Needle-spined pineapple					
Nodding blue-eyed grass <i>Sisyrinchium cernuum</i>	S	S		S?	S
Pima indian mallow <i>Abutilon parishii</i>		S			S
Pinaleno Jacob's ladder <i>Polemonium flavum</i>				S	
Pinos altos flame flower <i>Talinum humile</i>			S		
Porsild's starwort <i>Stellaria porsildii</i>	S				
Pringle's hawkweed <i>Hieracium fendleri</i> var. <i>mogollense</i>					
Redflower onion <i>Allium rhizomatum</i>	S		S		
Rusby hawkweed <i>Hieracium rusbyi</i>	S		S	S	S
Saiya <i>Amoreuxia gonzalezii</i>		S			
Santa Cruz beehive cactus <i>Coryphantha recuvata</i>		S	S?		
Santa Cruz star leaf <i>Choisya mollis</i>		S			
Santa Cruz striped agave <i>Agave parviflora</i> spp. <i>Parviflora</i>		S	S		
Seeman groundsel <i>Senecio hartwegii</i>		S	S		
Shade violet <i>Viola umbraticola</i>	S		S		S
Smooth ayenia <i>Ayenia glabra</i>		S			
Sonoran noseburn <i>Tragia laciniata</i>		S	S		

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
Sparseleaf hermannia <i>Hermannia pauciflora</i>					S
Superb beardtongue <i>Penstemon superbus</i>	S	S	S	S	S
Supine bean <i>Macroptilum supinum</i>		S	S		
Sweet acacia <i>Acacia smallii</i>		S			
Sycamore Canyon muhly <i>Muhlenbergia xerophila</i>		S			S
Tepic flame flower <i>Talinum marginatum</i>			S		
Texas purple spike <i>Hexalectris warnockii</i>			S		
Three-nerved scurf pea <i>Pediomelum pentaphyllum</i>					
Thurber hoary pea <i>Tephrosia thurberi</i>	S	S	S		
Thurber's morning glory <i>Ipomoea thurberi</i>		S	S		
Toumey groundsel <i>Senecio neomexicanus</i> var. <i>toumeyii</i>	S				
Trans-Pecos Indian paintbrush <i>Castilleja nervata</i>	S				
Trelease agave <i>Agave schottii</i> var. <i>treleasei</i>					S
Tucson Mountain spiderling <i>Boerhavia megaptera</i>		S			west of?
Tumamoc globeberry <i>Tumamoca macdougalii</i>					S
Virlet paspalum <i>Paspalum virletii</i>		S	S		
White-flowered cinquefoil <i>Potentilla albiflora</i>				S	
Wiggins milkweed vine <i>Metastelma mexicanum</i>		S	S		S
Wislizeni gentian <i>Gentianella wislizeni</i>	S				
Wooly fleabane <i>Laennecia eriophylla</i>		S	S		
<i>Browallia eludens</i>			S		
<i>Coursetia glabella</i>	S		S		
BIRDS					
American peregrine falcon <i>Falco peregrinus anatum</i>	S	S	SB	SB	S
Northern Goshawk <i>Accipiter gentilis</i>	S	S	SB	SB	S

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
Bell's Vireo <i>Vireo bellii</i>	S	S	S	SB	
Chihuahuan savannah sparrow <i>Passerculus sandwichensis rufofuscus</i>					
Common black-hawk <i>Buteogallus anthracinus</i>	S	S?		SB	S
Eared trogon <i>Euptilotis neoxenus</i>	S		SB		
Gould's wild turkey <i>Meleagris gallopavo mexicana</i>	S		SB	SB	
Northern gray hawk <i>Asturina nitida maxima</i>	S	S?	SB		
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	S	S	S	S?	S
CRUSTACEANS					
Arizona cave amphipod <i>Stygobromus arizonensis</i>	S?		S		
AMPHIBIANS					
Lowland leopard frog <i>Rana yavapaiensis</i>	S?	S	S	SB	S
Ramsey Canyon leopard frog <i>Rana subaquavocalis</i>			S		
Western barking frog <i>Eleutherodactylus augusti cactorum</i>	S?	S	S		
MAMMALS					
Arizona shrew <i>Sorex arizonae</i>	S	S	S		
Chiricahua fox squirrel <i>Sciurus nayaritensis</i>	S				
Desert bighorn sheep <i>Ovis canadensis mexicana</i>				S	SB
Graham Mountains pocket gopher <i>Thomomys umbrinus grahamensis</i>				SB	
Southern pocket gopher <i>Thomomys umbrinus intermedius</i>			S	SB	
Swift fox <i>Vulpes velox</i>					
White-bellied long-tailed vole <i>Microtus longicaudus leucophaeus</i>				S	
White-sided jack rabbit <i>Lepus callotis</i>	S?			S?	

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
REPTILES					
Arizona ridge-nosed rattlesnake <i>Crotalus willardi willardi</i>	S	S	S		
Desert massasauga <i>Sistrurus catenatus edwardsi</i>	S?		Su		
Giant spotted whiptail <i>Cnemidophorus burti stictogrammus</i>	S?	S	S	S	
Gray-checked whiptail <i>Cnemidophorus dixonii</i>	S?				S
Mexican garter snake <i>Thamnophis eques megalops</i>	S?		S	S?	S
Sonoran desert tortoise <i>Gopheris agassizii</i>		S	S?	S	SB
FISHES					
Mexican stoneroller <i>Campostoma ornatum</i>	S				
Roundtail chub <i>Gila robusta</i>					
INSECTS					
A Tiger beetle <i>Amblycheila baroni</i>	S	S	S	S	S
A Tiger beetle <i>Cicindela purpurea cimarrona</i>				S	
Arizona metalmark <i>Calephelis arizonensis</i>	S?	S	S		S
Arizona water penny beetle <i>Psephenus arizonensis</i>	S				
Aryxna giant skipper <i>Agathymus aryxna</i>	S	S	S	S	S
Chiricahua water scavenger <i>Cymbiodyta arizonica</i>	S?				
Chiricahua white <i>Neophasia terlotii</i>	S	S	S	S	S
Evansi brigadier <i>Agathymus evansi</i>	S	S	S		
False ameleus mayfly <i>Ameletus falsus</i>					S
Maricopa tiger beetle <i>Cicindela oregona maricopa</i>					
Mexican meadowfly <i>Sympetrum signiferum</i>		S	S		
Blue silverspot butterfly <i>Speyeria nokomis coerulescens</i>			Su		Su
Obsolete viceroy <i>Limenitis archippus obsolete</i>	S?	S	S	S	S
Pima orange tip <i>Anthocharis pima</i>	S?	S	S		S

Table 3-5, continued

Common/Scientific Name	Status on Ranger District				
	Douglas	Nogales	Sierra Vista	Safford	Santa Catalina
Pinaleno monkey grasshopper <i>Eumorsea pinaleno</i>				SB	
Poling's giant skipper <i>Agathymus polingi</i>	S	S	S		S
Sabino Canyon damselfly <i>Argia sabino</i>		S			SB
Scudder's dusky wing <i>Erynnis scudderi</i>	S		S		
Stephan's heterelmis riffle beetle <i>Heterelmis stephani</i>		S			
Ursine giant skipper <i>Megathymus ursus</i>	S	S	S		S
White Mountains water penny beetle <i>Psephenus montanus</i>					

Source: USFS Coronado National Forest, 2003

Legend:

- S – Species documented and likely still present.
- Su – Historic presence documented, but no surveys or documented sightings within the past 20 years.
- Sd – Species not on District, but action on District may impact species downstream from District.
- S? – Species not documented or unknown, but may occur because suitable habitat occurs.
- SB – Breeding of species documented
- Hd – Critical Habitat not on District, but actions on District may impact Critical Habitat downstream from District.

APPENDIX C
LIST OF STATE PROTECTED SPECIES

State Protected Species of Potential Occurrence in Cochise County, Arizona

Common Name	Scientific Name	Federal Status	WSCA Status	NPL Status
MAMMALS				
Mexican long-tongued bat	<i>Choeronycteris mexicana</i>	SC	WC	--
western red bat	<i>Lasiurus blossevillii</i>	--	WC	--
lesser long-nosed bat	<i>Leptonycteris curasoae yerbabuena</i>	E	WC	--
jaguar	<i>Panthera onca</i>	E	WC	--
Arizona shrew	<i>Sorex arizonae</i>	SC	WC	--
BIRDS				
northern goshawk	<i>Accipiter gentilis</i>	SC	WC	--
violet-crowned hummingbird	<i>Amazilia violiceps</i>	--	WC	--
Baird's sparrow	<i>Ammodramus bairdii ammordramus</i>	SC	WC	--
Sprague's pipit	<i>Anthus spragueii</i>	--	WC	--
northern gray hawk	<i>Asturina nitida maxima</i>	SC	WC	--
common black-hawk	<i>Buteogallus anthracinus</i>	--	WC	--
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	--	WC	--
black-bellied whistling duck	<i>Dendrocygna autumnalis</i>	--	WC	--
northern buff-breasted flycatcher	<i>Empidonax fulvifrons pygmaeus</i>	SC	WC	--
southwestern willow flycatcher	<i>Empidonax trailii extimus</i>	E	WC	--
American peregrine falcon	<i>Falco peregrinus anatum</i>	SC	WC	--
Mississippi kite	<i>Ictinia mississippiensis</i>	--	WC	--
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T	WC	--
elegant trogon	<i>Trogon elegans tyrannus</i>	--	WC	--
thick-billed kingbird	<i>Crassirostris tyrannus</i>	--	WC	--
tropical kingbird	<i>Melanocholicus agosia</i>	--	WC	--
REPTILES				
Arizona ridgenose rattlesnake	<i>Crotalus willardi willardi</i>	--	WC	--
Sonoran desert tortoise	<i>Gopherus agassizii</i>	SC	WC	--
desert massasauga	<i>Sistrurus catenatus edwardsi</i>	--	WC	--
Mexican garter snake	<i>Thamnophis eques megalops</i>	SC	WC	--
AMPHIBIANS				
Sonoran tiger salamander	<i>Ambystoma tigrinum stebbinsi</i>	E	WC	--
western barking frog	<i>Eleutherodactylus augusti cactorum</i>	--	WC	--
plains leopard frog	<i>Rana blairi</i>	--	WC	--
Chiricahua leopard frog	<i>Rana chiricahuensis</i>	PT	WC	--
Ramsey Canyon leopard frog	<i>Rana subaquavocalis</i>	SC	WC	--
lowland leopard frog	<i>Rana yavapaiensis</i>	SC	WC	--
FISHES				
gila chub	<i>Gila intermedia</i>	C	WC	--
Yaqui chub	<i>Gila purpurea</i>	E	WC	--
roundtail chub	<i>Gila robusta</i>	SC	WC	--
Yaqui catfish	<i>Poeciliopsis occidentalis sonoriensis</i>	E	WC	--
loach minnow	<i>Tiaroga cobitis</i>	T	WC	--
PLANTS				
plummer onion	<i>Allium plummerae</i>	--	--	SR
redflower onion	<i>Allium rhizomatum</i>	--	--	SR

Cochise County Continued.

