



ENVIRONMENTAL STEWARDSHIP SUMMARY REPORT

for the construction, Operation, and Maintenance
of Vehicle Fence and Related Tactical Infrastructure,
Sections HV-1/2/3, HV-4, and JV-1A/1B/2/3,
Lordsburg Station and Santa Teresa Station,
U.S. Border Patrol El Paso Sector, New Mexico



July 2012

**ENVIRONMENTAL STEWARDSHIP SUMMARY REPORT
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OF VEHICLE FENCE AND RELATED TACTICAL INFRASTRUCTURE,
SECTIONS HV-1/2/3, HV-4, AND JV-1A/1B/2/3,
LORDSBURG STATION AND SANTA TERESA STATION,
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO**

July 2012

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EXECUTIVE SUMMARY

The U.S. Customs and Border Protection (CBP), Secure Border Initiative (SBI) built tactical infrastructure (TI) for the U.S. Border Patrol (USBP), El Paso Sector. USBP uses the term TI for the physical structures that facilitate enforcement activities; these items typically include roads, vehicle and pedestrian fences, lights, gates, and boat ramps. TI built under SBI's Vehicle Fence 300 (VF300) Program within the El Paso Sector consisted of vehicle fence with adjacent access roads and staging areas in three separate sections.

This Environmental Stewardship Summary Report (ESSR) was prepared to document the impact areas, compared with the original ESPs and the changes identified in the CR forms, for the following reasons:

1. To compare anticipated to actual impacts, so that a final new baseline is established for future maintenance and repair and any potential future actions.
2. To document success of BMPs and any changes or improvements for the future.
3. To document any changes to the planned location or type of the TI.

A total of 62.40 miles of vehicle fence were planned to be built, and 62.13 miles were actually built. The first section, with segments designated as HV-1, HV-2, and HV-3, lies along the U.S./Mexico international border west of Antelope Wells Port of Entry (POE) in Hidalgo County, New Mexico. The second section, with a segment designated as HV-4, lies along the U.S./Mexico international border east and west of Antelope Wells POE in Hidalgo County. These two sections compose the Lordsburg Station Area of Responsibility (AOR) within the El Paso Sector. The third section, with segments designated as JV-1 (comprising JV-1A and JV-1B), JV-2, and JV-3, lies along the U.S./Mexico international border west of the Santa Teresa POE in Luna and Doña Ana Counties, New Mexico. This section is identified as the Santa Teresa Station AOR within the El Paso Sector.

CBP also built 16.5 miles of vehicle fence in Deming Station AOR (segments IV-2 and IV-4B), which is in southern Luna County between Lordsburg and Santa Teresa Station AOs. This ESSR does not evaluate Deming Station AOR, as there is no corresponding ESP for it, but it is noted to provide a complete picture of the VF300 program in the El Paso Sector. Information regarding Deming Station AOR can be found in the *Final Environmental Assessment for Proposed Tactical Infrastructure El Paso Sector, Deming Station* and the *Final Station Based Project Level Report: VF Deming Station (IV-2 and IV-4B)*.

Overall, CBP determined that the projects within the El Paso Sector covered by this ESSR caused approximately 91 fewer acres of habitat and other environmental impacts than the project-level ESPs predicted. This represents a 16 percent reduction in impact area from what was predicted. Table ES-1 compares the predicted and actual environmental impacts as determined through on-site environmental monitoring during construction and post-construction surveys.

Table ES-1. Comparison of Predicted and Actual Impacts

Segment/Area	ESP Predicted Impact (acres)	Surveyed Impact (acres)	Difference in Impact (acres)
HV-1	29.30	22.19	- 7.11
HV-2	85.21	77.72	- 7.49
HV-3	77.60	35.88	- 41.72
HV-4	51.00	44.55	- 6.45
JV-1	134.10	129.90	- 4.2
JV-2	93.40	84.5	- 8.9
JV-3	70.88	55.52	- 15.36
Totals	541.49	450.26	- 91.23

CBP, in its commitment to building TI in an environmentally responsible manner, conducted environmental resource surveys and prepared management plans to avoid or minimize potential adverse environmental effects. CBP coordinated with the U.S. Fish and Wildlife Service (USFWS); Bureau of Land Management (BLM); State Historic Preservation Office (SHPO); other Federal, state, and local agencies; and potentially affected Tribal Nations, and requested input on potential environmental concerns regarding the projects.

CBP outreach also included affected property owners and members of the general public. Project descriptions were provided to the public through both a dedicated internet site and public meetings. The current internet site is http://cbp.gov/xp/cgov/border_security/ti/ti_docs/sector/el_paso/. In its continuing commitment to environmental stewardship, CBP conducted comprehensive environmental monitoring during construction. Environmental monitors documented daily construction activity and ensured that construction contractors adhered to best management practices (BMPs). Monitors also provided guidance to construction contractors and the U.S. Army Corps of Engineers (USACE) on natural and cultural resource issues as they arose, served as a conduit for coordination with resource agencies if needed, and moved animals from the construction corridor when needed. After construction was complete, the daily environmental monitor logs and weekly environmental monitor reports were compiled and analyzed to assess impacts.

The most common deviation from the established BMPs in the El Paso Sector included off-road activity, widening of the existing roadbed due to improper use, portable lights that were not properly equipped to prevent birds from perching on them, lack of flagging on access roads into and out of the project corridor, improperly managed trash, and the lack of drip pans underneath stored equipment that allowed minor spills. At the close of construction activities, no BMP infractions remained unresolved, and no impacts on federally listed species were documented as having resulted from such infractions.

CBP also monitored archaeological resource sites during construction. The environmental monitor reports for these segments indicate that no unanticipated finds or mitigation impacts were recorded during construction and monitoring.

At the conclusion of construction, there were no measurable changes in impacts on other resource categories over what the original El Paso Sector ESPs predicted. Potential effects—including physical disturbance and construction of solid barriers on wetlands, riparian areas,

streambeds, and floodplains—were avoided or mitigated, as appropriate. BMPs included implementation of plans for stormwater pollution prevention, construction mitigation and restoration, spill prevention control and countermeasures, dust control, fire prevention and suppression, and unanticipated discoveries to protect natural and cultural resources.

After the ESP was completed, changes were made to the alignment, design, or construction methods to facilitate construction, reduce costs or potential impacts, respond to stakeholder requests, or enhance the efficacy of the fence for enforcement purposes. These changes were reviewed and approved through CBP Headquarters and documented in Change Request (CR) forms. This report summarizes any significant modifications during construction that increased or reduced environmental impacts. For example, in response to the needs and concerns of USFWS, BLM, the New Mexico Department of Game and Fish (NMGF), and local ranchers, a CR was approved for a “Game Friendly Fence,” or “game panel,” in Normandy-style fence within Lordsburg Station. The purpose was to keep cattle from moving north-south but allow deer and other large ungulates safe, unimpeded passage in key movement corridors.

CBP consultants surveyed segments HV-1 through HV-3, HV-4, and JV-1 through JV-3 to inspect the final project corridor and infrastructure footprints. The survey documented significant differences between the planned action and completed actions. When surveyors noted changes, they consulted the CR forms to see whether the changes were recorded and approved. A total of 14 CRs were approved for the three segments; only four changes had the potential for environmental impacts.

The post-construction surveys indicated that in segments HV-1 through HV-3, the actual impact area was 56.32 acres less than the ESP anticipated. The primary reason for this result was that the actual fence construction and access road footprints were consistently narrower than anticipated. Additionally, a CR was approved for HV-1 through HV-3 and HV-4 to omit 5 staging areas and add 14 turnaround points, which reduced the impact area by approximately eight acres in these segments.

In HV-4 the actual impact area was 6.45 acres less than the ESP anticipated. The primary reason, again, was that the actual fence construction and access road footprints were consistently narrower than anticipated.

In JV-1 through JV-4 the actual impact area was 28.46 acres less than the ESP anticipated. Once again, the primary reason was that the actual fence construction and access road footprints were consistently narrower than anticipated. Additionally, a CR was approved for JV-1 to reconfigure an access road to avoid state lands and instead build a portion of that road on BLM land. This shortened the road by 297 linear feet.

Construction of other TI and maintenance and repair of existing access or other required roads might be required in the future as CBP continues to reassess mission and operational requirements. To the extent that other current and future actions are known, they are discussed in the project-level ESPs, which also include additional project-level details.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ES-1
1.0 INTRODUCTION, OUTREACH, AND METHODS	1-1
1.1 PUBLIC AND AGENCY OUTREACH.....	1-1
1.2 METHODS.....	1-5
1.2.1 Environmental Monitoring Process	1-5
1.2.2 Change Request Process	1-5
1.2.3 Post-Construction Survey Methods	1-6
2.0 DESCRIPTION OF THE PLANNED ACTION	2-1
2.1 SEGMENTS HV-1, HV-2, AND HV-3	2-3
2.2 SEGMENT HV-4	2-3
2.3 SEGMENTS JV-1, JV-2, AND JV-3	2-3
2.4 MONITORING	2-3
2.4.1 JV-1, JV-2, JV-3 Environmental Monitor Overview.....	2-3
2.4.2 HV-1, HV-2, HV-3 Environmental Monitor Overview.....	2-10
2.4.3 HV-4 Environmental Monitor Overview	2-10
2.5 CHANGE REQUEST FORMS.....	2-11
2.6 IMPACT QUANTITIES ANTICIPATED IN THE ENVIRONMENTAL STEWARDSHIP PLAN	2-12
3.0 POST-CONSTRUCTION FINDINGS.....	3-1
3.1 RESULTS OF ROAD MEASUREMENTS.....	3-2
3.1.1 Access Roads	3-2
3.1.1.1 Segments HV-1, HV-2, and HV-3	3-2
3.1.1.2 Segment HV-4	3-3
3.1.1.3 Segments JV-1, JV-2, and JV-3	3-3
3.2 FENCE AND ADJACENT CONSTRUCTION AND MAINTENANCE ROADS	3-3
3.2.1 Segments HV-1, HV-2, and HV-3	3-6
3.2.2 Segment HV-4	3-7
3.2.3 Segments JV-1, JV-2, and JV-3	3-8
3.3 STAGING AREAS	3-9
3.3.1 Segments HV-1, HV-2, and HV-3	3-9
3.3.2 Segment HV-4	3-10
3.3.3 Segments JV-1, JV-2, and JV-3	3-10
3.4 MEASURED IMPACT QUANTITIES	3-13
3.4.1 Segments HV-1, HV-2, HV-3, and HV-4.....	3-13
3.4.1.1 Vegetation and Soils	3-13
3.4.1.2 Cultural Resources	3-16
3.4.1.3 Wetlands and Waters of the United States.....	3-16
3.4.2 Segments JV-1, JV-2, and JV-3	3-17
3.4.2.1 Vegetation and Soils	3-17
3.4.2.2 Cultural Resources	3-18

3.4.2.3 Wetlands and Waters of the United States..... 3-18

4.0 DISCUSSION..... 4-1

4.1 INCREASED PROJECT FOOTPRINT..... 4-1

4.2 DECREASED PROJECT FOOTPRINT..... 4-1

4.3 ADDITIONAL ISSUES..... 4-1

4.4 ADDITIONAL VEHICLE FENCE IN THE PROJECT AREA..... 4-1

LIST OF FIGURES

Figure 1-1. Vicinity Map of HV-1, HV-2, and HV-3..... 1-2

Figure 1-2. Vicinity Map of HV-4..... 1-3

Figure 1-3. Vicinity Map of JV-1, JV-2, and JV-3..... 1-4

Figure 2-1. Photograph of Normandy-style Fence 2-2

Figure 2-2. Photograph of Post-on-Rail Fence 2-2

Figure 2-3. Location of HV-1, HV-2, and HV-3, Lordsburg Station Area of Responsibility... 2-4

Figure 2-4. Location of HV-4, Lordsburg Station Area of Responsibility..... 2-5

Figure 2-5. Location of JV-1, JV-2, and JV3, Santa Teresa Area of Responsibility 2-6

Figure 2-6. Photograph of Game-Friendly Fence..... 2-11

Figure 3-1. Post-Construction Impacts Found in HV-4..... 3-4

Figure 3-2. Post-Construction Impacts Found in HV-4 (Continued) 3-5

Figure 3-3. Photograph of Completed VF Segment and Construction and Maintenance Road
for HV-4..... 3-7

Figure 3-4. Photograph of Staging Area for HV-2 3-9

Figure 3-5. Staging Area for HV-4..... 3-11

Figure 3-6. Staging Area for JV-1 3-12

Figure 3-7. Staging Area for JV-1 (Continued)..... 3-14

Figure 3-8. Photograph of Turnaround Area Within the Staging Area for JV-1..... 3-15

Figure 3-9. Photograph of Articulated Mats Within the Staging Area for JV-3 3-15

Figure 3-10. Photograph of Native Grass Cleared Outside the 60-foot-Wide Construction
Corridor for JV-1 3-17

Figure 4-1. Location Map for Segments IV-2 and IV-4B 4-2

Figure 4-2. Layout Map for Segment IV-2..... 4-3

Figure 4-3. Layout Map for Segment IV-4B 4-4

LIST OF TABLES

Table ES-1. Comparison of Predicted and Actual Impacts ES-2

Table 2-1. Summary of BMP Infractions Related to Threatened and Endangered Species 2-7

Table 2-2. Summary of Approved CRs..... 2-13

Table 2-3. Resources Anticipated to be Impacted..... 2-14

Table 3-1. Summary of Construction Impacts for VF Segments in the El Paso Sector..... 3-1

