

**FINDING OF NO SIGNIFICANT IMPACT FOR
THE EXPANSION OF THE U.S. CUSTOMS AND BORDER PROTECTION
RIVERSIDE AIR AND MARINE OPERATION CENTER
AT MARCH AIR RESERVE BASE, RIVERSIDE, CA
U.S. CUSTOMS AND BORDER PROTECTION
DEPARTMENT OF HOMELAND SECURITY
WASHINGTON, D.C.**

INTRODUCTION: United States (U.S.) Customs and Border Protection (CBP) within the Department of Homeland Security (DHS) has had a permit for the presence of its Riverside Air and Marine Operation Center (AMOC) on March Air Reserve Base (March ARB) since 1987. The original permit allowed for the construction of Building 605 on 1.2 acres of land on what was formerly March Air Force Base. The AMOC was originally constructed in 1988 and enlarged in 2007. The permit was amended in 2011 to include Building 373, a hangar on the flight line, and an additional 2.45 acres. Two modular buildings (Building 605A and 605B) were installed and permitted west of Building 605 in 2011 and 2015, respectively. These buildings continue to be required for the AMOC mission.

On April 20, 2017, March ARB granted an amendment to the permit allowing AMOC the use of an additional 8.38 acres acquired from the City of Moreno Valley at the request of and for the use of CBP. CBP prepared an Environmental Assessment (EA) in 2011, the 2011 *Environmental Assessment for Proposed Construction, Maintenance, and Operation for the Expansion of the Customs and Border Protection, Air and Marine Operations Center Expansion, March Joint Air Reserve Base, Riverside, California* (CBP 2011) in anticipation of expansion of its operations and to facilitate the transfer of the 8.38 acres from the City of Moreno Valley to March ARB. The Proposed Action in the CBP 2011 Final EA was the construction of a two-story administration building, approximately 90,000 square foot (sqft) in size, with additional asphalt parking to the north and east of the proposed building, a warehouse, armory, and indoor small arms range. As a result of a lack of funding, CBP was only able to construct a portion of the Proposed Action as described in the original CBP 2011 Final EA. In 2018, CBP completed construction of a 22,000 sqft expansion of Building 605 (Building 605C) and parking lot to the north, which was within the scope of the CBP 2011 Final EA.

Recently March ARB completed an EA (*2019 Final EA for the Expansion of the U.S. Customs and Border Protection Riverside Air and Marine Operation Center at March Air Reserve Base, March Air Reserve Base, Air Force Reserve Command, Riverside, CA*) (2019 Final EA) that assessed the potential impacts associated with the construction of the portions of the original CBP 2011 Final EA Proposed Action that have not been built to date, including a 25,000 sqft expansion of Building 605 (Building 605D), a 2.5 acre asphalt parking lot to the east of the administration buildings, and a 20,000 sqft warehouse. The 2019 Final EA also assessed the potential impacts associated with minor renovations to the two modular buildings and the creation of a new static display Air and Marine Park. The 2019 Final EA fully covers the scope of CBP's proposed action, alternatives, and environmental impacts. CBP is adopting the 2019 Final EA in this Finding of No Significant Impact (FONSI).

PROJECT LOCATION: The proposed Riverside AMOC Expansion is located on the property permitted to the AMOC on March ARB in Moreno Valley, California. Specifically, the project location is north and east of the existing AMOC facilities on March ARB. March ARB is located approximately 15 miles south of San Bernardino, California, 70 miles east of Los Angeles, California and 100 miles north of San Diego, California.

PURPOSE AND NEED: The AMOC mission has evolved since Building 605 was constructed in 1988. Overcrowding is negatively affecting the efficiency of operations carried out by Air and Marine (AMO) personnel operating at the AMOC. The existing AMOC facility was originally constructed to support 65 personnel. With the addition of the recently completed Building 605C there are currently approximately 249 full-time personnel operating at the existing AMOC facility. The additional square footage has eased some of the congestion but still falls short of supporting the projected growth of up to 326 personnel. With the projected increase in personnel, congested conditions would continue to affect the efficiency of missions and operations conducted by AMO personnel operating at the AMOC. Therefore, the purpose of the Proposed Action is to provide sufficient facilities, which includes the parking lot and warehouse, to allow AMO personnel to efficiently and effectively carry out day-to-day operations.

ALTERNATIVES: March ARB analyzed two alternatives in the 2019 Final EA. Alternative 1 was the No Action Alternative. Under the No Action Alternative, the AMOC facility would not be expanded and the current AMO personnel would continue to operate from the existing facilities. The No Action Alternative would not accommodate the anticipated increase in staffing levels and additional operations planned for the AMOC. The administration building, warehouse, and additional parking would not be constructed, nor would the Air and Marine Park be created or the modular buildings renovated, under this alternative. CBP would be forced to operate within the confines of the existing space and with the current staffing.