Common Name	Scientific Name	Federal Status	WCSA Status	NPL Status
chiricahua rock flower	<i>Apacheria chiricahueniss</i>	--	--	SR
coppermine milk-vetch	<i>Cobrensis var. maguirei</i>	SC	--	SR
Huachuca milk-vetch	<i>Astragalus hypoxylus</i>	SC	--	SR
playa spider plant	<i>Cleome multicaulis</i>	SC	--	SR
Santa Cruz beehive cactus	<i>Coryphantha recurvata</i>	--	--	HS
Cochise pincushion cactus	<i>Coryphantha robbinsorum</i>	T	--	HS
slender needle corycactus	<i>Coryphantha scheeri var. valida</i>	--	--	SR
cob corycactus	<i>Coryphantha strobiliformis</i>	--	--	SR
pinaleno hedgehog cactus	<i>Echinocereus ledingii</i>	--	--	SR
Texas rainbow cactus	<i>Echinocereus pectinatus var. pectinatus</i>	--	--	SR
needle-spined pineapple cactus	<i>Echinomastus erectocentrus var. erectocentrus</i>	SC	--	SR
button cactus	<i>Epithelantha micromeris</i>	--	--	SR
chiricahua fleabane	<i>Erigeron kuschei</i>	SC	--	SR
lemmon fleabane	<i>Erigeron lemmonii</i>	C	--	HS
San Carlos wild-buckwheat	<i>Eriogonum capillare</i>	SC	--	SR
woodland spurge	<i>Euphorbia macropus</i>	SC	--	SR
Wislizeni gentian	<i>Gentiana wislizeni</i>	SC	--	SR
Bartram stonecrop	<i>Graptopetalum bartramii</i>	SC	--	SR
crested coral root	<i>Hexalectris spicata</i>	--	--	SR
Texas purple spike	<i>Hexalectris warnockii</i>	SC	--	HS
Huachuca water umbel	<i>Lilaeopsis schaffneriana var. recurva</i>	E	--	HS
lemmon lily	<i>Lilium parryi</i>	SC	--	SR
leafy lobelia	<i>Lobelia fenestralis</i>	--	--	SR
Madrean adders mouth	<i>Malaxis corymbosa</i>	--	--	SR
purple adders mouth	<i>Malaxis porphyrea</i>	--	--	SR
slender adders mouth	<i>Malaxis tenuis</i>	--	--	SR
varied fishhook cactus	<i>Mammillaria viridiflora</i>	--	--	SR
Wilcox fishhook cactus	<i>Mammillaria wrightii var. wilcoxii</i>	--	--	SR
catalina beardtongue	<i>Penstemon discolor</i>	--	--	HS
Chiricahua rock daisy	<i>Cochisensis phyllanthus</i>	--	--	SR
Thurber's bog orchid	<i>Platanthera limosa polemonium</i>	--	--	SR
blumer's dock	<i>Rumex orthoneurus</i>	SC	--	HS
fallen ladies'-tresses	<i>Schiedeella parasitica</i>	--	--	SR
Huachuca groundsel	<i>Senecio huachucanus</i>	--	--	HS
canelo hills ladies'-tresses	<i>Spiranthes delitescens</i>	E	--	HS
Michoacan ladies'-tresses	<i>Stenorrhynchos michuacanus</i>	--	--	SR
tepic flame flower	<i>Talinum marginatum</i>	SC	--	SR
limestone Arizona rosewood	<i>Vauquelinia californica spp. pauciflora</i>	SC	--	SR
green death camas	<i>Zigadenus virescens</i>	--	--	SR

State Protected Species of Potential Occurrence in Pima County, Arizona

Common Name	Scientific Name	Federal Status	WCSA Status	NPL Status
MAMMALS				
Sonoran pronghorn	<i>Antilocapra americana sonoriensis</i>	E	WC	--
Mexican long-tongued bat	<i>Choeronycteris mexicana</i>	SC	WC	--
western red bat	<i>Lasiurus blossevillii</i>	--	WC	--
lesser long-nosed bat	<i>Leptonycteris curasoae yerbabuena</i>	E	WC	--
California leaf-nosed bat	<i>Macrotus californicus</i>	SC	WC	--
jaguar	<i>Panthera onca</i>	E	WC	--
BIRDS				
northern goshawk	<i>Accipiter gentilis</i>	SC	WC	--
baird's sparrow	<i>Ammodramus bairdii ammordramus</i>	SC	WC	--
northern gray hawk	<i>Asturina nitida maxima</i>	SC	WC	--
common black-hawk	<i>Buteogallus anthracinus</i>	--	WC	--
crested caracara	<i>Caracara cheriway</i>	--	WC	--
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	--	WC	--
masked bobwhite	<i>Colinus virginianus ridgwayi</i>	E	WC	--
black-bellied whistling duck	<i>Dendrocygna autumnalis</i>	--	WC	--
northern buff-breasted flycatcher	<i>Empidonax fulvifrons pygmaeus</i>	SC	WC	--
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E	WC	--
American peregrine falcon	<i>Falco peregrinus anatum</i>	SC	WC	--
cactus ferruginous pygmy-owl	<i>Glaucidium brasilianum cactorum</i>	E	WC	--
rose-throated becard	<i>Pachyramphus aglaiae</i>	--	WC	--
osprey	<i>Pandoin haliaetus</i>	--	WC	--
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T	WC	--
thick-billed kingbird	<i>Crassirostris tyrannus</i>	--	WC	--
tropical kingbird	<i>Melanocholicus agosia</i>	--	WC	--
REPTILES				
Sonoran desert tortoise	<i>Gopherus agassizii</i>	SC	WC	--
Mexican garter snake	<i>Thamnophis eques megalops</i>	SC	WC	--
cowles fringe-toed lizard	<i>Uma notata rufopunctata</i>	SC	WC	--
AMPHIBIANS				
great plains narrowmouth toad	<i>Gastrophryne olivacea</i>	--	WC	--
lowland burrowing treefrog	<i>Pternohyla fodiens</i>	--	WC	--
Chiricahua leopard frog	<i>Rana chiricahuensis</i>	PT	WC	--
lowland leopard frog	<i>Rana yavapaiensis</i>	SC	WC	--
FISHES				
Quitobaquito desert pupfish	<i>Cyprinodon macularius eremus</i>	E	WC	--
desert pupfish	<i>Cyprinodon macularius macularius</i>	E	WC	--
gila chub	<i>Gila intermedia</i>	C	WC	--
gila topminnow	<i>Poeciliopsis occidentalis occidentalis</i>	F	WC	--
PLANTS				
Pima indian mallow	<i>Abutilon parishii</i>	SC	--	SR
thurber indian mallow	<i>Abutilon thurberi</i>	--	--	SR
Santa Cruz striped agave	<i>Agave parviflora ssp. parviflora</i>	SC	--	HS
trelease agave	<i>Agave schottii var. treleasei</i>	SC	--	HS
goodding onion	<i>Allium gooddingii</i>	SC	--	HS
plummer onion	<i>Allium plummerae</i>	--	--	SR

Pima County Continued.

Common Name	Scientific Name	Federal Status	WSCA Status	NPL Status
saiya	<i>Amoreuxia gonzalezii</i>	SC	--	HS
Kearney's blue star	<i>Amsonia kearneyana</i>	E	--	HS
Pima pineapple cactus	<i>Coryphantha scheeri var. robustispina</i>	E	--	HS
gentry indigo bush	<i>Dalea tentaculoides</i>	--	--	HS
Nichol turk's head cactus	<i>Echinocactus horizonthalonius var. nicholii</i>	E	--	HS
acuna cactus	<i>Echinomastus erectocentrus var. acunensis</i>	C	--	HS
needle-spined pineapple cactus	<i>Echinomastus erectocentrus var. erectocentrus</i>	SC	--	SR
San Carlos wild-buckwheat	<i>Eriogonum capillare</i>	SC	--	SR
golden barrel cactus	<i>Ferocactus eastwoodiae</i>	--	--	SR
Bartram stonecrop	<i>Graptopetalum bartramii</i>	SC	--	SR
crested coral root	<i>Hexalectris spicata</i>	--	--	SR
Huachuca water umbel	<i>Lilaeopsis schaffneriana var. recurva</i>	E	--	HS
lemmon lily	<i>Lilium parryi</i>	SC	--	SR
broadleaf twayblade	<i>Listera convallarioides</i>	--	--	SR
senita	<i>Lophocereus schottii</i>	--	--	SR
feather bush	<i>Microphylla var. thornberi</i>	--	--	SR
slender adders mouth	<i>Malaxis tenuis</i>	--	--	SR
fishhook cactus	<i>Mammillaria mainiae</i>	--	--	SR
thornber fishhook cactus	<i>Mammillaria thornberi</i>	--	--	SR
varied fishhook cactus	<i>Mammillaria viridiflora</i>	--	--	SR
dahlia rooted cereus	<i>Neoevansia striata</i>	--	--	SR
catalina beardtongue	<i>Penstemon discolor</i>	--	--	HS
Ajo rock daisy	<i>Perityle ajoensis</i>	--	--	SR
Thurber's bog orchid	<i>Platanthera limosa polemonium</i>	--	--	SR
fallen ladies'-tresses	<i>Schiedeella parasitica</i>	--	--	SR
organ pipe cactus	<i>Stenocereus thurberi</i>	--	--	SR
blue sand lily	<i>Palmeri tumamoca</i>	--	--	SR
tumamoc globeberry	<i>Macdougalii vauquelinia</i>	--	--	SR