Table 3-2. Permanent Impacts on Vegetation Communities Within Segments HV-1, HV-2,
HV-3, and HV-4..... 3-16

LIST OF APPENDICES

Appendix A. Public Outreach and Agency Coordination

SECTION 1.0
INTRODUCTION, OUTREACH, AND METHODS



1.0 INTRODUCTION, OUTREACH, AND METHODS

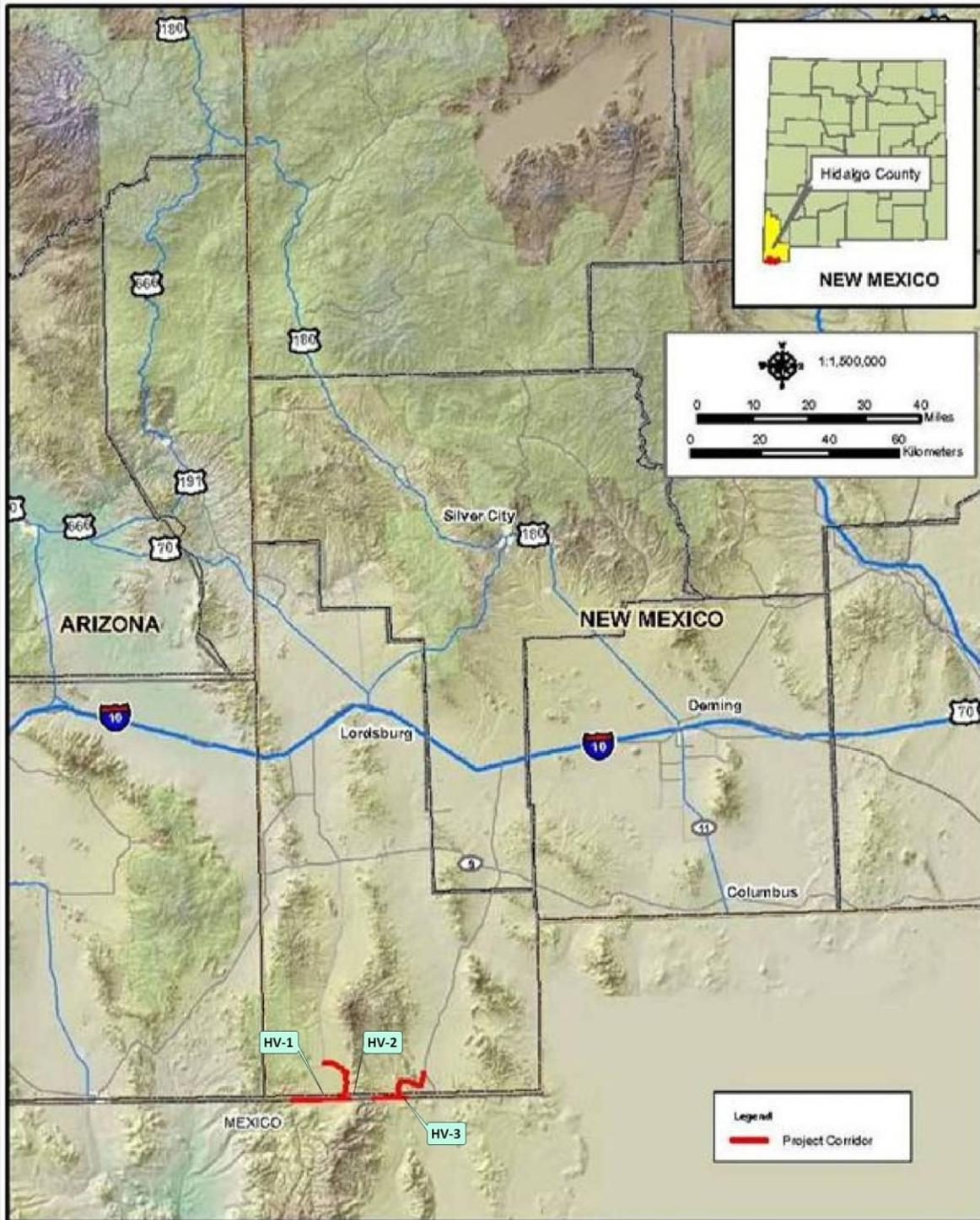
In support of a continuing commitment to environmental stewardship in building, operating, and maintaining tactical infrastructure (TI) along the U.S./Mexico international border in the U.S. Border Patrol (USBP) El Paso Sector, U.S. Customs and Border Protection (CBP) prepared project-level Environmental Stewardship Plans (ESPs) under the Vehicle Fence 300 (VF300) program. These ESPs documented the environmental effects that the planned projects were expected to have. TI within the El Paso Sector consisted of vehicle fence with adjacent access roads and staging areas in three separate sections along the U.S./Mexico international border. A total of 62.40 miles of vehicle fence was planned to be built, and 62.13 miles were actually built. The ESPs discussed CBP plans to mitigate potential environmental impacts and detailed the best management practices (BMPs) that CBP would observe during and after construction.

After construction was completed, CBP prepared this Environmental Stewardship Summary Report (ESSR), which consolidates and summarizes into a single document the VF300 project-level ESPs for three areas of operation (AOs): Lordsburg Station segments HV-1, HV-2, HV-3; Lordsburg Station segment HV-4; and Santa Teresa Station segments JV-1 (comprising JV-1A and JV-1B), JV-2, JV-3. Information in this ESSR was compiled from environmental monitoring summary reports, approved modifications made during construction, and a post-construction survey of the project corridor. This ESSR compares anticipated impacts described and assessed by the original ESPs to actual impacts after construction occurred. Project vicinity maps are presented in Figures 1-1 through 1-3.

Construction of other TI and maintenance and repair of existing access or other required roads might be required in the future as CBP continues to reassess mission and operational requirements. To the extent that other current and future actions are known, they are discussed in the project-level ESPs, which also include additional project-level details.

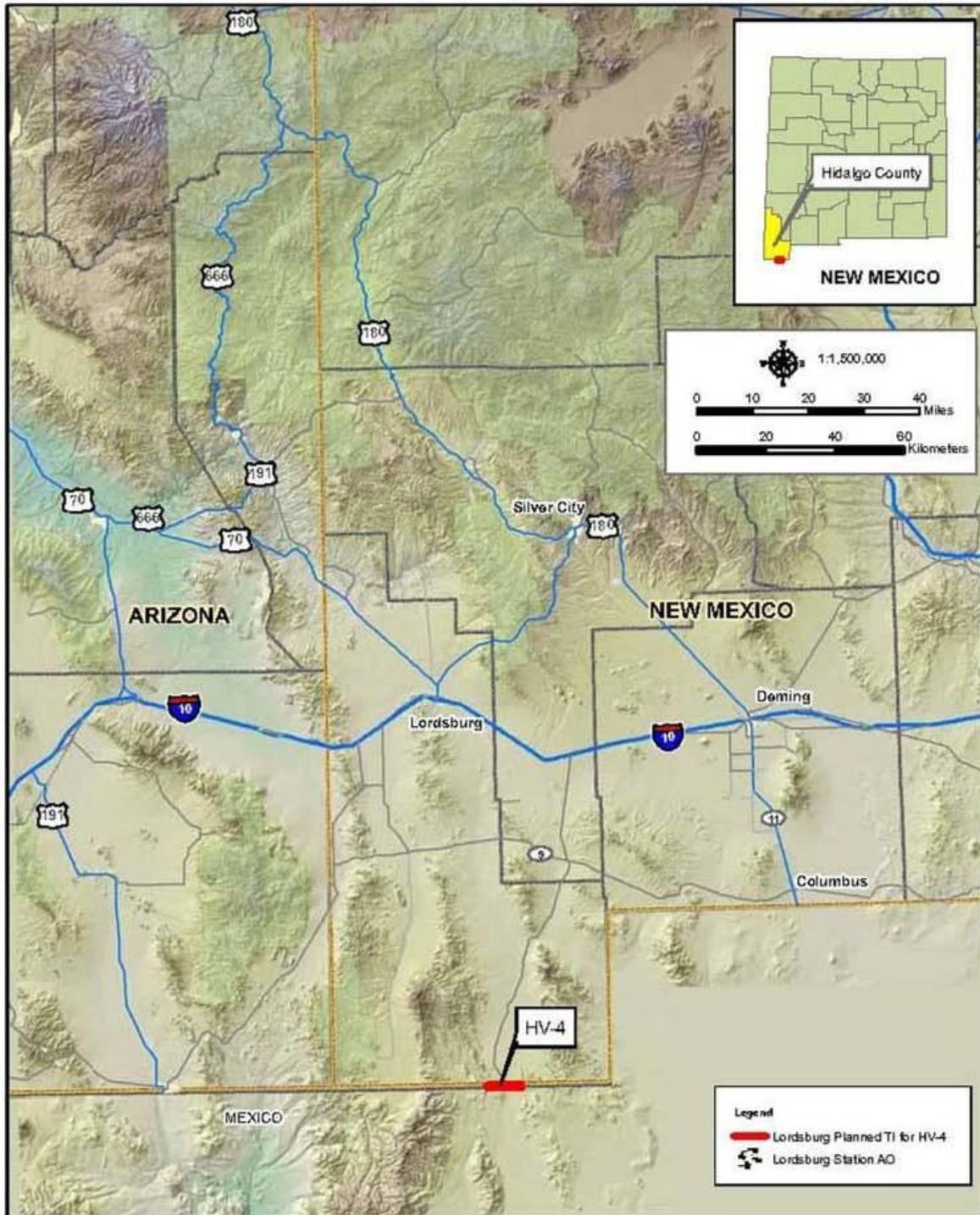
1.1 PUBLIC AND AGENCY OUTREACH

In its commitment to building TI in an environmentally responsible manner, CBP also conducted environmental resource surveys and prepared management plans to avoid or minimize potential adverse environmental effects. CBP coordinated with the U.S. Fish and Wildlife Service (USFWS); State Historic Preservation Office (SHPO); other Federal, state, and local agencies; and potentially affected Tribal Nations, requesting input on potential environmental concerns. CBP outreach also included affected property owners and members of the general public. Project descriptions were provided to the public through both a dedicated internet site and public meetings. The current internet site is http://cbp.gov/xp/cgov/border_security/ti/ti_docs/sector/el_paso/. A detailed summary of CBP's public outreach and agency coordination throughout ESP development is in Appendix A.



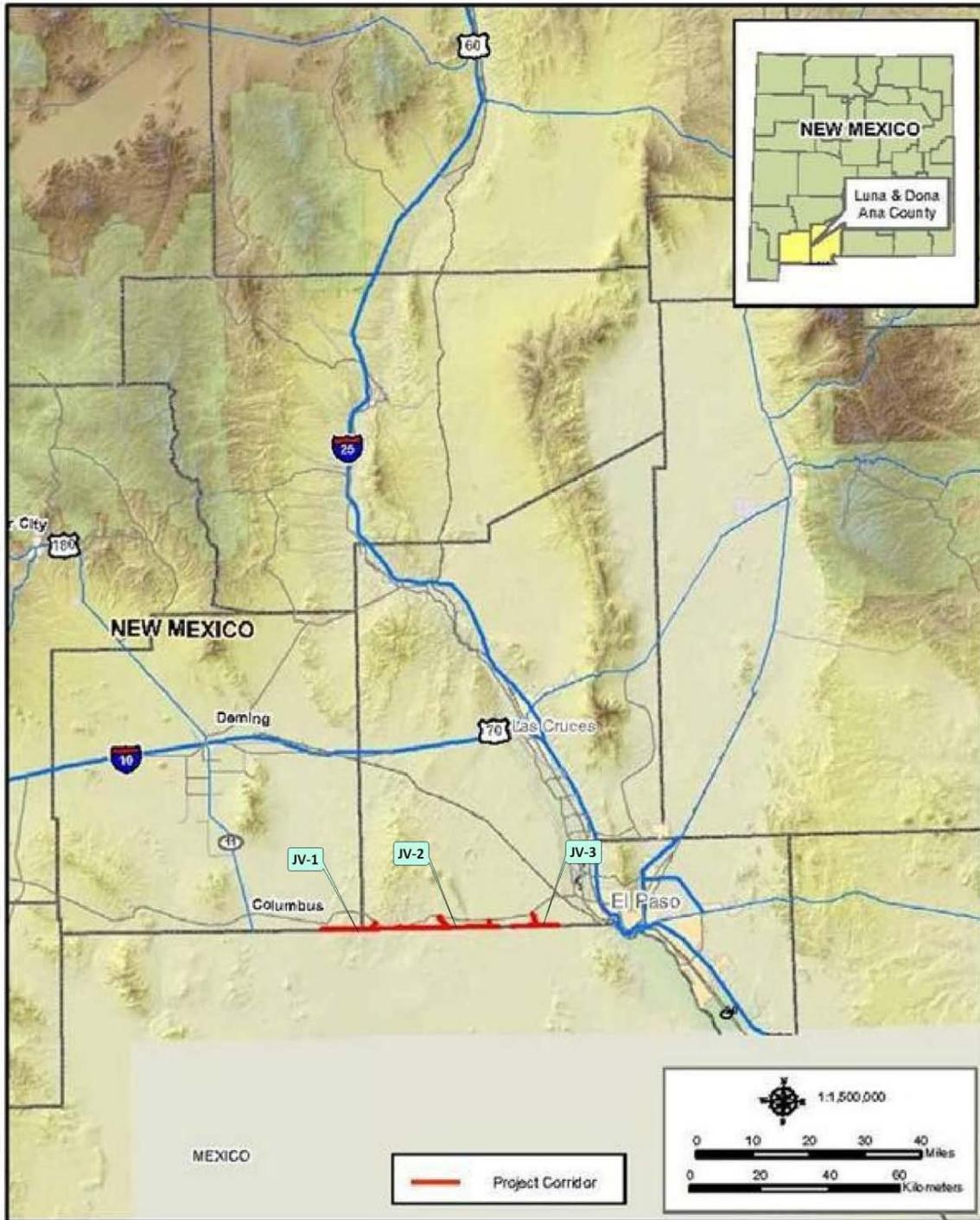
Source: GSCR - Environmental Stewardship Plan, Segments HV-1 through HV-3, El Paso Sector, New Mexico, December 2008

Figure 1-1. Vicinity Map of HV-1, HV-2, and HV-3



Source: GSRC - Environmental Stewardship Plan, Segment HV-4, El Paso Sector, New Mexico, December 2008

Figure 1-2. Vicinity Map of HV-4



Source: GSRC - Environmental Stewardship Plan, Segments JV-1, JV-2, JV-3, El Paso Sector, New Mexico, December 2008

Figure 1-3. Vicinity Map of JV-1, JV-2, and JV-3

1.2 METHODS

During construction CBP followed specially developed criteria to reduce adverse environmental impacts and used mitigation measures to further reduce or offset them. Mitigation measures included avoiding physical disturbance and building barriers in wetlands, riparian areas, and streambeds. Consultation with Federal and state agencies and other stakeholders augmented these efforts. CBP followed appropriate best management practices (BMPs) to protect natural and cultural resources. These included plans for stormwater pollution prevention, construction mitigation and restoration, spill prevention control and countermeasures, dust control, fire prevention and suppression, and unanticipated discoveries. Some of these same criteria and BMPs will be used during operation and maintenance.