Alternative 2 was the Proposed Action. The Proposed Action includes the construction, operation, and maintenance of a single story building (Building 605D) that is approximately 25,000 sqft immediately adjacent and north of Building 605C. The majority of the current parking to the north of Building 605C would be relocated and expanded to the east to accommodate the anticipated levels of staff, potential visitors, and government owned vehicles. In addition to the asphalt parking lot and Building 605D, a 20,000 sqft warehouse would be constructed. Minor renovations to two modular buildings, Building 605A and Building 605B, would occur. An Air and Marine Park with a static display of assets used in AMO operations would be created. Further, existing Ku and Coalition Tactical Awareness and Response (CTAR) antennas would be relocated.

ENVIRONMENTAL CONSEQUENCES: The Proposed Action would have permanent, minor impacts on approximately 3 acres of disturbed land, as this land would be used for parking and a warehouse. The remaining impacts would occur on previously developed areas of the AMOC. Building 605D, for example, would be constructed on top of the current parking lot built to support the recently completed Building 605C. Negligible to minor, permanent impacts would occur on land use, vegetative resources, wildlife resources, aesthetics and visual resources, human health and safety, and hazardous waste. No impacts to Federally listed threatened and endangered species would occur as a result of the project. No impacts to cultural or historical resources would occur as a result of the project. Negligible to minor

FONSI-3

impacts on the state-listed burrowing owl (*Athene cunicularia*) would occur as potential habitat would be converted to developed area. Minor, beneficial impacts would occur on socioeconomics and environmental justice for children as increased tax revenues and local spending from the additional workforce would be expected.

Temporary increases in air emissions, fugitive dust, and noise levels are anticipated during construction activities; however, air emissions would be de minimus. Also during construction, the project would have a temporary minor impact on roadways and traffic in the region. Once construction activities are complete, the increase in personnel would have negligible impacts on roadways and traffic. Surface water quality could be temporarily impacted during construction as a result of increased erosion and sedimentation; however, these impacts would be minor.

BEST MANAGEMENT PRACTICES: Best Management Practices (BMPs) were identified for each resource category that could be potentially affected by the Proposed Action. Many of these measures have been incorporated as standard operating procedures by CBP in similar past projects. BMPs and environmental design measures were also identified in the 2019 Final EA in Section 4.3.

Impact evaluations conducted during preparation of this EA have determined that no major environmental impacts would result from implementation of the Proposed Action at March ARB in Moreno Valley, California. This determination is based on a thorough review of existing resource information, objective analysis of the Proposed Action, and coordination with knowledgeable, responsible personnel at March ARB, AMOC, and relevant Federal, state, and local agencies. A number of BMPs and environmental design measures that are typically incorporated as standard operating procedures by CBP would be implemented as part of this project to reduce or eliminate the potential for adverse impacts to the human and natural environment.

Although no substantial impacts were identified associated with implementation of the Proposed Action, the following BMPs and environmental design measures were identified to enhance protection of certain resources that could potentially be affected by the expansion and operation of the AMOC.

Attempts would be made to salvage or relocate native plants prior to the initiation of construction activities. During occupancy of the property, CBP would control the spread of invasive plant species on the property, as necessary.

Attempts would be made to time construction activities to avoid disturbance during the nesting season. Efforts would be made to locate any active nest sites for birds protected under the Migratory Bird Treaty Act prior to construction and to avoid such sites to the extent practicable.

Standard BMPs would be incorporated during construction to minimize erosion, runoff, and sedimentation, consistent with the installation's site specific SWPPP. Coverage by the construction storm water general permit would be obtained from the Santa Ana Regional Water Quality Control Board through the preparation of project specific SWPPP. Furthermore, in accordance with the Energy and Independence and Security Act Section 438 (requiring Federal facility projects over 5,000 sqft to maintain or restore the predevelopment hydrology of the

property), low-impact development techniques would be incorporated into the proposed construction.

Project-related particulate matter (PM10) emissions are expected to occur during the construction activities. Proper and routine maintenance of all vehicles and other equipment would be implemented to ensure that air emissions are within the design standards of all construction equipment. Other measures, such as dust suppression methods to minimize airborne fugitive dust, would be implemented during construction activities.

As with any ground-disturbing project, there remains a potential for the accidental discovery of buried cultural resources. If cultural resources or materials are discovered during ground-disturbing activities, the work in the vicinity of the discovery would cease and the area would be protected until the find can be evaluated by a qualified archaeologist. Depending on the nature of the find, additional consultation with the SHPO or affected tribes may be necessary before work can resume in the area of the find.

FINDING: On the basis of the findings of the 2019 Final EA, which is incorporated by reference, and which has been conducted in accordance with the National Environmental Policy Act, the Council on Environmental Quality regulations, and Department of Homeland Security Instruction 023-01-001-01, Revision 01, *Implementation of the NEPA*; Air Force NEPA Guidance (32 CFR Part 989 – Environmental Impact Analysis Process [EIAP]); and other pertinent environmental statutes, regulations, and compliance requirements and after careful review of the potential environmental impacts of implementing the proposal, we find there would be no significant impact on the quality of the human or natural environments, either individually or cumulatively; therefore, there is no requirement to develop an Environmental Impact Statement. Further, we commit to implement BMPs and environmental design measures identified in the 2019 Final EA and supporting documents.



Zulfi Jamil
Director, Facilities Requirements
Air and Marine Operations

April 12th, 2019

Date



Robert Janson
Acting Director
Facilities Management and Engineering

4/24/19

Date