State Protected Species of Potential Occurrence in Santa Cruz County, Arizona

Common Name	Scientific Name	Federal Status	WCSA Status	NPL Status
MAMMALS				
Mexican long-tongued bat	<i>Choeronycteris mexicana</i>	SC	WC	--
western red bat	<i>Lasiurus blossevillii</i>	--	WC	--
lesser long-nosed bat	<i>Leptonycteris curasoae yerbabuenae</i>	E	WC	--
California leaf-nosed bat	<i>Macrotus californicus</i>	SC	WC	--
Arizona shrew	<i>Sorex arizonae</i>	SC	WC	--
BIRDS				
northern goshawk	<i>Accipiter gentilis</i>	SC	WC	--
violet-crowned hummingbird	<i>Amazilia violiceps</i>	--	WC	--
baird's sparrow	<i>Ammodramus bairdii ammordramus</i>	SC	WC	--
Sprague's pipit	<i>Anthus spragueii</i>	--	WC	--
northern gray hawk	<i>Asturina nitida maxima</i>	SC	WC	--
common black-hawk	<i>Buteogallus anthracinus</i>	--	WC	--
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	--	WC	--
black-bellied whistling duck	<i>Dendrocygna autumnalis</i>	--	WC	--
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E	WC	--
American peregrine falcon	<i>Falco peregrinus anatum</i>	SC	WC	--
cactus ferruginous pygmy-owl	<i>Glaucidium brasilianum cactorum</i>	E	WC	--
rose-throated becard	<i>Pachyrhamphus aglaiae</i>	--	WC	--
osprey	<i>Pandion haliaetus</i>	--	WC	--
black-capped gnatcatcher	<i>Polioptila nigriceps</i>	--	WC	--
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T	WC	--
elegant trogon	<i>Trogon elegans tyrannus</i>	--	WC	--
thick-billed kingbird	<i>Crassirostris tyrannus</i>	--	WC	--
tropical kingbird	<i>Melanocholicus agosia</i>	--	WC	--
REPTILES				
Arizona ridgenose rattlesnake	<i>Crotalus willardi willardi</i>	--	WC	--
Mexican vine snake	<i>Oxybelis aeneus</i>	--	WC	--
Mexican garter snake	<i>Thamnophis eques megalops</i>	SC	WC	--
AMPHIBIANS				
Sonoran tiger salamander	<i>Ambystoma tigrinum stebbinsi</i>	E	WC	--
western barking frog	<i>Eleutherodactylus augusti cactorum</i>	--	WC	--
great plains narrowmouth toad	<i>Gastrophryne olivacea</i>	--	WC	--
Chiricahua leopard frog	<i>Rana chiricahuensis</i>	PT	WC	--
lowland leopard frog	<i>Rana yavapaiensis</i>	SC	WC	--
FISHES				
Sonoran chub	<i>Gila ditaenia</i>	T	WC	--
gila chub	<i>Gila intermedia</i>	C	WC	--
roundtail chub	<i>Gila robusta</i>	SC	WC	--
gila topminnow	<i>Poeciliopsis occidentalis occidentalis</i>	E	WC	--
PLANTS				
Pima indian mallow	<i>Abutilon parishii</i>	SC	--	SR
Santa Cruz striped agave	<i>Agave parviflora ssp. parviflora</i>	SC	--	HS
redflower onion	<i>Allium rhizomatum</i>	--	--	SR
saiya	<i>Amoreuxia gonzalezii</i>	SC	--	HS
Huachuca milk-vetch	<i>Astragalus hypozylus</i>	SC	--	SR

Santa Cruz County Continued.

Common Name	Scientific Name	Federal Status	WSCA Status	NPL Status
Santa Cruz beehive cactus	<i>Coryphantha recurvata</i>	--	--	HS
Pima pineapple cactus	<i>Coryphantha scheeri var. robustispina</i>	E	--	HS
gentry indigo bush	<i>Dalea tentaculoides</i>	SC	--	HS
woodland spurge	<i>Euphorbia macropus</i>	SC	--	SR
Bartram stonecrop	<i>Graptopetalum bartramii</i>	SC	--	SR
crested coral root	<i>Hexalectris spicata</i>	--	--	SR
Huachuca water umbel	<i>Lilaeopsis schaffneriana var. recurva</i>	E	--	HS
lemmon lily	<i>Lilium parryi</i>	SC	--	SR
leafy lobelia	<i>Lobelia fenestralis</i>	--	--	SR
Mexican lobelia	<i>Lobelia laxiflora</i>	--	--	SR
supine bean	<i>Macroptilium supinum</i>	SC	--	SR
Madrean adders mouth	<i>Malaxis corymbosa</i>	--	--	SR
purple adders mouth	<i>Malaxis porphyrea</i>	--	--	SR
Wilcox fishhook cactus	<i>Mammillaria wrightii var. wilcoxii</i>	--	--	SR
catalina beardtongue	<i>Penstemon discolor</i>	--	--	HS
whisk fern	<i>Psilotum nudum</i>	--	--	HS
fallen ladies'-tresses	<i>Schiedeella parasitica</i>	--	--	SR
Huachuca groundsel	<i>Senecio huachucanus</i>	--	--	HS
canelo hills ladies'-tresses	<i>Spiranthes delitescens</i>	E	--	HS
Pinos Altos flame flower	<i>Talinum humile</i>	SC	--	SR
tepic flame flower	<i>Talinum marginatum</i>	SC	--	SR

State Protected Species of Potential Occurrence in Yuma County, Arizona

Common Name	Scientific Name	Federal Status	WSCA Status	NPL Status
MAMMALS				
Sonoran pronghorn	<i>Antilocapra americana sonoriensis</i>	E	WC	--
spotted bat	<i>Euderma maculatum</i>	SC	WC	--
California leaf-nosed bat	<i>Macrotus californicus</i>	SC	WC	--
BIRDS				
great egret	<i>Ardea alba</i>	--	WC	--
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	--	WC	--
snowy egret	<i>Egretta thula</i>	--	WC	--
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E	WC	--
cactus ferruginous pygmy-owl	<i>Glaucidium brasilianum cactorum</i>	E	WC	--
California black rail	<i>Laterallus jamaicensis coturniculus</i>	SC	WC	--
Yuma clapper rail	<i>Rallus longirostris yumanensis</i>	E	WC	--
REPTILES				
Sonoran desert tortoise	<i>Gopherus agassizii</i>	SC	WC	--
flat-tailed horned lizard	<i>Phrynosoma mcallii</i>	SC	WC	--
cowles fringe-toed lizard	<i>Uma notata rufopunctata</i>	SC	WC	--
FISHES				
razorback sucker	<i>Xyrauchen texanus</i>	E	WC	--
PLANTS				
parish onion	<i>Allium parishii</i>	--	--	SR
senita	<i>Lophocereus schottii</i>	--	--	SR
straw-top cholla	<i>Opuntia echinocarpa</i>	--	--	SR
sand food	<i>Pholisma sonorae</i>	SC	--	SR
Kearney sumac	<i>Rhus kearneyi</i>	--	--	SR
blue sand lily	<i>Palmeri washingtonia</i>	--	--	SR
California fan palm	<i>Filifera charina trivirgata</i>	--	--	SR

Legend: WSCA – Wildlife of Special Concern in Arizona
 NPL – Arizona Native Plant Law
 E – Federally Endangered
 T – Federally Threatened
 C – Candidate
 PT – Proposed Threatened
 SC – Species of Concern
 WC – Wildlife of Special Concern
 SR – Salvage Restricted: collection only with permit
 HS– Harvest Restricted: permits required to remove plant by-products

Source: Arizona Game and Fish Department 2000b. Last Updated October 25, 2000.

APPENDIX D
CULTURAL RESOURCES

APPENDIX D: Cultural Resources

The cultural chronology of Arizona is commonly divided into five periods: Paleo-Indian, Archaic, Formative, Protohistoric, and Historic. These periods are commonly subdivided on particular characteristics of the artifact assemblages. The prehistoric periods and corresponding phases are defined by the presence of particular diagnostic artifacts such as projectile points, certain types of pottery, and occasionally, particular site locations. For the Historic Period, documentary information more often is used to distinguish certain phases; nevertheless, particular artifacts also can be used to recognize certain historic affiliations.

Paleo-Indian (10,000-7,500 B.C.)

The nature and temporal position of the first people in southern Arizona is a subject of debate. Most researchers contend that successive migrations occurred throughout the later part of the Pleistocene, coinciding with global temperature drops that resulted in massive quantities of water being frozen. As the ice caps increased in size, sea levels dropped, exposing land bridges in the areas where the sea was the shallowest. One of these land bridges connected Alaska with Siberia across the Bering Strait. This land bridge has successively appeared and disappeared over the last 100,000 years as temperatures fluctuated.

A majority of the best-known Paleo-Indian sites in the southwest are in southern Arizona. The earliest occupations at these sites are named after a site near Clovis, New Mexico and are recognized by a particular fluted projectile point type that is thought to have been used for hunting big game such as mammoth, mastodon, and camel. To a certain extent, this view is probably biased because most Clovis sites that have been excavated are kill sites. Plant gathering and processing was, no doubt, an important aspect in the lives of early Paleo-Indians. Of particular importance are the sites in the San Pedro and Sulphur Springs valleys in southeastern Arizona, such as Naco, Murray Springs, Leikham, and Navarette, which have extinct mammal bones, associated with Paleolithic artifacts.

For the Papagueria, or south-central Arizona, the earliest dated site is Ventana Cave. Among the bones of extinct dire wolf, jaguar, shasta ground sloth, and horse, an

assemblage of almost 100 tools was recovered. A single point with a concave base represents the Clovis affiliation, while an assemblage of steeply retouched flakes, along with blocky, unifacially and bifacially reduced cobbles, reveals an association with a far western desert Paleo-Indian tradition often referred to as the San Dieguito, known principally in California. Haury (1950) termed this early material the Ventana complex and believed that it was affiliated with the San Dieguito tradition. Radiocarbon dates for the Ventana complex range from 11,300 to 12,600 B.C. (Haury and Hayden 1975). Malcolm Rogers (1945a) originally identified the earliest archeological manifestation in the southwest as the Malpais Industry, but later concluded that the differences he saw between artifacts from the Malpais Industry and San Dieguito complex were more apparent than real (Rogers 1958).