1.2.1 Environmental Monitoring Process

In its continuing commitment to environmental stewardship, CBP conducted comprehensive environmental monitoring during construction. Environmental monitors documented daily construction activity and ensured that contractors adhered to BMPs. Environmental monitors also provided guidance to contractors and the U.S. Army Corps of Engineers (USACE) on natural and cultural resource issues as they arose, served as a conduit for coordination with resource agencies if needed, and moved animals from the construction corridor when needed. After construction was complete, the daily environmental monitor logs and weekly environmental monitor reports were compiled and analyzed to assess impacts of the projects. CBP also established environmental monitoring reporting during construction of the projects discussed in this ESSR. Environmental monitor reports documented conformance to BMPs; issues related to environmental resources, such as threatened and endangered species habitat; and cultural resources encountered during construction.

In particular, the reports documented BMP infractions, including impact of the BMP infractions on biological, cultural, or other resources, and corrective action taken. The reports also summarize construction activity completed and planned.

1.2.2 Change Request Process

CBP developed a change management process to identify, analyze, and approve unforeseen modifications during design and construction of TI, and monitored to document compliance with environmental requirements and adherence to the BMPs. The process used a formal system of design and construction change requests (CRs). The approval process included evaluating each CR for potential environmental impacts.

CRs document unforeseen modifications, additions, or deletions to construction. These changes occur as a result of various factors, including changes in terrain or construction material, variations on planned routes and staging areas, stakeholder requests, and other causes. Each CR has a unique identifier and describes the requested change, a justification for why the change was necessary, information on any additional costs, and how the change might affect the construction schedule. If necessary, the CR includes attachments such as maps or photographs to further explain the required change. Each CR was reviewed and submitted to CBP Headquarters for approval.

1.2.3 Post-Construction Survey Methods

The objective of the post-construction survey was to locate, identify, photograph, and record the actual final installation of the TI infrastructure, including types of fence and width of access roads and project corridors. In addition, the surveys recorded biological communities, wetlands, and other environmental conditions in and adjacent to the project corridor. They also documented any other unusual conditions observed, such as fence failure, significant erosion, hazardous waste, or construction debris.

Before the field survey, CBP produced maps of the project corridor as described in the ESP. Surveyors reviewed the ESP for the description of locations and type of fence to be installed, location and width of access and maintenance areas, and location and size of staging areas. They also obtained approved CR forms, which they used in the field to document approved changes. A survey of the entire USBP El Paso Sector project corridor recorded the center line, length, and width of construction and access road alignments using a Trimble Global Positioning System (GPS). Periodic GPS coordinates were recorded for the temporary and permanent construction footprint, particularly when the corridor appeared to be expanded or reduced. Surveyors also recorded the perimeters of staging areas using GPS, as well as the start and stop coordinates for various fence types.

SECTION 2.0
DESCRIPTION OF THE PLANNED ACTION



2.0 DESCRIPTION OF THE PLANNED ACTION

CBP built and now intends to operate and maintain approximately 90 miles of TI, consisting of approximately 62 miles of vehicle fence and 28 miles of access roads along the U.S./Mexico international border in the USBP El Paso Sector, New Mexico.

CBP based the locations of TI on a USBP El Paso Sector assessment of local operational requirements that identified where such infrastructure would assist USBP agents in reducing illicit cross-border activities. Where possible, CBP also consulted with local stakeholders to determine TI location and design. The vehicle fence for segments HV-1 through HV-4 consists entirely of Normandy-style fence (see Figure 2-1). Vehicle fence in segments JV-1 through JV-3 is a combination of Normandy and post-on-rail fence (see Figure 2-2).

Generally, vehicle fencing was installed approximately three to six feet north of the U.S./Mexico international border within the Roosevelt Reservation.¹ It typically affected an approximately 60-foot-wide corridor along each fence segment, although some contractors were successful in keeping the corridor narrower, as noted in some environmental monitor reports. TI was built around U.S. Section, International Boundary and Water Commission (USIBWC) monuments.

Wherever possible, contractors used existing roads and previously disturbed areas for construction access and staging. Any necessary aggregate or fill material was clean material obtained from available sources that did not pose an adverse impact on biological or cultural resources. New fence was fabricated from non-reflective steel. No painting was required. Maintenance will include removing any accumulated debris from the fence after rain to avoid potential future flooding. It is anticipated that the Normandy-style fence placed within washes will sufficiently allow storm water and debris through during storms. Normandy-style fence was securely anchored to the bottom and sides of washes. After storms the washes will be patrolled for large storm debris, which will be removed. Sand that builds up against the fence and brush near the fence will also be removed. Brush removal could include mowing, removing small trees, and applying a herbicide, if needed. Any destruction or breaches of the fence will be repaired. Additionally, access roads will be maintained or upgraded to ensure year-round access for fence maintenance. Access road maintenance can include periodic grading or repair of eroded areas.

¹ In 1907, President Roosevelt reserved from entry and set apart as a public reservation all public lands within 60 feet of the international boundary between the United States and Mexico within the State of California and the Territories of Arizona and New Mexico. Known as the Roosevelt Reservation, this land withdrawal was found “necessary for the public welfare ... as a protection against the smuggling of goods.” The proclamation excepted from the reservation all lands that, as of its date, were (1) embraced in any legal entry; (2) covered by any lawful filing, selection, or rights of way duly recorded in the proper U.S. Land Office; (3) validly settled pursuant to law; or (4) within any withdrawal or reservation for any use or purpose inconsistent with its purposes (CRS 2006).



Figure 2-1. Photograph of Normandy-style Fence



Figure 2-2. Photograph of Post-on-Rail Fence

2.1 SEGMENTS HV-1, HV-2, AND HV-3

Within the Lordsburg Station Area of Responsibility (AOR), the TI designated as segments HV-1, HV-2, and HV-3 is approximately 36 miles long, comprising 16.25 miles of vehicle fence and 19.76 miles of access road. The vehicle fence extends approximately from 1 mile west of border monument 69, east to 1.5 miles east of border monument 66, and from 1.5 miles west of border monument 64 east to border monument 62 (see Figure 2-3). The vehicle fence lies approximately three to six feet north of the U.S./Mexico international border, within the Roosevelt Reservation.

2.2 SEGMENT HV-4

Within the Lordsburg Station AOR, the TI designated as segment HV-4 totals approximately 6 miles of vehicle fence. No access road is required. Starting at the Antelope Wells Port of Entry (POE), this fence segment extends approximately 3 miles to the east and west (see Figure 2-4). The fence lies approximately 3 to 6 feet north of the U.S./Mexico international border, within the Roosevelt Reservation.

2.3 SEGMENTS JV-1, JV-2, AND JV-3

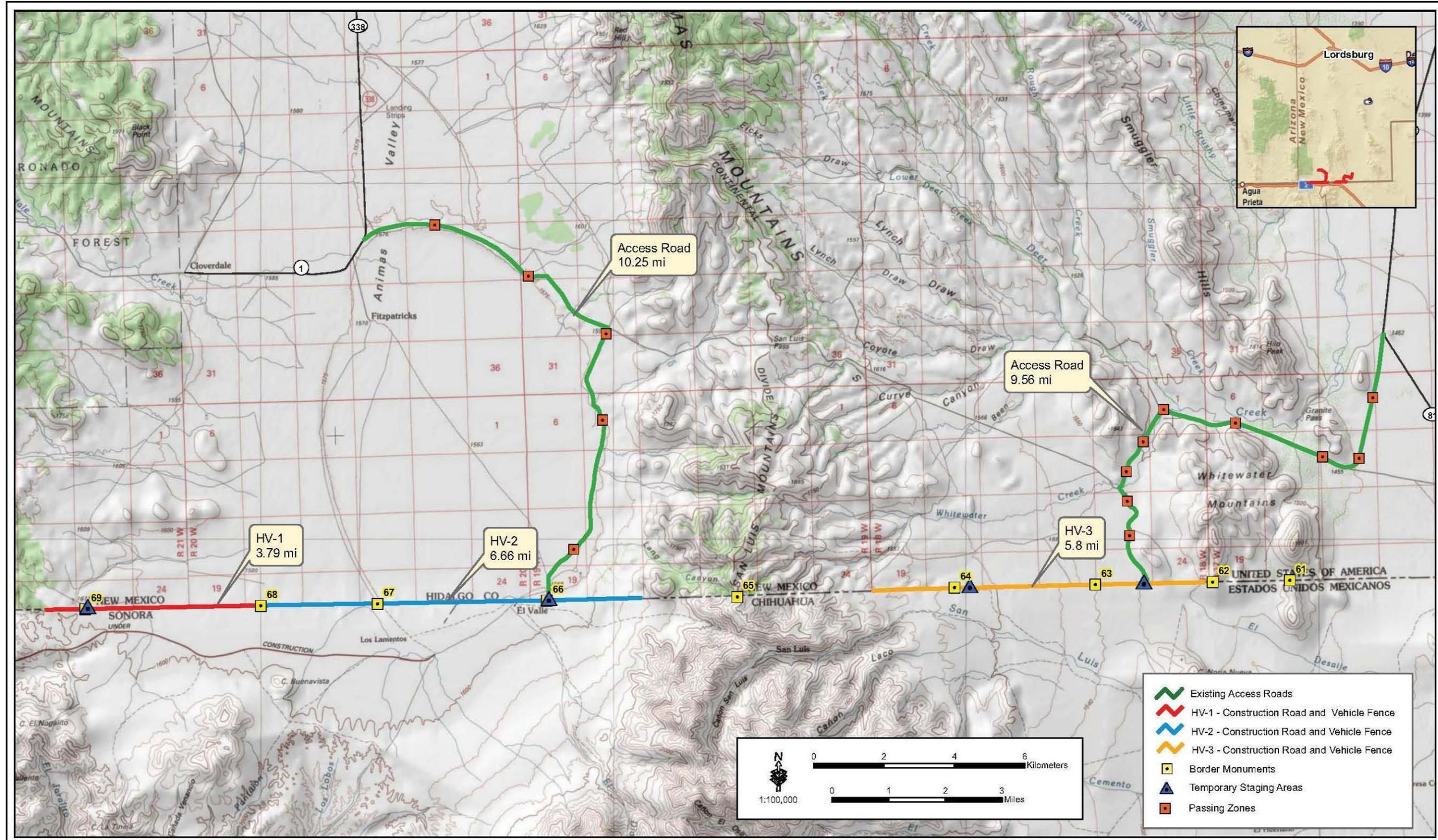
Within the Santa Teresa Station AOR, the TI designated as segments JV1, JV2, and JV3 is approximately 48 miles long, comprising 40 miles of vehicle fence and 8 miles of access roads (see Figure 2-5). The vehicle fence lies approximately 3 to 6 feet north of the U.S./Mexico international border, within the Roosevelt Reservation.

2.4 MONITORING

A third-party contractor prepared weekly monitoring reports, which contained daily logs. Post-construction monitor reports documented the final overall impacts from all projects covered by this ESSR and compared those with the impacts anticipated in the individual project-level ESPs. Table 2-1 summarizes BMP infractions listed in the environmental monitor reports that could have had a negative impact upon federally listed threatened and endangered species identified in the USBP El Paso Sector Biological Resources Plan (BRP). Issues and resolutions were minimal, relative to the size of the project. Most issues identified by the monitors were immediately brought to the attention of the project engineer and resolved in a timely manner.