San Dieguito Complex (10,000-5,000 B.C.)

The earliest accepted prehistoric complex for the Colorado River sub region is the San Dieguito Complex, which was defined first along the southern coastal area near San Diego at the C.W. Harris Site (Rogers 1938; Warren 1966). The San Dieguito complex in California overlaps and runs into the Archaic Period in the Arizona chronology. Groups associated with the San Dieguito Complex probably were organized as small bands and were nomadic hunter-gatherers. On a general level, the material culture of the San Dieguito Complex reflects an adaptation focusing on the hunting of animals, not dissimilar in pattern to late Paleo-Indian cultures (Eighmey 1990; Robbins-Wade 1986). Diagnostic lithic artifacts associated with the San Dieguito Complex include well-made foliate knives and projectile points, heavy "horse-hoof" planes, and crescent-shaped stones (Moratto 1984; Eighmey 1990; Robbins-Wade 1990). San Dieguito points and knives are narrow and long in profile with thick cross-sections and the points are usually basal notched (Warren 1966; Davis 1969). Overall, this complex is very similar to contemporary cultures in the Great Basin associated with the Western Pluvial Lakes Tradition (Bedwell 1970; Chartkoff and Chartkoff 1984).

Archaic (7,500-400 B.C.)

The cultural remains of Archaic people, post-Pleistocene foragers, are more common manifestations than those of Paleo-Indian populations. The cultural affiliation and age of Archaic materials in southern Arizona are not well understood. Two Archaic traditions have been proposed for southern Arizona: the Desert culture (also called San Dieguito II

and III) and the Cochise culture. Haury (1950) and Ezell (1954) have argued that the Papagueria was the zone of contact between the Cochise culture, located primarily within southeastern and south-central Arizona and New Mexico, and the Desert culture, recorded in southern California (Rogers 1939; Hester 1973; King 1976) and southwestern Arizona (Rogers 1941; Haury 1950; Hayden 1970; Rosenthal et al. 1978). Other researchers disagree with Haury and Ezell, arguing instead that the Desert culture is a pan-southwestern occurrence extending from California to the Trans-Pecos Region of Texas.

People associated with another complex called the Amargosan are believed to have migrated into east-central Arizona, displacing cultures affiliated with the San Dieguito complex at about 3000 B.C. (Rogers 1958). The eastern aspect of the Amargosan complex produced two-phase patterns, Amargosa I and II, both of which were found at Ventana Cave (Haury 1950). At either the beginning of or during Amargosa II times, trough and basin metates and mortars appeared in southern Arizona for the first time (Rogers 1958).

The three Cochise culture stages generally recognized include the Sulphur Springs, Chiricahua, and San Pedro (Sayles and Antevs 1941). The Sulphur Springs stage (ca. 7500 B.C. to 3500 B.C.), considered to be a specialized, Paleo-Indian adaptation, is known only from a few sites near Double Adobe in southeastern Arizona (Whalen 1971). The Chiricahua stage, dated by Whalen (1975) from 3500 B.C. to 1500 B.C., marks another aspect of the Archaic Period in southern Arizona. Several researchers believe that maize and squash were introduced during the Chiricahua stage (Dick 1951; Martin and Schoenwetter 1960). The San Pedro stage tentatively dates from 1500 B.C. to 100 A.D. (Whalen 1975). Listed among the material cultural inventory are deep basin metates, shaped pestles, mortars, two-hand manos, and an increase in the type and number of pressure flaked tools (Sayles et al. 1958). Pithouses and storage features, agriculture (beans, maize, and squash), and pottery appear at the end of the San Pedro stage (Sayles 1945; Martin et al. 1949; Eddy 1958; Dick 1965).

Due to the nature of the local vegetal material, radiocarbon dates are available only for the later part of the Archaic Period, namely, to the time immediately preceding the rise of sedentism and agriculture in southern Arizona. These dates suggest that the Archaic persisted into the first millennium A.D.

Amargosa/Elko Period (1,500 B.C. - A.D. 900)

Sites representing the Amargosa/Elko Period are not well represented in the Colorado River sub region (Eighmey 1990) and are more frequent in the Mojave Desert and Peninsular Ranges (Moratto 1984; Eighmey 1990). Nevertheless, the Amargosa/Elko Period appears to bridge the interval of time when cultures were shifting from use of the spear and atlatl to the bow and arrow pestles which implies a heavier reliance on plant foods (especially hard seeds) in some areas (Moratto 1984). During the Amargosa/Elko Period technological changes are also represented by an increase in the number of manos and metates and the introduction of mortars and pestles (Moratto 1984). Shaft smoothers, incised stone tablets and pendants, hollowed-out stone tubes, shell beads, and bone awls also are associated with this period. An additional impetus behind the introduction of new technologies in the southern desert region may have been increasing contacts with desert populations to the east of the Colorado River, as well as the California coastal zone (Moratto 1984).

Formative (A.D. 100-1,450)

Following the Archaic, the Formative Period refers to the prehistoric ceramic-making agriculturalists. In southern Arizona, some researchers date the beginning of the Formative as early as 300 B.C. (Haury 1976), and others as late as A.D. 500 (Schiffer 1982). In south-central Arizona, the principal inhabitants are called Hohokam, a Piman word meaning "all used up" (Haury 1976). Peripheral cultures are the Trincheras in northern Sonora (Bowen n.d.; Sauer and Brand 1931; Hinton 1955; Johnson 1960, 1963; McGuire and Villalpando 1991), the Mogollon in eastern Arizona (Douglas and Brown 1984, 1985), and the Patayan in western Arizona (Rogers 1945a; Waters 1982).

Hohokam Culture

When and where the Hohokam arose is still unresolved. Di Peso (1956) and Hayden (1970) believed that the prehistoric people antecedent to the Hohokam in southern Arizona followed the Ootam tradition. Di Peso contended that the Ootam were an indigenous group who came under the rule of Mexican intruders, the Hohokam, from roughly A.D. 900 to 1200. Other researchers have viewed the Hohokam culture as an evolution of indigenous Archaic populations who were influenced by ideas coming from Mexico (Wasley and Johnson 1965; Wilcox 1979).

The Hohokam cultural has been defined primarily from sites along the Salt, Gila, and Santa Cruz rivers. In addition to this core area there is also the "Desert Branch" of the Hohokam, which was used to explain variability between contemporaneous populations; those living in the core area of the Salt-Gila and Tucson Basins, the Riverine Hohokam, and those living in the Papagueria, the Desert Hohokam. After A.D. 1000, differences can be clearly seen in burial practices, pottery types, metate types, projectile points, carved stone, figurines, pallettes, stone jewelry, shell jewelry, and subsistence patterns.

Hohokam culture history is generally divided into four temporal periods: the Pioneer Period (A.D. 425-750), Colonial Period (A.D. 750-950), Sedentary Period (A.D. 950-1150) and the Classic Period (A.D. 1150-1450). The Pioneer Period is ill defined and based largely on excavations at Snaketown. Hohokam population increased greatly during the Colonial Period as improved irrigation in the Phoenix Basin and to a lesser extent in the Tucson Basin, allowed for the reliable cultivation of maize, beans, squash, and cotton. Primary Village sites with ball courts were constructed along major drainages and cremation burial practices replaced inhumation burial practices. During the Sedentary Period settlement expanded into the secondary drainages and bajadas and agricultural strategies expanded to include rock piles and rock pile fields. Dry farming techniques were employed increasingly in the Santa Cruz Valley. By the Classic Period dramatic changes occurred in the architectural styles, burial practices and material culture. Adobe-walled pit houses and later, above ground adobe and stone masonry structures surrounded by adobe or stone walls replaced the previous pit house style of architecture. Ball court construction had ceased and was replaced by construction of earthen platform mounds, possibly Mesoamerican derived in the large villages. Larger villages were settled situated on major drainages. The abrupt changes during the Colonial Period may have been the result of increased warfare in the area (Lascaux 1998).

Trincheras Culture

The region occupied by the Trincheras culture has been demarcated by Bowen (n.d.) as extending from Puerto Libertad on the south to the international border on the north, and from the Gulf of California on the west to the Rio San Miguel on the east. The pottery series within this area is fairly well documented. Sauer and Brand (1931) have described Trincheras Purple-on-red and Nogales Polychrome. Bowen (n.d.) refined the painted pottery types to include Purple-on-brown and Purple-on-red. Trincheras Polychrome was

defined by Di Peso (1956). Even though the types within the Trincheras series have not been securely dated, it is believed that they were produced over a considerable period of time. Cross-dating indicates that most of the Trincheras types were in use at least as early as the Hohokam Colonial Period (A.D. 800) and may have extended until Spanish contact though terminal dates are problematic (McGuire and Villapando 1991, Bowen n.d., Braniff 1978).

The most distinctive aspect of the Trincheras Culture is the "cerros de trincheras". These are features consisting of dry-laid rock walls, terraces, structures, enclosures, and trails on hill slopes and hilltops. These sites are thought to have multiple functions including garden plots, habitation, and defense due to their location. Based on surveys in Sonora, these may have been constructed as early as A.D. 800. However most date to after A.D. 1100 although southern Arizona sites date A.D. 1100-1300 and have no associative pottery (Lascaux 1998).

Evidently, the Trincheras people exploited a variety of environmental zones including hilltop terraces, inland ridges, floodplains, and valleys (Bowen n.d.; McGuire and Villapando 1991). A variety of subsistence strategies were utilized including floodwater, runoff and limited canal irrigation agriculture, along with exploitation of wild resources.

Several Trincheras sites display evidence of shell jewelry production and the preparation of shell bracelet "blanks". The Trincheras people moved large quantities of shell material to the Playa site between A.D.800 and A.D. 1200 (Johnson 1960). In the Papaguera it has been hypothesized that shell was used by the populations as barter for agricultural products from the Salt-Gila Basin Hohokam, thus assuring themselves access to resources necessary to serve as a "buffering mechanism," shielding them from the vagaries of agriculture in a desert environment (Doelle 1980). It is conceivable that the Trincheras people utilized a similar strategy or participated in the Papaguera system.

Patayan Culture

Much of the confusion regarding the Ceramic Period has been resolved by Waters (1982) who basically adopted Rogers' (1940, 1945a, 1945b) diagnostic ceramic traits to provide chronological and typological distinctions for Lowland Patayan pottery types. Three ceramic periods have been defined: Patayan I (A.D. 700-1000), Patayan II (A.D.

1000-1500), Patayan III (A.D. 1500-Present). It must be mentioned that Waters' time periods and ceramic typology have not met universal acceptance (Schroeder 1952, 1967). Unfortunately, the only stratified site excavated to date has been poorly reported (Harner 1958). However, Harner's results appear to contain important differences from those of Rogers, Waters, and Schroeder. Huckell's (1979) excavations in the Crater Mountains have produced data that may be in conflict as well with the time scheme outlined above. Schaefer et al. (1987) proposed a similar chronology based on three periods Patayan I (ca. AD 900-1050), Patayan II (ca. A.D. 1050-1450), and Patayan III (ca. A.D. 1450-1800) based on the works of Schroeder (1952,1957,1961) and Harner (1958).

The frontier between Hohokam and Patayan ceramic types is a short distance west of a line between Gila Bend, Arizona, and OPCNM (Ezell 1954). The excavations conducted by Wasley and Johnson (1965) between Agua Caliente and Gila Bend revealed sites with Patayan pottery and a few intrusive Hohokam sherds. Sites farther west on the Gila River exhibit Patayan ceramics almost exclusively (Schroeder 1952; Breternitz 1957; Vivian 1965). South, near the international border, sites with Patayan sherds were recorded east of the Ajo Mountains in the Quijotoa Valley by Rosenthal et al. (1978). Patayan sherds also were found at sites west of the Ajo Mountains in OPCNM. Immediately west of Organ Pipe, in the CPNWR, the sites described by Fontana (1965) were dominated by Patayan wares, as were sites in the Sierra Pinacates (Hayden 1967).

The ceramic-bearing Patayans who settled along the lower Colorado and Gila rivers adopted a subsistence strategy of floodwater farming, gathering, and hunting of small game (Rogers 1945a; Schroeder 1957). Riverine settlements were composed of individual households in a dispersed, or rancheria pattern. Initially, habitations were round or oval, domed, jacal structures with rock foundations that lacked roof supports. Later, houses along the river were also jacal, but square in plan with four roof supports. Structures away from the rivers were domed jacals during all time periods.

The earliest users of Patayan pottery are unclear. Malcolm Rogers (1945a) was of the opinion that the makers of Patayan I (Yuman I) ceramics were immigrants from southern California who, along with the Hohokam, learned to make pottery from people in Mexico. Rogers perceived a hiatus in the local development about A.D. 1000 and concluded that

the Patayan I people were not biologically ancestral to the modern Yumans. Harner (1958), on the other hand, saw a direct continuum in Patayan I and II materials. According to Rogers, the makers of Patayan II pottery were the descendants of new immigrants and/or people who settled in the area as a result of internecine warfare on the Colorado River. These people eventually became the modern day Yumans (Rogers 1945a). Rogers (1945a) viewed Patayan II times as ones of expansion and suggested that the trincheras sites in Sonora and the Gila Bend Fortified Hill site (Greenleaf 1975) were responses to raiding by Patayan groups. During the Patayan II Period, groups of presumed Yuman-speakers filtered into the Colorado Desert and settled along the shore of Lake Cahuilla (Rogers 1945; Moratto 1984). Groups associated with the Patayan II Period constructed domed-shaped, brush-walled houses and cremated their dead. Coprolite studies have revealed a rich diet among the Patayan II inhabitants of Lake Cahuilla, including fish, shellfish, aquatic birds, mammals, and a number of freshwater marsh and lowland desert plants (Wilke 1978). It appears that cultigens were not part of the Lake Cahuilla diet (Weide 1976). During this time there was active trade in seashells between groups living in the desert and others living along the Gulf of California and the southern Pacific coast. At the end of the Patayan II Period, it is believed that the Colorado River ceased to drain into Lake Cahuilla and that the lake rapidly began to shrink in size, becoming saline as a result. Thus, it appears that populations in the Colorado Desert quickly dispersed into adjacent areas such as the Lower Colorado River Valley and Peninsular Ranges (O'Connell 1971; Wilke 1978). By Patayan III times, very few inhabitants remained in the Colorado Desert, and of those, the majority were occupying the vestiges of Lake Cahuilla near the present-day shoreline of the Salton Sea (Rogers 1945; Schaefer et al. 1987). Along the Lower Colorado River there had been a continuous occupation of the area from Patayan I through Patayan III times.

Huge figures, or intaglios created on the ground surface are an unusual characteristic of the Lowland Patayan culture. Patterns were formed by cutting, trenching, scraping, outlining with stones, heaping material, or combinations of the above (Hayden 1982; Solari and Johnson 1982). The figures are striking because the desert pavement on which they were constructed provides a dark, contrasting background. Often depicted are anthropomorphic and zoomorphic figures, abstracts, and "avenidas" stretching for as much as 700 ft. (Hayden 1982; Solari and Johnson 1982). Hayden (1982) reported ground figures associated with the Malpais Industry, Phase I of the San Dieguito complex,

and the Amargosan complex. Solari and Johnson (1982) concurred with Hayden in a general sense, stating that Yumans, specifically Mohave, and their prehistoric Patayan forbearers constructed the ground figures. Rogers (1945a) contended that the figures are from Patayan I, II, and III times. The function of these figures remains obscure.

The Mogollon and Pueblo Cultures

The Mogollon culture evolved from the Cochise culture; in fact, early Mogollon villages appear to be little more than late Archaic villages with pottery (Sayles 1945). The hallmarks of this stage are agriculture, red-on-brown pottery, and pit houses. Southeastern Arizona has been included in the San Simon Branch of the Mogollon (Sayles 1945), which has been divided into three periods and six phases. The Early Period consists only of the Penasco phase, which was derived from the San Pedro stage of the Cochise culture. In essence, the only difference appears to be the addition of plain ware and red slipped pottery. Following this is an intermediate period composed of the Dos Cabezas, Pinaleno, and Galiuro phases, which are defined by the introduction of decorated ceramics. The Late Period is composed of the Cerros and Encinas phases, which exhibit considerable influence from the Hohokam to the northwest and Mimbres to the east (Sayles 1945). Although dates for these phases are not clear, the whole sequence likely ranges from about A.D. 200 to 1200.

The appearance of rock and adobe pueblos in the southeastern part of Arizona has been identified with three traditions. One of these traditions is the Ringo phase that, unfortunately, is known only from a single excavation in the Sulphur Springs Valley. The Ringo site consists of two small adobe compounds with 27 rooms with a variety of ceramic trade wares. The ceramic assemblage suggests contact with four areas; (1) Chihuahua (over 25% of the decorated wares), (2) the White Mountain area, (3) the Tonto Basin (these ceramics could have been made locally), and (4) the Tucson Basin (Johnson and Thompson 1963). The suggested dates for them fall between 1250 and 1325 (Johnson and Thompson 1963). The Ringo phase, although interpreted as basically Mogollon, reflects outside influences likely from the Anasazi to the north or possibly the Chihuahuan area to the south (Johnson and Thompson 1963).

The Animas phase, best known from Hidalgo County, New Mexico, is represented at the Pendleton Ruin (Kidder et al. 1949). This phase generally has been interpreted very

differently from the Ringo phase even though the two overlap temporally. The dating of the Animas phase (ca. A.D. 1175-1350) and the presence of Ramos Polychrome and other Casas Grandes pottery types implies an association with Casas Grandes at its zenith. Unlike the Ringo site, a number of Animas sites fall in the 100 to 300-room category. The nature of the association between the Animas phase and Casas Grandes has been debated for the last 30 years. Kidder et al. (1949) argued that the traits found at the Pendleton Ruin were quite distinct from those at Casas Grandes. More recent researchers have accepted the Animas phase as peripheral to Casas Grandes, but directly interacting with the core area (LeBlanc 1980; DeAtley and Findlow 1980). These authors viewed the Animas phase as non-Mogollon. In fact, LeBlanc (1980) specifically suggests a population movement from the south into the Mimbres Valley that absorbed the remaining indigenous population. Others remain unconvinced of a Casas Grandes expansion into southwestern New Mexico, pointing out that the five excavated Animas phase sites, the few available dates, and the published survey data collected by DeAtley and Findlow (1980) do not present enough data for such a conclusion.

The term Animas phase has not been generally applied in southeastern Arizona. Nevertheless, the great similarities in ceramic types and their frequencies, architectural features, burial patterns, and projectile point styles between most of the pueblo sites in southeastern Arizona and the Animas phase sites in southwestern New Mexico suggest that they are part of the same cultural tradition (Amsden 1928; Sauer and Brand 1930; Kidder et al. 1949; Neily and Beckwith 1985; LeBlanc 1980; DeAtley and Findlow 1980; Klein et al. 1982).

Protohistoric Period

The abandonment of the large aggregated pueblos in the Southwest around A.D. 1450 marks the beginning of the Protohistoric Period in Arizona, which is another time period that is poorly understood. Based on cross-dating with Hohokam and Salado ceramics, Di Peso (1951) concluded that the inhabitants of Babocomari Village in the San Pedro Valley moved into that vicinity at a time roughly contemporaneous with the Tucson phase, ca. A.D. 1200-1450. It is possible that abandonment occurred quite late, perhaps during Apache times (Di Peso 1951). If this is the case, then Babocomari Village represents the only large Protohistoric site excavated to date.

The Protohistoric Period in the Colorado River subregion began with the exploration of the mouth of the Colorado River by Alarcon in 1540. Some 60 years later, the Spanish explorer Oñate led an expedition down the Lower Colorado River. At the time, the Colorado River subregion was inhabited by Yuman- speakers of the Hokan stock (Moratto 1984). Tribes affiliated with the Yuman language group inhabited the Lower Colorado River, while speakers of the Southern Diegueño language occupied the Colorado Desert. As mentioned above, tribes along the Lower Colorado River were agricultural and grew maize, beans, squash, and some melons (Eighmey 1990). In the Colorado Desert, tribal groups were more reliant on hunting and gathering. However, some horticulture may have been practiced in the area from time to time; a practice probably adopted from the tribes living along the Lower Colorado River (Schaefer et al. 1987). Groups from the Colorado Desert also went into the Peninsular Ranges to hunt deer and gather mescal (Schaefer et al 1987).