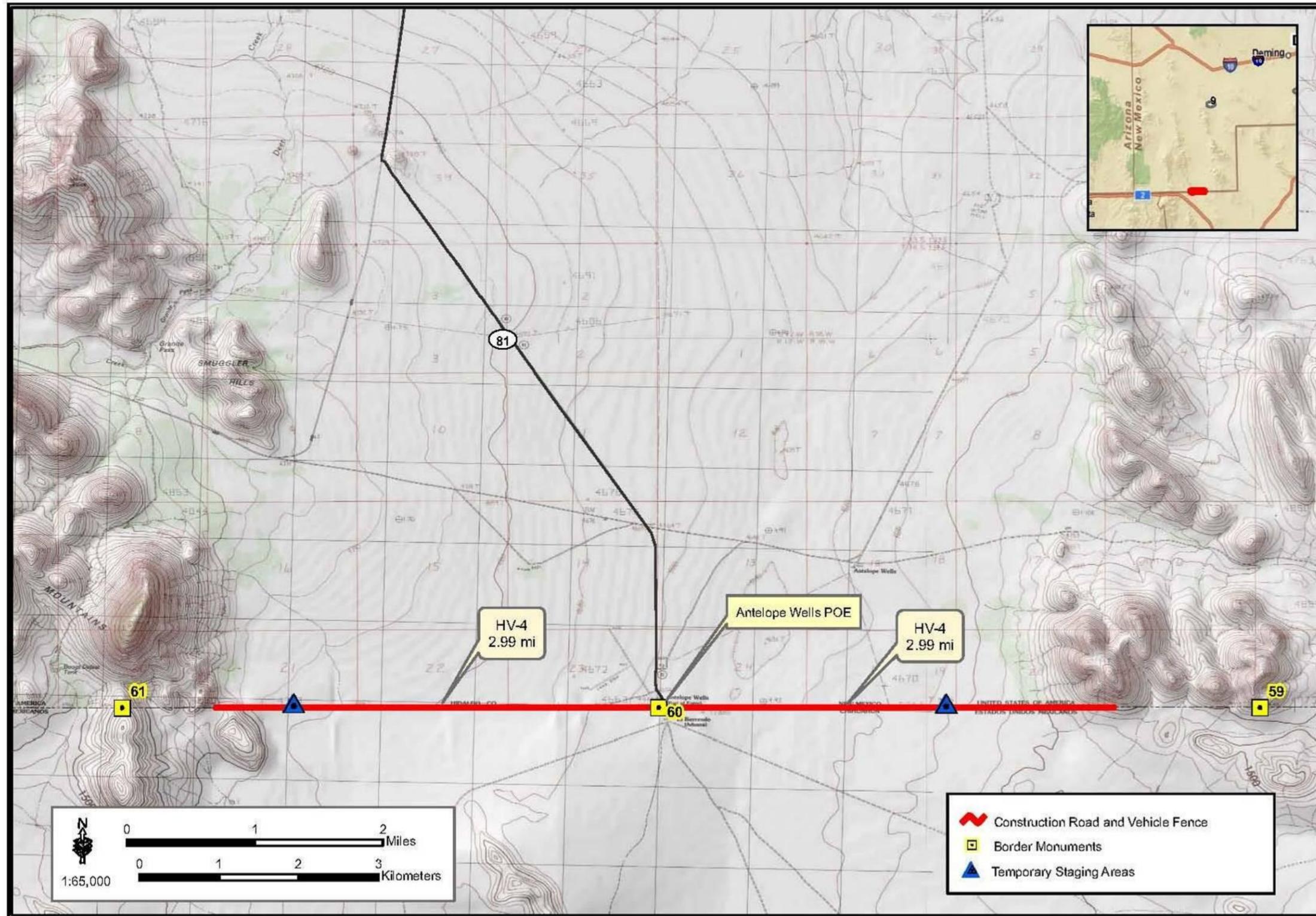
2.4.1 JV-1, JV-2, JV-3 Environmental Monitor Overview

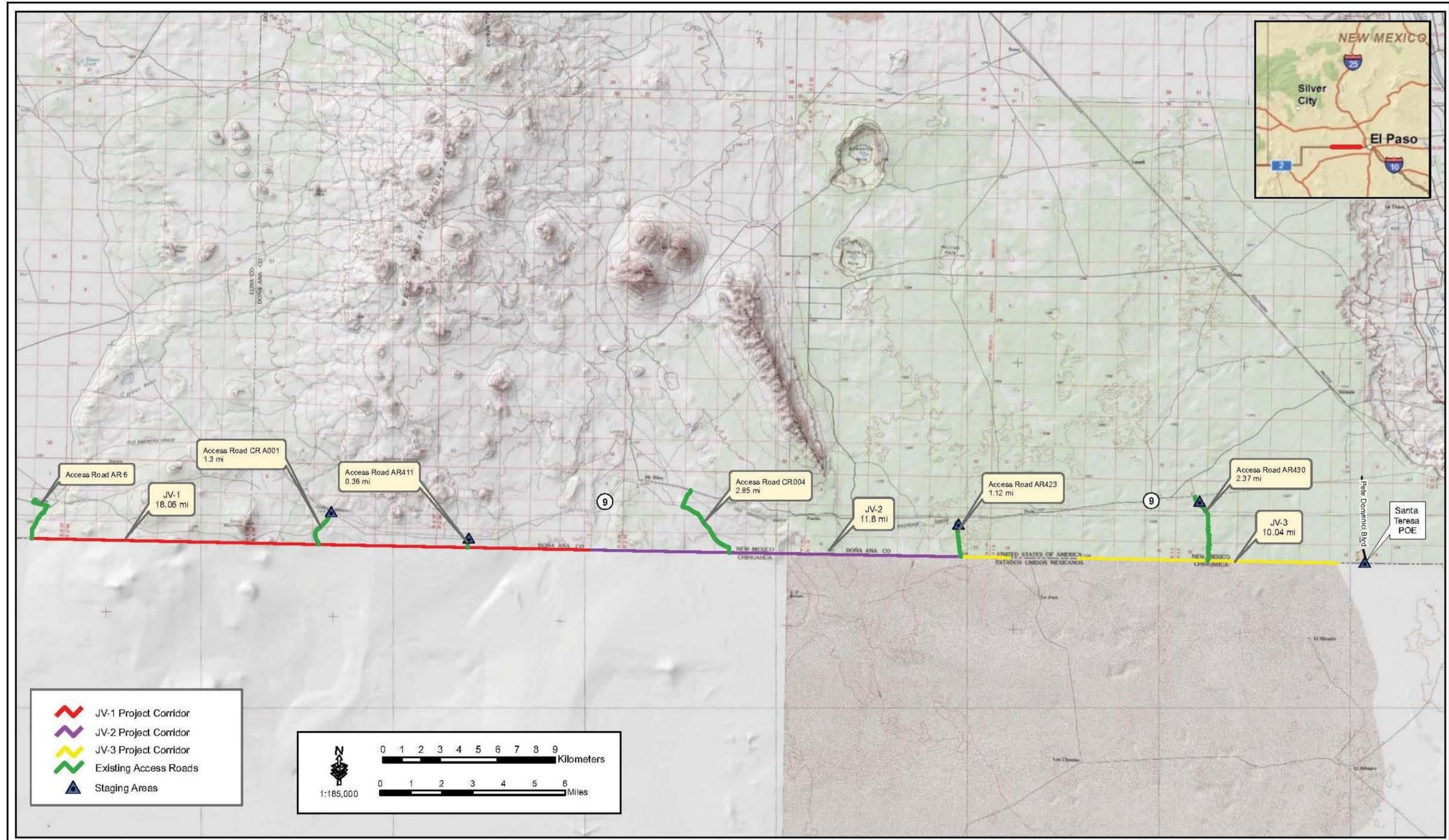
In order to prevent impacts in native habitat areas in segments JV-1, JV-2, and JV-3, CBP developed several BMPs not considered in the original ESPs and design plans. For example, BMP 8 was designed to prevent excessive clearing of areas beyond the allowed footprint. BMP 18 was designed to ensure that contractors would drive and park only on designated access roads or parking and staging areas. The environmental monitor frequently noted throughout the course of construction that these types of BMP infractions had occurred, leading to a minor increase in the footprint of impacts around access roads and staging areas. These impacts were noted in the daily log and all temporary disturbances were rehabilitated, including reseeding, after construction was complete.



Source: GSRC - Environmental Stewardship Plan, Segments HV-1 through HV-3, El Paso Sector, New Mexico, December 2008

Figure 2-3. Location of HV-1, HV-2, and HV-3, Lordsburg Station Area of Responsibility





Source: GSRC - Environmental Stewardship Plan, Segments JV-1, JV-2, JV-3, El Paso Sector, New Mexico, December 2008

Figure 2-5. Location of JV-1, JV-2, and JV3, Santa Teresa Area of Responsibility

Table 2-1. Summary of BMP Infractions Related to Threatened and Endangered Species

Segment	Date Infraction Identified	BMP #	Description of Infraction	Corrective Action Taken
JV-1(a)	November 3, 2008	7	The monitor noted that a new road was being built through native habitat very close to an existing county access road. No pre-construction surveys were completed since the monitor was not aware the road would be built.	Monitor determined that a CR for this new road was approved because there was difficulty obtaining permission to use the existing county road.
JV-1(a)	November 3, 2008	8	Monitor noted several isolated instances of excessive clearing beyond the allowed footprint for the access road.	Communicated the need to stay within allowed footprints.
JV-1(a)	November 3, 2008	18	Monitor noted that a piece of construction machinery was parked off the access road or staging area in native habitat area.	Monitor communicated to operator not to park outside access road or staging areas.
JV-1(a)	November 3, 2008	22	Monitor noted several instances of "off-roading," meaning that construction-related and private vehicles were driving in unauthorized, undisturbed areas, creating more disturbance than necessary.	Communicated that no vehicles should be driven outside the access road or staging areas.
JV-1(a)	November 5, 6, 7, and 10, 2008	24	Monitor noted that there were portable lights without anti-perching devices.	Monitor continued to observe whether birds were perching on lights, but none were observed.
JV-1(a)	November 7, 2008	22	Monitor noted that heavy equipment was cutting a corner on the access road, inadvertently increasing the access road footprint.	Monitor documented infraction and communicated to construction foreman.
JV-1(a)	November 12, 13, and 14, 2008	22	Monitor noted several instances of off-road vehicle activity, creating more disturbances into native habitat than necessary.	Monitor documented infraction and communicated to construction foreman.
JV-1(a)	November 17, 2008	6	Monitor noted that workers were using the unimproved county road for access because the newly built access road was in the wrong location and new agreements needed to be made with the State of New Mexico to use the new access road on state land. Vehicles were pulling off the unimproved county road to let other vehicles pass, leading to erosion and additional impact issues.	Monitor documented infraction and communicated to construction foreman.
JV-1(a)	November 19 and 20, 2008	6	Monitor noted that the county access road being used was not flagged and this was causing the existing road footprint to widen, since vehicles were traveling beyond the planned footprint.	Access road issues were resolved and the road was flagged to show boundaries.

Table 2-1, continued

Segment	Date Infraction Identified	BMP #	Description of Infraction	Corrective Action Taken
JV-1(a)	November 19, 2008	22	Monitor noted that vehicles were still traveling off-road outside approved disturbance footprints.	Monitor documented infraction and communicated to construction foreman.
JV-1(a)	December 1, 2008	22	Monitor noted that vehicles were still traveling off-road outside approved disturbance footprints.	Monitor documented infraction and communicated to construction foreman.
JV-1(a)	December 2, 2008	13	Monitor noted two minor fluid spills in the project area.	Spill areas were flagged and site supervisor was informed. Spill areas were cleaned up and verified by monitor.
JV-1(b)	October 22, 2008	2 and 18	Monitor noted that access routes were not yet flagged. This led to an excavator veering off the access road and parking in and impacting a small amount of native grass area.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 3, 2008	8	Monitor noted that excessive soil disturbance had occurred in several places along the access road where a grader had pushed excess soil and debris outside the 40-foot impact zone into native habitat area.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 3, 2008	22	Monitor noted that vehicles traveling off-road were causing additional impacts beyond the authorized impact corridor for the access road and stage areas.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 7 and 10, 2008	8	Monitor noted that excessive disturbance to native areas was being caused by lack of flagging and heavy machinery not knowing the limits of the impact footprints.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 10, 2008	22	Monitor noted that personnel were driving in a wash area to avoid traffic on the access road, causing impacts on vegetation and soils in areas outside the project boundaries.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 11 and 13, 2008	22	Monitor noted continued issue of equipment turning around or otherwise causing disturbances outside the approved corridors.	Monitor documented infraction and communicated to construction foreman.
JV-1(b)	November 12, 2008	13	Monitor noted a fluid spill of approximately one gallon.	Spill was cleaned.
JV-1(b)	November 13, 2008	8	Monitor noted areas where clearing beyond the allowed 60-foot corridor had taken place.	Monitor documented infraction and communicated to construction foreman.

Table 2-1, continued

Segment	Date Infraction Identified	BMP #	Description of Infraction	Corrective Action Taken
JV-1(b)	December 2, 2008	13	Monitor noted a fuel spill that covered approximately 250 square feet.	Spill was reported to the USACE on-site representative and eventually cleaned up.
JV-1(b)	December 3, 2008	22	Monitor noted that a semi truck had driven off the access road footprint and crushed an area of native vegetation.	Monitor documented infraction and communicated to construction foreman.
JV-2	November 18, 2008	13	Monitor noted a spill of approximately one gallon of diesel fuel.	Spill was reported to USACE on-site representative and later cleaned up.
JV-3	October 28, 2008	1	Monitor noted that the northern edge of the 60-foot construction footprint was not flagged, leading to machinery driving off-road in areas and causing additional minor impacts.	Flags were placed along the boundary to show the limits of disturbance.
JV-3	November 21, 2008	18	Monitor noted that with many large construction vehicles on-site, it was difficult to turn around and vehicles traveled off-road to turn around, or parked outside the 60-foot corridor.	Monitor documented infraction and communicated to construction foreman.
JV-3	December 9, 2008	5, 6	Monitor noted vehicles were causing the 60-foot corridor to widen as they drove around heavy machinery for setting fence posts.	Communicated problem to USBP, and a meeting was held to discuss problem.
HV-3	January 5, 2009	24	A portable light was installed that was not fitted with the required anti-perching device.	Light fitted with anti-perching device.
HV-4	December 12, 2008	5	Monitor noted that the access road extended approximately 250 feet beyond the end of the fence, creating a minor additional impact area.	Monitor documented infraction and communicated to construction foreman.

Additional issues noted by the monitor in these segments included flagging that was missing from the edges of the disturbance limits, which led to additional driving impacts in areas outside the limits of disturbance; portable lights brought on-site that were not properly equipped to prevent birds from perching on them; and minor fluid spills from construction machinery. All spills were properly flagged and addressed by removing any contaminated soil for appropriate disposal off-site. Finally, the environmental monitors noted several instances of housekeeping issues during construction, such as improperly managed trash. These issues were brought to the attention of site managers for correction as needed. A comprehensive cleanup of the construction sites took place after construction was completed, and any daily BMP infractions resulted in only minor temporary impacts.

A total of 48 recorded archaeological resource sites were monitored during construction of segments JV-1 through JV-3. The environmental monitor observed no impacts on these sites.

2.4.2 HV-1, HV-2, HV-3 Environmental Monitor Overview

Throughout construction of segments HV-1, HV-2, and HV-3, the environmental monitor noted various minor issues of incomplete boundary flagging and minor housekeeping issues, such as improper trash disposal. These and other minor BMP issues were brought to the attention of the site supervisors as needed and resolved. For example, the environmental monitor noted a discrepancy concerning BMP 24 regarding the use of portable lights. That BMP requires the use of anti-perching devices for all portable lights brought on-site. This issue was resolved the day after the infraction was noted, and the monitor did not observe any birds attempting to use the lights as a perch. In general, the environmental monitors noted that the construction contractors for these segments adhered to the BMP schedule and caused very little, if any, additional impact outside the approved impact zones.

Monitors noted some minor spills of fluid from construction equipment. These were properly cleaned up after notification of site supervisors.

A total of 44 recorded archaeological resource sites were monitored during construction of segments HV-1 through HV-3. The environmental monitor reports for these segments recorded no unanticipated finds or mitigation impacts during construction and monitoring.

2.4.3 HV-4 Environmental Monitor Overview

Throughout construction of segment HV-4, the environmental monitor noted various minor issues of incomplete boundary flagging and minor housekeeping issues, such as improper trash disposal. These issues were brought to the attention of the site supervisors as needed and resolved.

The environmental monitor noted that after construction was complete, it was discovered that the access road at one end of the project continued for an additional 250 feet past the design parameters. This area represents a minor increase in impact in segment HV-4 (approximately 6,250 additional square feet, or 0.143 acre).

The environmental monitor noted several instances where the Texas horned lizard, a species of special concern, was discovered in the project area. The environmental monitor captured these

isolated individuals and relocated them to suitable habitat outside the project area. The environmental monitor also noted several instances where the construction crew requested help in removing snakes from the project area, notably the Western diamondback rattlesnake. A total of five recorded archaeological resources sites were monitored during construction of segment HV-4. The monitor reports for this segment indicate that no unanticipated finds or mitigation impacts were recorded during construction and monitoring.

2.5 CHANGE REQUEST FORMS

As described above, CBP employed a formal CR process during this project. Most CRs did not increase the stated environmental impacts anticipated in the ESPs, and in some cases they reduced them. Where a design or construction change departed from the baseline established in the ESPs, the change typically reduced the impacts. For example, in response to the needs and concerns of USFWS, BLM, the New Mexico Department of Game and Fish (NMGF), and local ranchers, a CR was approved for a “Game Friendly Fence,” or “game panel,” with Normandy-style fence within Lordsburg Station AOR. The purpose was to keep cattle from moving north-south but allow deer and other large ungulates safe, unimpeded passage in key movement corridors (see Figure 2-6). Other examples include reducing the number of staging areas and accommodating the requests of private ranchers to limit access across private property.



Figure 2-6. Photograph of Game-Friendly Fence

Fourteen CR forms were approved during construction of vehicle fence in the USBP El Paso Sector. However, only four modifications had the potential to affect the construction footprint and thus change the environmental impacts. Table 2-2 summarizes the project modifications determined to have the potential to change the environmental effects discussed in the project ESPs.

2.6 IMPACT QUANTITIES ANTICIPATED IN THE ENVIRONMENTAL STEWARDSHIP PLAN

Table 2-3 shows the approved CRs that were expected to affect resources. This list is not all-inclusive, as post-construction quantities could not be measured for some resource impacts (such as air, noise, and socioeconomic factors). Unless otherwise noted, all quantities are in acres.

Table 2-2. Summary of Approved CRs

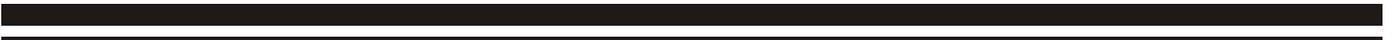
Approval Date	Summary Description	Potential Construction Impact
HV-1, HV-2, HV-3, and HV-4		
July 11, 2008	Delete five staging areas within HV1, HV-2, HV-3, and HV-4. Add 14 turnaround points along the access roads to these projects measuring 200 feet long by 50 feet wide centered on the access roads. Purpose of the change is to accommodate the desires of local landowners to reduce the impacts on their land.	Minor reduction of impacts by eight acres. The deletion of 5 staging areas decreases the impact footprint by approximately 10 acres. The addition of 14 passing zones leads to approximately 2 acres of impact. The net result is a reduction of total area impacted by eight acres.
HV-1, HV-2, HV-3, and HV-4		
September 18, 2008	Reconfigure access road to avoid state lands and instead build a portion of the access road on BLM land.	Slightly reduced impacts. Total length of access road would be 3,179 feet instead of 3,476 feet.
HV-1, HV-2		
November 25, 2008	CR is for access road alterations and consists of design and installation of rock foundation and reinforced concrete culvert system in a low-lying, wet area of the access road. Alterations will also consist of providing for the installation of gravel surfacing at locations determined to be unsuitable for travel after the initial grading operation. The existing access road is approximately 10 miles in length.	Minor additional impacts on soils of the existing access road. Impacts are temporary and all alterations are to be removed once construction is complete.
JV-1		
November 19, 2008	CR is administrative to allow for the negotiation of a right-of-way with the State of New Mexico for access road inadvertently built in the wrong location. The road was to have been built on BLM land, not state land.	Minor additional impacts on soils vegetation because the wrongly located road is approximately 500 feet longer than the planned road.

Table 2-3. Resources Anticipated to be Impacted

Resource	Impacts*			Comment
	Permanent	Temporary	Total	
Soils	541.5	23.2	564.7	No prime farmland soils impacted.
Vegetation	541.5	0	541.5	Desert grassland and conifer/mixed hardwood in HV-1 through HV-3 and HV-4; Chihuahuan desert scrub in JV-1 through JV-3.
Cultural resources	80 sites		80 sites	38 sites are recommended as eligible for NRHP listing, 36 have undetermined eligibility, and 6 are considered ineligible.
Waters of the United States	1.42	0	1.42	22 streams in HV-1 through HV-3; 2 streams in HV-4; 19 streams in JV-1 through JV-3, consisting of ephemeral surface drainage channels traversed with engineered drainage structures.
Wetlands	0.3	0	0.3	One site in HV-1.

* Note: Unless otherwise stated, all quantifications are in acres.

SECTION 3.0
POST-CONSTRUCTION FINDINGS



3.0 POST-CONSTRUCTION FINDINGS

This report section discusses the results of the post-construction surveys in both qualitative and quantitative terms, by construction activity. A summary of the impacts on the pertinent resources, based on these post-construction surveys, is presented at the end of this section. The information was derived from the *Draft Station Based Project Level Report: VF Lordsburg Station (Sections HV-1, HV-2, HV-3, HV-4)* and the *Final Station Based Project Level Report: VF Santa Teresa Station (Sections JV-1A, JV-1B, JV-2, JV-3)*.² During large construction projects it is common for minor difference between field conditions and design drawings to require small modifications. These modifications can result in increases in the length of fence sections or the footprint of roads and staging areas. Changes such as this are expected under typical construction projects. Table 3-1 summarizes the impacts anticipated in the ESPs; the actual, post-construction impacts as surveyed; and the difference between them.

Table 3-1. Summary of Construction Impacts for VF Segments in the El Paso Sector

Segment/Area	ESP Predicted Impact ^a (acres)	Surveyed Impact ^b (acres)	Difference (acres)
Segment HV-1			
60-foot-wide construction corridor	27.66	22.19 ^c	-5.46
Access roads	0	0	0
Staging areas	1.65	0	-1.65
Totals	29.30	22.19	-7.11
Segment HV-2			
60-foot-wide construction corridor	48.56	41.54 ^d	-7.02
Access roads	35.00	28.73	-6.27
Staging areas	1.65	7.45	5.80
Totals	85.21	77.72	-7.49
Segment HV-3			
60-foot-wide Construction Corridor	42.30	17.03 ^e	-25.27
Access Roads	32.00	16.68	-15.32
Staging Areas	3.30	2.17	-1.13
Totals	77.60	35.88	-41.72
Segment HV-4			
60-foot-wide construction corridor	46.00	35.20 ^f	-10.80
Access roads	0	0	0
Staging areas	5.0	9.35	4.35
Totals	51.00	44.55	-6.45
Segment JV-1 (JV-1A and JV-1B)			
60-foot-wide construction corridor	124.28	115.75 ^g	-8.53
Access roads	4.03	9.12	5.09
Staging areas	5.79	5.03	-0.76
Totals	134.10	129.90	-4.20

² This Environmental Stewardship Summary Report considers JV-1A and JV-1B together as one segment (Segment JV-1).

Table 3-1, continued

Segment/Area	ESP Predicted Impact ^a (acres)	Surveyed Impact ^b (acres)	Difference (acres)
Segment JV-2			
60-foot-wide construction corridor	86.50	73.60 ^h	-12.90
Access roads	6.90	10.90	4.00
Staging areas	0	0	0
Totals	93.40	84.50	-8.90
Segment JV-3			
60-foot-wide construction corridor	43.82	37.73 ⁱ	-6.09
Access roads	9.88	7.17	-2.71
Staging areas	17.18	10.62	-6.56
Totals	70.88	55.52	-15.36

Notes:

- Area based on CADD data provided by USACE.
- Area based on GPS data collected during post-construction surveys.
- 0.22 acre were disturbed outside the 60-foot-wide construction corridor and 5.74 acres were undisturbed within the 60-foot designed construction corridor.
- 0.63 acre were disturbed outside the 60-foot-wide construction corridor and 7.75 acres were undisturbed within the 60-foot designed construction corridor.
- 0.02 acre were disturbed outside the 60-foot-wide construction corridor and 25.33 acres were undisturbed within the 60-foot designed construction corridor.
- 2.25 acres were disturbed outside the 60-foot-wide construction corridor and 10.80 acres were undisturbed within the 60-foot designed construction corridor.
- 7.89 acres were disturbed outside the 60-foot-wide construction corridor and 18.06 acres were undisturbed within the 60-foot designed construction corridor.
- 0.84 acre were disturbed outside the 60-foot-wide construction corridor and 13.72 acres were undisturbed within the 60-foot designed construction corridor.
- 1.31 acres were disturbed outside the 60-foot-wide construction corridor and 7.40 acres were undisturbed within the 60-foot designed construction corridor.

3.1 RESULTS OF ROAD MEASUREMENTS

3.1.1 Access Roads

Access roads provide access to the border fence and the adjacent construction and maintenance road discussed in Section 3.2. Passing zones are installed where necessary to allow safe passage of transport vehicles and equipment, and their measured area encompasses the access roads. Aggregate is placed as needed on access roads and passing zones that carry large equipment and is removed before project completion.

3.1.1.1 Segments HV-1, HV-2, and HV-3

HV-1. The ESP did not plan for an access road to facilitate construction in HV-1. Access was gained via the access road and construction right of way for HV-2.

HV-2. The ESP planned for the use of an existing ranch road to facilitate construction in HV-2. The ESP described the ranch road as 10.25 miles long and 28 feet wide, totaling 35.0 acres. The post-construction survey found that the actual area of access road used by the contractor totaled 28.73 acres, or 6.27 acres less than proposed in the ESP. The contractor removed road improvements at the completion of the project.

HV-3. The ESP planned for the use of an existing ranch road to facilitate construction in HV-3. The ESP described the ranch road as 9.56 miles long and 28 feet wide, totaling 32.0 acres. The post-construction survey found that the actual area of access road used by the contractor totaled 16.68 acres, or 15.32 acres less than proposed in the ESP. The contractor removed road improvements at the completion of the project.

3.1.1.2 Segment HV-4

HV-4. The ESP did not propose an access road for HV-4, primarily because that segment is bisected by State Highway 81. Additionally, the contractor used an existing ranch road to gain access to the west side of a steep area on the western end of the segment (see Figures 3-1 and 3-2).