Historic Period

The Historic Period can be broken up into a Spanish/Mexican Period (A.D. 1699-1856) and an American Period (A.D. 1856-1945). Spanish exploration of the area began in 1539 with the explorations of Francisco Vasquez de Coronado, Melachor Diaz, and Alarcon in 1540. In 1687 the Jesuit missionary Eusebio Francisco Kino traveled through the Santa Cruz Valley and the adjacent Papageria. During his travels he established a chain of missions, which allowed for an influx of Spanish missionaries, explorers, miners, ranchers, and settlers. Silver strikes in 1736 to 1741 and the discovery of gold in Arizona and California during the mid to late 1800s caused a great influx of settlers and prospectors into the area. Tensions increased between the Native American populations and the European settlers and resulted in revolts by the Pima and Papago, and raids by the Apache. By the mid 1800s the El Camino del Diablo became a popular route connecting Sonoita, Mexico to Yuma, Arizona, for people traveling to California. The loss of life from unprepared parties and the Pinacatenos attacks along the route were high (Sykes 1937).

The Gadsden Purchase occurred in 1854 but was not until 1856 that the land left Mexican domain and came under the control of the United States. This ushered in the American Period (1856-1945). Travelers were still coming into the area lured by gold and silver found in Arizona and California. Apache attacks on travelers and settlers of the area prompted the establishment of several forts in southern Arizona and the stationing of

troops in the San Bernardino Valley at Silver Creek, Guadalupe Canyon, and, briefly in 1878, at Camp Supply (Wells 1927).

The Apaches continued to raid the San Pedro Valley until 1884 when Colonel George Crook forced them onto the San Carlos Reservation. In 1885, a large number of Apaches led by Geronimo fled the reservation, crisscrossing southeastern Arizona and southwestern New Mexico. However, in 1886 they surrendered to General Crook at Cañon de los Embudos in the mountains 30 miles south of the San Bernardino Ranch Headquarters.

At the turn of the century the area became a profitable cattle ranching area. The Anglo-American ranchers in the area employed the local Papago population enabling the Papago to learn a considerable amount about the cattle ranching industry and allowing them to make a shift from subsistence pastoralism to cash ranching. Tensions developed between Papago ranchers and Anglo-American Ranchers over grazing land and waterholes but never resulted in violent conflicts due to the collapse of the cattle market and the establishment of the Papago Reservation (Spicer 1962). The Papago were the last Native American tribe to acquire a reservation. Also during this time ore smelting became a profitable industry and smelters were built in both Douglas and Bisbee. This prompted the development of railroads in the area to transport the ore (Hadley 1987).

The Tohono O'odham, formally know as the Papago, have lived in the Sonoran Desert for thousands of years. The desert, although thought by many to be unrelenting in its severe weather conditions, supplied the Papago with their sustenance for many years. In the 1980's the Papago officially changed their name from Papago, which means "Bean Eaters," to Tohono O'odham, which means, "desert people" in their language. The name change reflects the tribe's desire to retain its identity and traditions. The Tohono O'odham belong to the Piman branch of the Uto-Aztecan Linguistic family and are closely related to the Pima tribe. The tribe's territory extended west and southwest across the desert Papagueria and on into Sonora, Mexico. Piman peoples are probably descendents of the prehistoric Hohokam Culture (Mueller, <http://web.nmsu.edu/~tomlynch/swlit.tohono.html>).

The American border once again saw military activity during the Mexican Revolution in 1910. US soldiers were stationed for the first time on the border at Nogales, Naco and Douglas. By 1916 airplanes were also used to patrol the border establishing the first operational airport in Douglas. The airport would be used off and on until 1929 for planes patrolling the border for the Mexican Revolution and the later Escobar rebellion (Christiansen 1974).

APPENDIX E
NATIONAL REGISTER OF HISTORIC PROPERTIES

Properties Listed on the National Register of Historic Places

Resource Name	Address	City	Multiple
Cochise County, Arizona			
Apache Powder Historic Residential District	100 and 200 Blocks, W. 6th St.	Benson	Benson MPS
Barfoot Lookout Complex	Buena Vista Peak	Portal	National Forest Fire Lookouts in the SW Region TR
Bear Spring House, Guardhouse, and Spring	S of Bowie off Apache Pass Rd.	Bowie	
Benson Railroad Historic District	200 & 300 Blocks, E. 3rd St.	Benson	Benson MPS
Bisbee Historic District	US 80	Bisbee	
Bisbee Woman's Club Clubhouse	74 Quality Hill	Bisbee	
Briscoe, Benjamin E., House	358 N. Bowie	Willcox	Willcox MRA
Cima Park Fire Guard Station	In Chiricahua Wilderness NE of Douglas, Coronado NF	Douglas	Depression-Era USDA Forest Service Administrative Complexes in Arizona MPS
Cochise Hotel	Off U.S. 666	Cochise	
Coronado National Memorial	30 mi. SW of Bisbee	Bisbee	
Council Rocks Archaeological District	Address Restricted	St. David	
Crowley House	175 S. Railroad Ave.	Willcox	Willcox MRA
Double Adobe Site	Address Restricted	Douglas	
Douglas Historic District	Roughly bounded by Pan American, H, and F Ave. along 8th, 10th, 11th, 12th, and 13th St. and G Ave.	Douglas	
Douglas Municipal Airport	E end of 10th Ave.	Douglas	
Douglas Residential Historic District	Roughly bounded by Twelfth St., Carmelita Ave., Seventh St., and East Ave.	Douglas	
Douglas Sonoran Historic District	Roughly bounded by the W side of H Ave. between Sixth and Ninth Sts.	Douglas	
Douglas Underpass	US 80 under Southern Pacific RR, milepost 366.1	Douglas	Vehicular Bridges in Arizona MPS
Douglas, Walter, House	201 Cole Ave.	Bisbee	
Dragoon Springs Stage Station Site	Address Restricted	Dragoon	
El Paso and Southwestern Railroad Passenger Depot--Douglas	Fourteenth St. and H Ave.	Douglas	
El Paso and Southwestern Railroad YMCA	1000 Pan American Ave.	Douglas	

Appendix E: Continued.

Resource Name	Address	City	Multiple
Faraway Ranch Historic District	AZ 181	Dos Cabezas	
Fort Bowie National Historic Site	12 mi. S of Bowie	Bowie	
Fort Huachuca	3.6 mi. W of Sierra Vista	Sierra Vista	
Gadsden Hotel	1046 G. Ave.	Douglas	
Garden Canyon Archeological Site	Address Restricted	Sierra Vista	
Garden Canyon Petroglyphs	Address Restricted	Sierra Vista	
Geronimo Surrender Site	Bluff overlooking Skeleton Canyon, 45 mi. NE of Douglas	Douglas	Warfare Between Indians and Americans in Arizona MPS
Grand Theatre	1139--1149 G. Ave.	Douglas	
Gung'l, John, House	210 S. El Paso Ave.	Willcox	Willcox MRA
Hereford Bridge	Hereford Rd. over the San Pedro River	Hereford	Vehicular Bridges in Arizona MPS
Hi Wo Company Grocery	398 E. 4th St.	Benson	Benson MPS
Hooker Town House	235 E. Stewart	Willcox	Willcox MRA
Johnson--Tillotson House	124 N. Curtis	Willcox	Willcox MRA
Kinjockity Ranch	10047 E. AZ 92	Hereford	
Lehner Mammoth-Kill Site	Address Restricted	Hereford	
Martinez, W. D., General Merchandise Store	180 San Pedro St.	Benson	Benson MPS
Mee, Joe, House	265 W. Stewart	Willcox	Willcox MRA
Monte Vista Lookout Cabin	Monte Vista Peak	Elfrida	National Forest Fire Lookouts in the SW Region TR
Morgan House	2442 E. Maley	Willcox	Willcox MRA
Muheim House	207 Youngblood Ave.	Bisbee	
Naco Border Station	106 D St.	Naco	
Naco-Mammoth Kill Site	Address Restricted	Naco	
Norton, John H., and Company Store	180 N. Railroad Ave.	Willcox	
Oasis Court	363 W. 4th St.	Benson	Benson MPS
Pearce General Store	Ghost Town and Pearce Rd.	Pearce	
Phelps Dodge General Office Building	Copper Queen Plaza, intersection of Main St. and Brewery Gulch	Bisbee	
Portal Ranger Station	Forest Rd. 42A SW of Portal, Coronado NF	Portal	Depression-Era USDA Forest Service Administrative Complexes in Arizona MPS

Appendix E: Continued

Resource Name	Address	City	Multiple
Quiburi	Address Restricted	Fairbank	
Railroad Avenue Historic District	Roughly bounded by Curtis Ave., Stewart St., Southern Pacific RR tracks, and Grant St.	Willcox	Willcox MRA
Redfield--Romine House	146 E. 6th St.	Benson	Benson MPS
Rucker Canyon Archeological District	Address Restricted	Douglas	
Rustler Park Fire Guard Station	SE of Chiricahua NM, Coronado NF	Douglas	Depression-Era USDA Forest Service Administrative Complexes in Arizona MPS
San Bernardino Ranch	17 mi. E of Douglas on the international boundary	Douglas	
Saxon, Harry, House	308 S. Haskell	Willcox	Willcox MRA
Schwertner House	124 E. Stewart St.	Willcox	Willcox MRA (AD)
Sierra Bonita Ranch	SW of Bonita	Bonita	
Silver Peak Lookout Complex	Coronado National Forest	Portal	National Forest Fire Lookouts in the Southwestern Region TR
Smith--Beck House	425 Huachuca St.	Benson	Benson MPS
Soto, Pablo, House	108 E. Stewart	Willcox	Willcox MRA
St. Patrick's Roman Catholic Church	Oak Ave., on Higgins Hill	Bisbee	
St. Paul's Episcopal Church	Safford and 3rd Sts.	Tombstone	
Stafford Cabin	30 mi. SE of Willcox in Chiricahua National Monument	Willcox	
Tombstone City Hall	315 E. Fremont St.	Tombstone	
Tombstone Courthouse	219 E. Toughnut	Tombstone	
Tombstone Historic District	U.S. 80	Tombstone	
Treu, John, House	205 W. Vista, Warren Townsite	Bisbee	
Treu, Max, Territorial Meat Company	305 E. 4th St.	Benson	Benson MPS
US Post Office and Customs House--Douglas Main	601 Tenth St.	Douglas	Historic US Post Offices in Arizona, 1900--1941, TR
Willcox Women's Club	312 W. Stewart	Willcox	Willcox MRA
Wilson, J. C., House	258 E. Maley	Willcox	Willcox MRA
Pima County, Arizona			
Air Force Facility Missile Site 8 (571-7) Military Reservation	1580 W. Duval Mine Rd.	Green Valley	
Air Force Facility Missile Site 8 (571-7) Military Reservation	1580 W. Duval Mine Rd.	Green Valley	
Arizona Inn	2200 E. Elm St.	Tucson	
Armory Park Historic Residential District	E. 12th St. to 19th St., Stone Ave. to 2nd Ave.	Tucson	