3.1.1.3 Segments JV-1, JV-2, and JV-3

JV-1. The ESP planned for three access roads (Access Road 6, Access Road A001, and Access Road 411) to facilitate construction in JV-1 (segments JV-1A and JV-1B). Access Road 6 was planned on the western side of the VF segment, at the boundary between segments JV-1A and JV-1B; Access Road A001 was planned on the eastern side of the VF segment; and Access Road 411 was planned in the center of the VF segment. Access Road 6 is discussed further in Section 4 of this report.

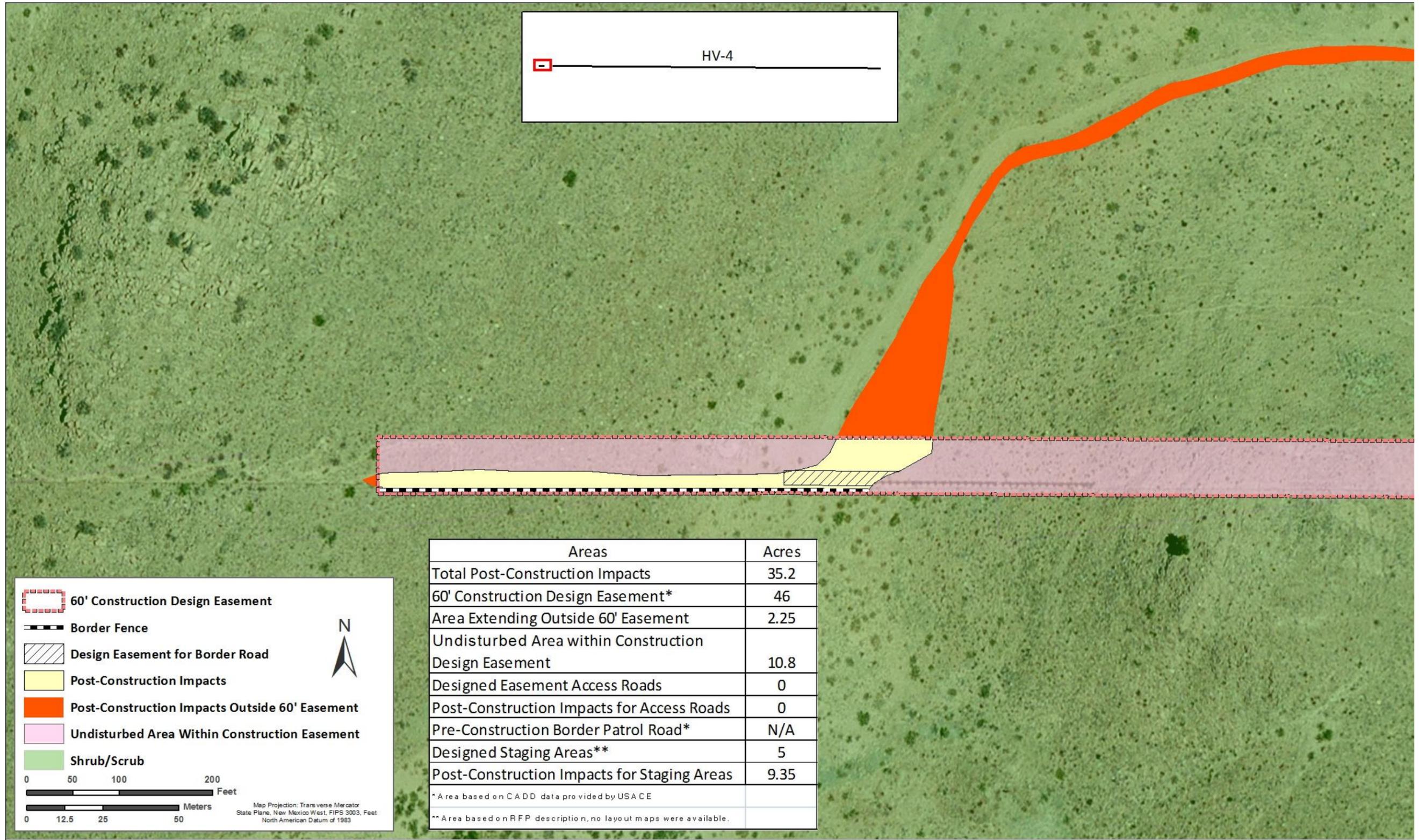
The ESP described proposed Access Road A001 as a 20-foot-wide access road totaling 3.15 acres. According to the post-construction survey, the actual area used by the contractor was 7.49 acres, or 4.34 acres more than the ESP proposed. The ESP described proposed Access Road 411 as a 20-foot-wide, 0.36-mile-long access road totaling 0.88 acre. According to the post-construction survey, the actual area used by the contractor was 1.62 acres, or 0.74 acre more than the ESP proposed. The roads as built were wider than the 20 feet stated in the ESP.

JV-2. The ESP planned one access road (Access Road CR004) to facilitate construction in JV-2. It described Access Road CR004 as 20 feet wide and 2.85 miles long, in the middle of the VF segment, totaling 6.90 acres. According to the post-construction survey, the actual area used by the contractor was 10.90 acres, or 4.00 acres more than the ESP proposed. The roads as built were wider than the 20 feet stated in the ESP.

JV-3. The ESP planned two access roads (Access Road 423 and Access Road 430) for facilitating construction in JV-3. It described Access Road 423 as 20 feet wide and 1.12 miles long, on the western end of the VF segment, totaling 2.71 acres. According to the post-construction survey, the actual area used by the contractor was 3.05 acres, or 0.34 acre more than the ESP proposed. The ESP described Access Road 430 as 20 feet wide and 2.37 miles long, on the east side of the VF segment, totaling 5.65 acres. According to the post-construction survey, the actual area used by the contractor was 4.12 acres, or 1.53 acres less than the ESP proposed.

3.2 FENCE AND ADJACENT CONSTRUCTION AND MAINTENANCE ROADS

Vehicle fences are built to prevent illegal vehicle traffic, but not to preclude pedestrian or wildlife movement. The vehicle fence is placed approximately 3 to 6 feet north of the U.S./Mexico international border and installed such that the permanent ground disturbance is



Source: PIKA - Station Based Project Level Report, VF Lordsburg Station (HV-1, HV-2, HV-3, HV-4), June 2009

Figure 3-1. Post-Construction Impacts Found in HV-4

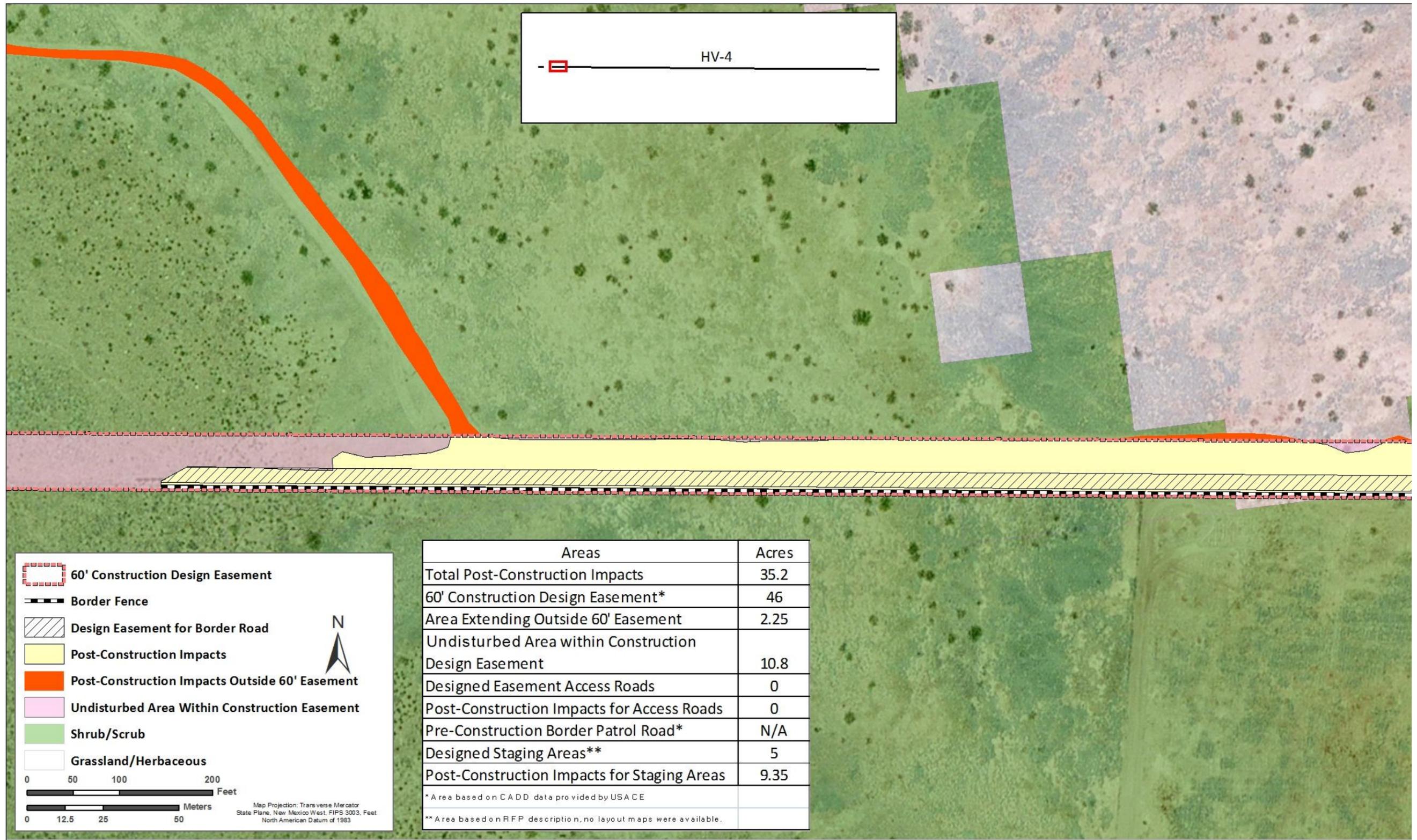


Figure 3-2. Post-Construction Impacts Found in HV-4 (Continued)

negligible. Construction and maintenance roads are needed to build TI, provide a safe driving surface along the border, and allow access for fence maintenance. The ESPs planned that all construction would occur within the 60-foot-wide Roosevelt Reservation corridor.

3.2.1 Segments HV-1, HV-2, and HV-3

HV-1. According to the post-construction survey for HV-1, the construction footprint of the primary VF and adjacent construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the 60-foot-wide construction corridor for HV-1 would impact 27.66 acres. The post-construction survey calculated the actual impact area to be 22.19 acres. Of that total, 0.22 acre was disturbed outside the planned 60-foot-wide corridor. However, 5.74 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in HV-1 was 5.47 acres less than the ESP proposed, because the contractor used an area smaller than that expected. Although a few equipment turnaround areas extended outside the designed corridor, the contractor did not clear a staging area for HV-1 and instead used a staging area developed for segment HV-2.

HV-2. According to the post-construction survey for HV-2, the construction footprint of the primary VF and construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the 60-foot-wide construction corridor for HV-2 would impact 48.56 acres. The post-construction survey calculated the actual impact area to be 41.54 acres. Of that total, 0.63 acre was disturbed outside the planned 60-foot-wide corridor. However, 7.75 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in HV-2 was 7.02 acres less than the ESP proposed, because the contractor used an area smaller than that expected. The primary reason was that the access roads as built were consistently narrower than designed, and the contractor did not use the full 60 feet of construction ROW.

HV-3. According to the post-construction survey for HV-3, the construction footprint of the primary VF and construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the 60-foot-wide construction corridor for HV-3 would impact 42.30 acres. The post-construction survey calculated the actual impact area to be 17.03 acres. Of that total, 0.02 acre was disturbed outside the planned 60-foot-wide corridor. However, 25.33 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in HV-3 was 25.27 acres less than the ESP proposed, because the contractor used an area smaller than expected. The primary reason was that the access roads as built were consistently narrower than designed, and the contractor did not use the full 60 feet of construction ROW.

3.2.2 Segment HV-4

HV-4. According to the post-construction survey for HV-4, the construction footprint of the primary VF and construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the 60-foot-wide construction corridor for HV-4 would impact 46.0 acres. The post-construction survey calculated the actual impact area to be 35.20 acres. Of that total, 2.25 acres were disturbed outside the planned 60-foot-wide corridor (see Figures 3-1 and 3-2). However, 10.80 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in HV-4 was 10.80 acres less than the ESP proposed, because the contractor used an area smaller than expected. The primary reason was that the contractor did not use the full 60 feet of construction ROW. Figure 3-3 shows the completed VF and construction and maintenance road.



Figure 3-3. Photograph of Completed VF Segment and Construction and Maintenance Road for HV-4

3.2.3 Segments JV-1, JV-2, and JV-3

JV-1. According to the post-construction survey for JV-1 (JV-1A and JV-1B), the construction footprint of the primary VF and construction/maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the 60-foot-wide construction corridor contained 124.28 acres. The post-construction survey calculated the actual impact area to be 115.75 acres. Of that total, 7.89 acres were disturbed outside the planned 60-foot-wide corridor. However, 18.06 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in JV-1 was 8.53 acres less than proposed, because the contractor used an area smaller than expected and used a smaller staging area. A few areas—typically equipment turnarounds and locations that required access around steep areas—extended outside the designed corridor.