Appendix E: Continued

Resource Name	Address	City	Multiple
Armory Park Historic Residential District (Boundary Increase)	Roughly, 19th, 20th, and 21st Sts. from Stone Ave. to Jacobs Ave.	Tucson	
Barrio Libre	Bounded by 14th, 19th, Stone and Osborne Sts.	Tucson	
Bates Well Ranch	Bates Well Rd. E side	Ajo	
Blixt--Avitia House	830 W. Alameda St.	Tucson	Menlo Park MPS
Boudreaux--Robison House	101 N. Bella Vista Dr.	Tucson	Menlo Park MPS
Bray--Valenzuela House	203 N. Grande Ave.	Tucson	Menlo Park MPS
Bull Pasture	E of Lukeville on Organ Pipe Cactus National Monument	Lukeville	
Cannon, Dr. William Austin, House	1189 E. Speedway	Tucson	
Cavalry Corrals	N. Craycroft Blvd.	Tucson	Fort Lowell MRA
Cienega Bridge	5.3 mi. SE of Vail on Marsh Station Rd.	Vail	Vehicular Bridges in Arizona MPS
Cocoraque Butte Archeological District	Address Restricted	Tucson	
Colonia Solana Residential Historic District	Roughly bounded by Broadway Blvd., S. Randolph Way, Camino Campestre, and S. Country Club	Tucson	
Colossal Cave Preservation Park Historic District	Jct. of Old Spanish Trail and Colossal Cave Rd.	Vail	
Copper Bell Bed and Breakfast	25 N. Westmoreland Ave.	Tucson	Menlo Park MPS
Cordova House	173--177 N. Meyer Ave.	Tucson	
Coronado Hotel	410 E. 9th St.	Tucson	
Desert Laboratory	W of Tucson off W. Anklam Rd. on Tumamoc Hill	Tucson	
Dodson--Esquivel House	1004 W. Alameda St.	Tucson	Menlo Park MPS
Dos Lomas Ranch	Organ Pipe NM	Ajo	
El Camino Del Diablo	NW of Lukeville	Lukeville	
El Conquistador Water Tower	Broadway and Randolph Way	Tucson	
El Encanto Apartments	2820 E. Sixth St.	Tucson	
El Encanto Estates Residential Historic District	Roughly bounded by Country Club Rd., Broadway Blvd., Fifth St., and Jones St.	Tucson	
El Montevideo Historic District	3700 and 3800 blocks of streets between Broadway & 5th St.	Tucson	

Appendix E: Continued

Resource Name	Address	City	Multiple
El Presidio Historic District	Roughly bounded by W. 6th, W. Alameda Sts., N. Stone and Granada Aves.	Tucson	
El Tiradito	221 S. Main St.	Tucson	
Empire Ranch	6 mi. E of Greaterville	Greaterville	
Fort Lowell Park	N. Craycroft Blvd.	Tucson	Fort Lowell MRA
Fourth Avenue Underpass	Fourth Ave.	Tucson	Vehicular Bridges in Arizona MPS
Gachado Well and Line Camp	E of Lukeville in Organ Pipe Cactus National Monument	Lukeville	
Greenway, John and Isabella, House	1 Greenway House Dr.	Ajo	
Growler Mine Area	N of Lukeville	Lukeville	
Gunsight Mountain Archeological District	Address Restricted	Three Points	
Hughes, Sam, Neighborhood Historic District	Roughly bounded by E. Speedway Blvd., N. Campbell Ave., E. 7th St. and N. Bentley Ave.	Tucson	
I'itoi Mo'o--Montezuma's Head and 'Oks Daha--Old Woman Sitting	Organ Pipe NM	Ajo	
Iron Horse Expansion Historic District	Roughly bounded by Eighth St., Euclid Ave., Hughes and Tenth Sts., and N. Fourth and Hoff Aves.	Tucson	
Julian--Drew Building	182 E. Broadway	Tucson	
Kentucky Camp Historic District	Address Restricted	Sonoita	
Lemmon Rock Lookout House	Coronado National Forest	Tucson	National Forest Fire Lookouts in the Southwestern Region TR
Los Robles Archeological District	Address Restricted	Red Rock	Hohokam Platform Mound Communities of the Lower Santa Cruz River Basin c. A.D. 1050--1450 MPS
Lowell Ranger Station	Off Sabino Canyon Rd. NE of Tucson, Coronado NF	Tucson	Depression-Era USDA Forest Service Administrative Complexes in Arizona MPS
Manning Cabin	10 mi. E of Tucson in Saguaro National Monument	Tucson	

Appendix E: Continued

Resource Name	Address	City	Multiple
Manning, Levi H., House	9 Paseo Redondo	Tucson	
Matus, Antonio, House and Property	856 W. Calle Santa Ana	Tucson	
Men's Gymnasium, University of Arizona	E. Fourth St., University of Arizona campus	Tucson	
Milton Mine	NW of Lukeville	Lukeville	
Officer's Quarters	N. Craycroft Blvd.	Tucson	Fort Lowell MRA
Old Adobe Patio	40 W. Broadway	Tucson	
Old Library Building	University of Arizona campus	Tucson	
Old Main, University of Arizona	University of Arizona campus	Tucson	
Pie Allen Historic District	Roughly bounded by N. Euclid Ave., E. 6th St., N. Park Ave., and E. 10th St.	Tucson	
Pima County Courthouse	115 N. Church St.	Tucson	
Post Trader's Store and Riallito House	5425 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Post Trader's Storehouse	5354 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Quartermaster Storehouse	5479 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Quartermaster's Corrals	N. Craycroft Rd.	Tucson	Fort Lowell MRA
Rillito Racetrack--Chute	4502 N. First Ave.	Tucson	
Rincon Mountain Foothills Archeological District	Address Restricted	Tucson	
Ronstadt House	607 N. 6th Ave.	Tucson	
Ronstadt--Sims Adobe Warehouse	911 N. 13th Ave.	Tucson	Spring, John, MRA
Sabedra--Huerta House	1036--1038 N. 13th Ave.	Tucson	Spring, John, MRA
San Pedro Chapel	5230 E. Ft. Lowell Rd.	Tucson	
San Xavier del Bac	9 mi. S of Tucson via Mission Rd.	Tucson	
Santa Ana del Chiquiburitac Mission Site	Address Restricted	Tucson	
Santa Cruz Catholic Church	1220 S. Sixth Ave.	Tucson	
Schwalen--Gomez House	217 N. Melwood Ave.	Tucson	Menlo Park MPS
Site No. HD 13-11	E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 13-13	E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 13-4	N. Craycroft Blvd.	Tucson	Fort Lowell MRA
Site No. HD 4-8A	E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 5-26	5495 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 7-0A	5429 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 7-13	5531 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site No. HD 9-28	5008 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site Nos. HD 12-4/12-8	E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Site Nos. HD 5-28/5-25	3031 N. Craycroft Blvd.	Tucson	Fort Lowell MRA

Appendix E: Continued

Resource Name	Address	City	Multiple
Site Nos. HD 9-11/9-2	5651 E. Fort Lowell Rd.	Tucson	Fort Lowell MRA
Sixth Avenue Underpass	Sixth Ave.	Tucson	Vehicular Bridges in Arizona MPS
Smith, Professor George E. P., House	1195 E. Speedway	Tucson	
Sosa--Carrillo--Fremont House	145--153 S. Main St.	Tucson	
Southern Pacific Railroad Locomotive No. 1673	Himmel Park	Tucson	
Speedway--Drachman Historic District	Roughly bounded by Lee St., Park Ave., Speedway Blvd., 7th Ave., Drachman St., and 2nd Ave.	Tucson	
Spring, John, Neighborhood Historic District	Roughly bounded by W. Speedway Blvd., N. Ninth Ave., W. Fifth St., N. Main Ave., W. Second St., and N. Tenth St.	Tucson	Spring, John, MRA
Stone Avenue Underpass	Stone Ave.	Tucson	Vehicular Bridges in Arizona MPS
Sutherland Wash Archeological District	Address Restricted	Tucson	
Sutherland Wash Rock Art District	Address Restricted	Tucson	
U.S. Post Office and Courthouse	55 E. Broadway	Tucson	
University Heights Elementary School	1201 N. Park Ave.	Tucson	
University of Arizona Campus Historic District	Roughly bounded by E. Second St., N. Cherry Ave., E. Fourth St., and Park Ave.	Tucson	
Upper Davidson Canyon Archeological District	Address Restricted	Sonoita	
USDA Tucson Plant Materials Center	3241 N. Romero Rd.	Tucson	
Valencia Site (BB:13:15;BB:13:74)	Address Restricted	Tucson	
Velasco House	471--475--477 S. Stone Ave. and 522 S. Russell St.	Tucson	
Ventana Cave	Address Restricted	Santa Rosa	
Victoria Mine	N of Lukeville	Lukeville	
Warner, Solomon, House and Mill	350 S. Grand Ave.	Tucson	
West University Historic District	Roughly bounded by Speedway Blvd., 6th St., Park and Stone Aves.	Tucson	
Wright, Harold Bell, Estate	850 N. Barbara Worth	Tucson	
Santa Cruz County, Arizona			
10 Cottages on Short Street	117--126 Short	Nogales	Nogales MRA

Appendix E: Continued

Resource Name	Address	City	Multiple
Arizona-Sonora Manufacturing Company Machine Shop	Grand Ave. at Arroyo Blvd.	Nogales	Nogales MRA
Atascosa Lookout House	Coronado National Forest	Tubac	National Forest Fire Lookouts in the Southwestern Region TR
Bowman Hotel	314--316 Grand Ave.	Nogales	Nogales MRA
Bowman, W. G., House	112 Sierra	Nogales	Nogales MRA
Burton Building	322--324 Grande	Nogales	Nogales MRA
Cady Hall	346 Duquesne St.	Patagonia	
Calabasas	N of Nogales	Nogales	
Miller, Hugo, House	750 Petrero	Nogales	Nogales MRA
Montezuma Hotel	217 Morley	Nogales	Nogales MRA
Nogales Electric Light, Ice & Water Company Power House	498 Grand	Nogales	Nogales MRA
Nogales High School	209 Plum	Nogales	Nogales MRA
Nogales Steam Laundry Building	223--219 East	Nogales	Nogales MRA
Noon, A. S., Building	246 Grande	Nogales	Nogales MRA
Old Nogales City Hall and Fire Station	223 Grand Ave.	Nogales	Nogales MRA (AD)
Old Tubac Schoolhouse	Address unknown	Tubac	
Pennington Rural Historic Landscape	N of jct. of Royal Rd. and Calle Del Rio	Nogales	
Piscorski, Jose, Building	315 Morley	Nogales	Nogales MRA
Ruby	N of U.S./Mexico border between Ruby and Montana peaks	Ruby and Vicinity	
Santa Cruz Bridge No. 1	South River Rd. over the Santa Cruz River	Nogales	Vehicular Bridges in Arizona MPS
Santa Cruz County Courthouse	Court and Morley Sts.	Nogales	
Three Mediterranean Cottages on Pajarito Street	102--104 Pajarito	Nogales	Nogales MRA
Tubac Presidio	Broadway and River Rd.	Tubac	
Tubac Townsite Historic District	Roughly bounded by Tubac and Plaza Rds. and Presidio Dr.	Tubac	Tubac Settlement MPS
Tumacacori Museum	Tumacacori National Monument	Tumacacori	
Tumacacori National Monument	18 mi. N of Nogales on I 19	Tumacacori	
US Custom House	Jct. of International and Terrace Sts.	Nogales	Nogales MRA
US Post Office and Immigration Station-Nogales Main	Hudgin St. and Morley Ave.	Nogales	Historic US Post Offices in Arizona, 1900--1941, TR
Wise, J. E., Building	134 Grande	Nogales	Nogales MRA

Appendix E: Continued

Resource Name	Address	City	Multiple
Yuma County, Arizona			
Resource Name	Address	City	Multiple
Antelope Hill Highway Bridge	NW of Tacna spanning the Gila River	Tacna	Vehicular Bridges in Arizona MPS (AD)
Balsz House	475 2nd Ave.	Yuma	Yuma MRA
Blaisdell Slow Sand Filter Washing Machine	N. Jones St.	Yuma	
Canelo Ranger Station	Forest Rd. 52B N of Canelo, Coronado NF	Canelo	Depression-Era USDA Forest Service Administrative Complexes in Arizona MPS
Canelo School	18 mi. SE of Sonoita on AZ 93	Canelo	
Cranz, Frank F., House	408 Arroyo	Nogales	Nogales MRA
Crawford Hill Historic Residential District	Roughly bounded by Oak St., Terrace Ave., Compound St., & Interstate 19 & Grindell	Nogales	Nogales MRA
Dunbar, George, House	118 Sierra	Nogales	Nogales MRA
Finley, James, House	7.2 mi. SW of Patagonia in Coronado National Forest	Patagonia	
Guevavi Mission Ruins	6 mi. N of U.S.-Mexican border	Nogales	
Harrison, Sen. James A., House	449 Morley	Nogales	Nogales MRA
Hotel Blanca	701 Morley	Nogales	Nogales MRA
House at 220 Walnut Street	220 Walnut St.	Nogales	Nogales MRA
House at 334--338 Walnut Street	334--338 Walnut St.	Nogales	Nogales MRA
House at 665 Morley Avenue	665 Morley Ave.	Nogales	Nogales MRA
Kentucky Camp Historic District	Address Restricted	Coronado National Forest	
Kitchen, Pete, Ranch	3.5 mi. N of Nogales off U.S. 89	Nogales	
Kress, S. H., & Co., Building	119--121 Morley	Nogales	Nogales MRA
Las Dos Naciones Cigar Factory	331 Morley	Nogales	Nogales MRA
Marsh Heights Historic District	Roughly bounded by Court St., Summit Ave., S. Court St., and Morley Ave.	Nogales	Nogales MRA
Marsh, George B., Building	213--225 Grand	Nogales	Nogales MRA
Mediterranean Style House	124 Walnut	Nogales	Nogales MRA

Appendix E: Continued

Resource Name	Address	City	Multiple
Mediterranean Style House	116 Walnut	Nogales	Nogales MRA
Brinley Avenue Historic District	29-96 W. 2nd St., 198-200 S. Main, 201 S. 1st, and 102-298 Madison Aves.	Yuma	Yuma MRA
Brown House	268 S. 1st Ave.	Yuma	Yuma MRA
Brownstetter House	627 Orange Ave.	Yuma	Yuma MRA
Cactus Press--Plaza Paint Building	30--54 E. Third St.	Yuma	Yuma MRA
Caruthers House	441 2nd Ave.	Yuma	Yuma MRA
Connor House	281 S. 1st Ave.	Yuma	Yuma MRA
Double Roof House	553 4th Ave.	Yuma	Yuma MRA
Dressing Apartments	146 1st Ave.	Yuma	Yuma MRA
El Camino Del Diablo	NW of Lukeville	Lukeville	
Ewing, Frank, House	700 2nd Ave.	Yuma	Yuma MRA
Ewing, Ruth, House	712 2nd Ave.	Yuma	Yuma MRA
Fourth Avenue Junior High School	450 S. 4th Ave.	Yuma	Yuma MRA
Fredley Apartments	406 2nd Ave.	Yuma	Yuma MRA
Fredley House	408 2nd Ave.	Yuma	Yuma MRA
Gandolfo Theater	200 S. 1st Ave.	Yuma	Yuma MRA
Griffin, Alfred, House	641 1st Ave.	Yuma	Yuma MRA
Harquahala Peak Observatory	E of Wenden off U.S. 60	Wenden	
Hodges, Peter B., House	209 Orange Ave.	Yuma	Yuma MRA
Hotel del Ming	300 Gila St.	Yuma	Yuma MRA
Jackson, E.B., House	572 1st Ave.	Yuma	Yuma MRA
Kent, Jerry, House	450 3rd Ave.	Yuma	Yuma MRA
Lee Hotel	390 Main St.	Yuma	Yuma MRA
Levy, Henry, House	602 2nd Ave.	Yuma	Yuma MRA
Marable, George, House	482 Orange Ave.	Yuma	Yuma MRA
Martinez Lake Site (AZ-050-0210)	Address Restricted	Fisher's Landing	
Masonic Temple	153 S. 2nd Ave.	Yuma	Yuma MRA
Mayhew, Carmelita, House	660 1st Ave.	Yuma	Yuma MRA
McPhaul Suspension Bridge	W of Dome	Dome	Vehicular Bridges in Arizona MPS (AD)
Methodist Episcopal Church	256 S. 1st Ave.	Yuma	Yuma MRA
Methodist Parsonage	248 S. 1st Ave.	Yuma	Yuma MRA
Mexican Consulate	129 W. 4th St.	Yuma	Yuma MRA
Ming, A.B., House	468 Orange Ave.	Yuma	Yuma MRA
Mohawk Valley School	5151 South Ave. 39 East	Roll	
Norton House	226 S. 1st Ave.	Yuma	Yuma MRA
Ocean To Ocean Bridge	Penitentiary Ave	Yuma	Vehicular Bridges in Arizona MPS (AD)

Appendix E: Continued

Resource Name	Address	City	Multiple
Old La Paz	Address Restricted	Ehrenberg	
Old Presbyterian Church	SW of Parker on 2nd Ave.	Parker	
Ortiz House	206 S. 1st Ave.	Yuma	Yuma MRA
Pancrazi House	432 S. Madison Ave.	Yuma	Yuma MRA
Parker Jail	N side of Agency Rd. in Pop Harvey Park	Parker	
Pauley Apartments	490 W. 1st St.	Yuma	Yuma MRA
Power Apartments	20 W. 3rd St.	Yuma	Yuma MRA
Riley, Clara Smith, House	734 2nd Ave.	Yuma	Yuma MRA
Ripley Intaglios	Address Restricted	Ehrenberg	
Roosevelt School	201 6th St.	Yuma	Yuma MRA
Russell-Williamson House	652 2nd Ave.	Yuma	Yuma MRA
San Carlos Hotel	106 1st St.	Yuma	Yuma MRA
San Ysidro Hacienda	Address Restricted	Yuma	
Sears Point Archaeological District	Address Restricted	Gila Bend	
Smith, J. Homer, House	600 5th Ave.	Yuma	Yuma MRA
Southern Pacific Freight Depot	Main St.	Yuma	Yuma MRA
Southern Pacific Railroad Depot	Gila St.	Yuma	
Southern Pacific Railroad Passenger Coach Car--S.P. X7	201 N. 4th Ave.	Yuma	
St. Paul's Episcopal Church	637 2nd Ave.	Yuma	Yuma MRA
Stoffela Store/Railroad Exchange	447 S. Main St.	Yuma	Yuma MRA
US Post Office--Yuma Main	370 W. Third St.	Yuma	Historic US Post Offices in Arizona, 1900--1941, TR
Yuma Century Heights Conservancy Residential Historic District	Roughly bounded by 4th Ave., 8th St., 1st and Orange Aves.	Yuma	
Yuma City Hall	181 W. 1st St.	Yuma	Yuma MRA
Yuma County Courthouse	168 S. 2nd Ave.	Yuma	Yuma MRA
Yuma Crossing and Associated Sites	Banks of the Colorado River	Yuma	
Yuma Main Street Historic District	170--387 S. Main St., 10--29 W. Third St.	Yuma	