JV-2. According to the post-construction survey for JV-2, the construction footprint of the primary VF and construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. The ESP stated that the designated 60-foot-wide construction corridor contained 86.50 acres. The post-construction survey calculated the actual impact area to be 73.60 acres. Of that total, 0.84 acre was disturbed outside the planned 60-foot-wide corridor. However, 13.72 acres was left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon determination that they had been disturbed. Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in JV-2 was 12.90 acres less than proposed in the ESP, because the contractor used an area smaller than expected. A few areas—typically equipment turnarounds and locations that required access around steep areas—extended outside the designed corridor.

JV-3. According to the post-construction survey for JV-3, the construction footprint of the primary VF and construction and maintenance road was almost entirely contained within the 60-foot-wide Roosevelt Reservation, which was the footprint planned in the ESP. Segment JV-3 extends on both sides of a pre-existing post-and-rail fence installed by the National Guard. This area was excluded from the post-construction survey. The ESP stated that the designed 60-foot-wide construction corridor contained 43.82 acres. The post-construction survey calculated the actual impact area to be 37.73 acres. Of that total, 1.31 acres were disturbed outside the planned 60-foot-wide corridor. However, 7.40 acres were left undisturbed within the corridor. Areas disturbed outside the construction corridor were restored upon identification that they had been disturbed.

Restoration consisted of soil preparation by tilling and hydroseeding with native seed mix.

The final impact in JV-3 was 6.09 acres less than proposed in the ESP, because the contractor used an area smaller than expected. A few areas—typically equipment turnarounds and locations that required access around steep areas—extended outside the designed corridor.

3.3 STAGING AREAS

Staging areas are required for facilitating operation of equipment, staging materials, and allowing construction access to the project corridor described in Section 3.2.

3.3.1 Segments HV-1, HV-2, and HV-3

HV-1. The ESP planned a staging area totaling 1.65 acres in HV-1. However, the post-construction survey indicated that the contractor did not clear a staging area for HV-1 and instead used one of the staging areas developed for HV-2. The final impact on HV-1 was 1.65 acres less than proposed.

HV-2. The ESP planned a staging area totaling 1.65 acres in HV-2. However, the post-construction survey indicated that two staging areas were used. The first was on State Road 1, approximately 16 miles north of the fence line. This staging area was determined to be 5.91 acres and contained the construction trailers (see Figure 3-4). The contractor stored construction equipment, accepted delivered materials, fabricated the fence segments, and fabricated the articulated mats within this staging area. It was not part of the design plans proposed in the ESP.



Figure 3-4. Photograph of Staging Area for HV-2

The second staging area was at the intersection of the access road and the HV-2 fence. This staging area was determined to be 1.50 acres. The total acreage of both staging areas was 7.45 acres. The final impact on HV-2 was 5.80 acres more than proposed.

The two staging areas and all areas that were not part of the permanent footprint were restored or rehabilitated upon completion of the construction activities.

HV-3. The ESP planned two staging areas totaling 3.30 acres in HV-3. The first was at the intersection of the access road and the HV-3 fence. The post-construction survey determined that this staging area was 1.65 acres, which was the footprint planned in the ESP. In addition, this staging area was completely fenced with a 10-foot-tall chain-link fence.

The second staging area was 2.25 miles west of the first one, along the construction ROW. The planned footprint for the second staging area was 1.65 acres. The post-construction survey determined that it was 0.52 acre, meaning that the contractor used 1.13 acres less than the construction design allowed. The reasons was that the contractor used the main staging area for segment HV-4 to store the construction trailers and construction equipment, and fabricate the fence segments and articulated mats.

The two staging areas and all areas that were not part of the permanent footprint were restored or rehabilitated upon completion of the construction activities.

3.3.2 Segment HV-4

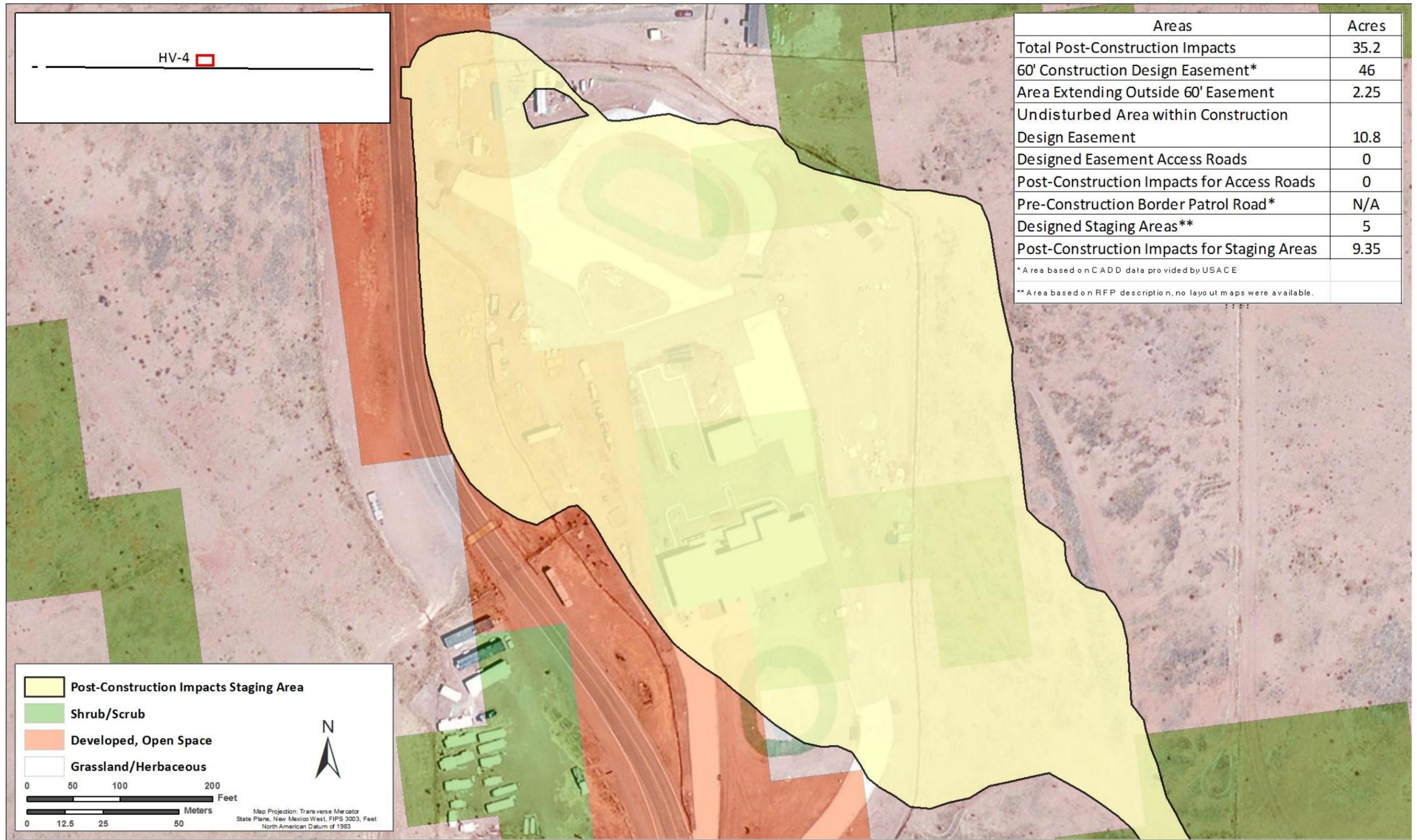
HV-4. The ESP planned two staging areas totaling 5.00 acres for HV-4. However, the post-construction survey indicated that the contractor instead used one large staging area, totaling 9.56 acres (see Figure 3-5), which was not part of the design drawings and not included in the ESP. The result was that the contractor used 4.35 acres more than the construction design allowed. The contractor stored construction equipment, accepted delivered materials, fabricated the fence segments, and fabricated the articulated mats within this staging area, which was on the east side of State Highway 81, adjacent to the Antelope Wells POE. This staging area was also used for HV-3.

The staging area and all areas that were not part of the permanent footprint were restored or rehabilitated upon completion of the project.

3.3.3 Segments JV-1, JV-2, and JV-3

JV-1. The ESP planned one staging area totaling 5.79 acres for JV-1. However, the post-construction survey indicated that the actual area used was 2.76 acres. The staging area was at the intersection of Access Road A001 and State Highway 9. It contained a water storage structure for dust control and a turnaround for water trucks (see Figure 3-6).

In addition, the post-construction survey indicated that the contractor used a second staging area for JV-1, at the intersection of Access Road 411 and State Highway 9. The post-construction survey determined that this staging area was



Source: PIKA – Station Based Project Level Report, VF Lordsburg Station (HV-1, HV-2, HV-3, HV-4), June 2009

Figure 3-5. Staging Area for HV-4



Source: PIKA – Station Based Project Level Report, VF Santa Teresa Station (JV-1A, JV-1B, JV-2, JV-3), April 2009

Figure 3-6. Staging Area for JV-1

2.27 acres. It contained construction equipment, a water storage structure for dust control, and a turnaround for water trucks (see Figures 3-7 and 3-8).

The final impact area of these two staging areas was 8.06 acres, or 0.76 acre less than planned in the ESP. The two staging areas and all areas that were not part of the permanent footprint were restored upon completion of the construction.

JV-2. The ESP did not plan a staging area in JV-2. However, the post-construction survey revealed that the contractor used a staging area, which was at the intersection of Access Road 423 and State Highway 9. Its use was shared between segments JV-2 and JV-3; however, due to the completion dates of construction activities, the final impact area of this staging area is discussed under segment JV-3, below.

JV-3. The ESP planned three staging areas, totaling 17.18 acres, in JV-3. The first, at the intersection of Access Road 423 and State Highway 9, was designed to be 5.69 acres. However, the post-construction survey determined that the actual area was 2.60 acres, or 3.09 acres less than proposed in the ESP. This staging area contained the water storage structure for dust control and a turnaround for water trucks.

The second staging area, within an unused race track parking area south of State Highway 9, was planned to be at the intersection of Access Road 430 and State Highway 9 and was designed to be 5.73 acres. However, the post-construction survey determined that the actual area was 7.54 acres, or 1.81 acres more than proposed in the ESP. The staging area was paved and contained within a 10-foot-tall, chain-link fence. The contractor used it for storing construction equipment and fabricating fence segments and articulated mats (see Figure 3-9). Because it was on land that was previously disturbed and developed, impacts on natural areas were diminished.

The third staging area was several hundred feet east of the end of JV-3. According to the ESP, this staging area was to be adjacent to the east end of JV-3 and designed to be 5.74 acres. However, the post-construction survey determined that its actual area was 0.47 acre, which was 5.27 acres less than proposed in the ESP. It was used to store construction equipment. The staging areas and all areas that were not part of the permanent footprint were restored upon completion of the construction activities.

3.4 MEASURED IMPACT QUANTITIES

The post-construction surveys allow one to compare the actual impacts on pertinent resources with the anticipated impacts described in the ESPs and summarized in Table 2-3 of this ESSR.

3.4.1 Segments HV-1, HV-2, HV-3, and HV-4

3.4.1.1 Vegetation and Soils

The existing vegetation community adjacent to the project corridor is the Chihuahuan Semi-Desert Grassland and Madrean Evergreen Woodland. The August 2008 *Biological Resources Plan (BRP) for Construction, Operation, and Maintenance of Tactical Infrastructure for El Paso Sector, New Mexico Lordsburg Station* identified and assessed the composition, structure, and general health of vegetation communities within the project corridor. The analysis indicated that



Source: PIKA – Station Based Project Level Report, VF Santa Teresa Station (JV-1A, JV-1B, JV-2, JV-3), April 2009

Figure 3-7. Staging Area for JV-1 (Continued)



**Figure 3-8. Photograph of Turnaround Area
Within the Staging Area for JV-1**



**Figure 3-9. Photograph of Articulated Mats
Within the Staging Area for JV-3**

the project would permanently impact a total of approximately 227.5 acres of vegetation (223.6 acres of Chihuahuan Semi-Desert Grassland and 3.9 acres of Madrean Evergreen Woodland). Table 3-2 summarizes the permanent impacts on vegetation communities within segments HV-1 through HV-4.

**Table 3-2. Permanent Impacts on Vegetation Communities
Within Segments HV-1, HV-2, HV-3, and HV-4**

Segment	Semi-Desert Grassland (acres)	Madrean Evergreen Woodland (acres)
HV-1	24.4	0.7
HV-2	84.2	2.0
HV-3	70.5	1.2
HV-4	41.6	0
<i>Subtotal</i>	223.6	3.9
Total	227.5*	

* Note: Total does not include impacts from the staging areas or passing zones.

According to the post-construction survey, construction affected native vegetation outside the designated construction area when flagging was absent. The project as a whole sustained less impact on native vegetation than estimated in the construction plans and, therefore, minimized the need for mitigation due to loss of potential threatened and endangered species habitat. TI construction and installation permanently altered approximately 180 acres of existing land uses, soils, vegetation, wildlife habitat, and potential habitat for protected species. The contractor disturbed less area than anticipated while building the access roads, vehicle fence, construction and maintenance roads, and staging areas throughout Lordsburg Station.

3.4.1.2 Cultural Resources

A total of 32 archaeological sites were monitored during construction; 9 sites were within segments HV-1 and HV-2, 18 were within HV-3, and 5 were within HV-4. Present within all of the segments are several historic border monuments associated with site LA 85768 (the international boundary site), which runs the entire length from El Paso to the Arizona/New Mexico border. According to the post-construction survey, all of the border monuments are on the south side of the new VF; none of them were impacted during construction.

3.4.1.3 Wetlands and Waters of the United States

One jurisdictional wetland was delineated in HV-2 west of the access road. This wetland was approximately 0.3 acre and filled with rip-rap as a low-water crossing. CBP consulted with USACE on potential mitigation.

A total of 24 ephemeral streams meeting the definition of jurisdictional waters of the United States were monitored during construction. In accordance with the design they were traversed with various types of drainage structures, including concrete low-water crossings, reinforced concrete pipes, and box culverts. The project did not change existing drainage patterns of trans-boundary runoff. In addition, rip-rap, rock, and other energy dissipating materials were placed downstream of the drainage structures to reduce flow velocity, long-term erosion, and

downstream sedimentation. TI construction did not increase the footprint within these jurisdictional areas. No other additional waters of the United States were identified.

3.4.2 Segments JV-1, JV-2, and JV-3

3.4.2.1 *Vegetation and Soils*

The ESP analysis indicated that TI construction and installation would permanently impact approximately 319 acres of Chihuahuan Desert scrub vegetation. The most common plant species observed during the June 2008 biological survey included rabbit brush, soap tree yucca, whitethorn acacia, tree cholla, prickly pear, creosote bush, four-winged saltbush, Mormon tea, sand sage, and honey mesquite. According to the post-construction survey, vegetation was cleared and graded in the staging areas; however, the staging areas were rehabilitated at completion of construction.

The post-construction survey indicated that native vegetation outside the designated construction area was impacted during construction, when flagging was absent (see Figure 3-10).



Figure 3-10. Photograph of Native Grass Cleared Outside the 60-foot-Wide Construction Corridor for JV-1

The project as a whole affected less acreage of native vegetation than expected in the construction plans and, therefore, minimized the need for mitigation due to loss of potential threatened and endangered species habitat. TI construction and installation permanently altered approximately 193.9 acres of existing land uses, soils, vegetation, wildlife habitat, and potential habitat for protected species.

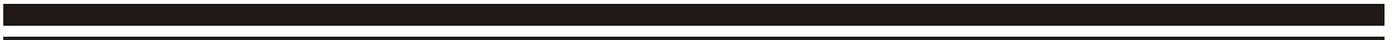
3.4.2.2 Cultural Resources

A total of 48 archaeological sites was monitored during construction; 14 sites were within segment JV-1 (JV-1A and JV-1B), 12 were within JV-2, and 22 were located within JV-3. According to the post-construction survey, no significant issues were associated with these archaeological sites, unexpected subsurface cultural finds, or destruction of site areas outside the 60-foot-wide construction corridor during archaeological monitoring. Present within all of the segments are several historic border monuments associated with site LA 85768 (the international boundary site), which runs the entire length from El Paso to the Arizona/New Mexico border. According to the post-construction survey, all of the border monuments are on the south side of the new VF; none of them were impacted during construction.

3.4.2.3 Wetlands and Waters of the United States

A total of 19 ephemeral streams meeting the definition of jurisdictional waters of the United States was monitored during construction. They were traversed with various types of drainage structures, including concrete low-water crossings, reinforced concrete pipes, and box culverts. The project did not change existing drainage patterns of trans-boundary runoff. In addition, rip-rap, rock, and other energy-dissipating materials were placed downstream of the drainage structures to reduce flow velocity, long-term erosion, and downstream sedimentation. TI construction did not increase the footprint within these jurisdictional areas. No other additional waters of the United States were identified.

SECTION 4.0
DISCUSSION



4.0 DISCUSSION

The permanent impact on soils and vegetation decreased from the original estimate of approximately 541.49 acres in the ESPs to 450.26 acres as determined by the post-construction survey, a difference of 91.23 acres. As can be seen in Table 3-1, the decrease was largely due to the reduction of the footprint width of the fence line and access roads from the anticipated footprint.

4.1 INCREASED PROJECT FOOTPRINT

The project disturbed approximately 13 acres of soil and vegetation outside the 60-foot-wide ROW for fence construction in the Lordsburg Station (HV-1 through HV-4) and Santa Teresa Station (JV-1 through JV-3) AOs. Approximately nine acres of soil and vegetation were disturbed outside designed access road corridors in Santa Teresa Station AOR. A 5.91-acre staging area was built in HV-2 that was not part of the original design. A 9.35-acre staging area was built in HV-4 to replace 2 designed staging areas totaling 5.0 acres. A staging area in JV-3 was 1.81 acres larger than designed.

4.2 DECREASED PROJECT FOOTPRINT

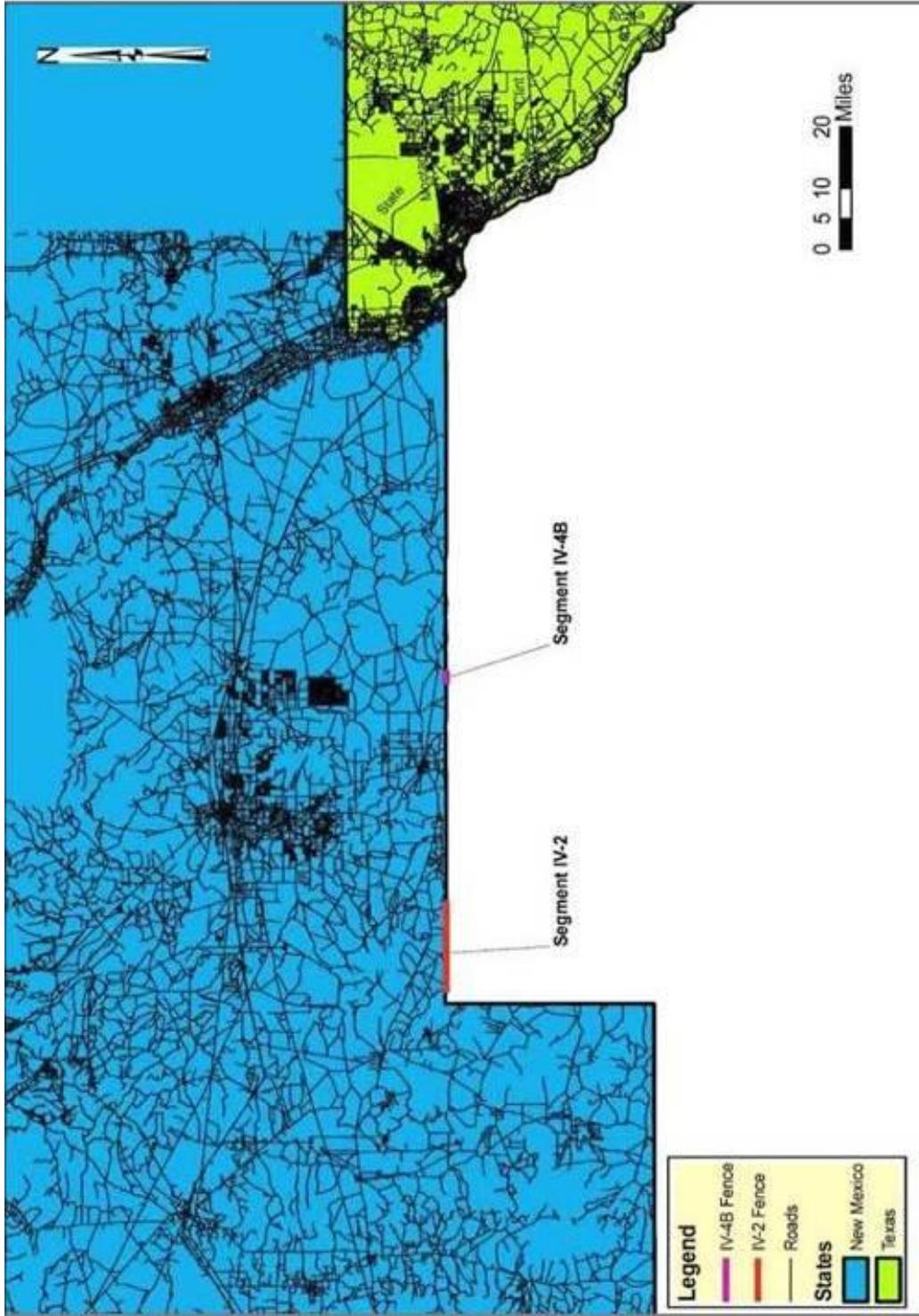
Reductions in the construction footprint width left approximately 91 acres of soil and vegetation undisturbed within the 60-foot-wide ROW for fence construction and approximately 23 acres of soil and vegetation undisturbed within access road ROWs. A change request authorized the elimination of a 1.65-acre staging area in HV-1. Additionally one staging area in HV-2, one staging area in HV-3, one staging area in JV-1, and two staging areas in JV-3 were cumulatively 16.44 acres smaller than designed.

4.3 ADDITIONAL ISSUES

No issues were identified at the completion of construction or during the post-construction surveys that require resolution. CBP is implementing a Comprehensive Tactical Infrastructure Maintenance and Repair (CTIMR) program to ensure the TI and related areas are maintained and repaired as needed.

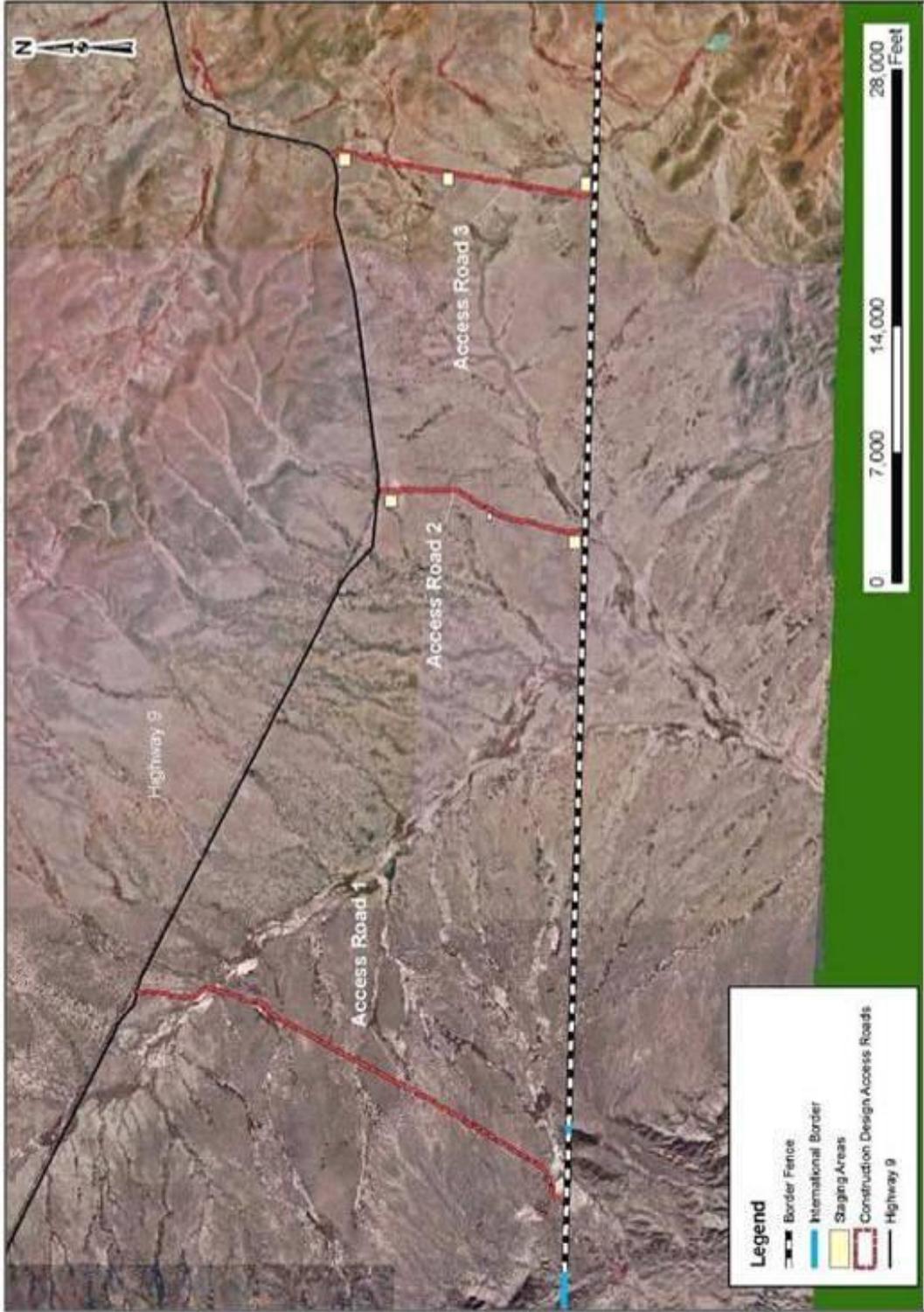
4.4 ADDITIONAL VEHICLE FENCE IN THE PROJECT AREA

CBP also built and plans to operate and maintain approximately 16.5 miles of vehicle fence and 14.73 miles of access roads in Deming Station AOR (segments IV-2 and IV-4B) of the USBP El Paso Sector. This vehicle fence is approximately three to six feet north of the U.S./Mexico international border, within the Roosevelt Reservation. Segment IV-2 is in southern Luna County, New Mexico, west of the Columbus POE. Segment IV-4B is in southern Luna County east of the Columbus POE (see Figures 4-1 through 4-3). Deming Station AOR is between the Lordsburg Station and Santa Teresa Station AOs. This ESSR does not evaluate the projects in Deming Station AOR but notes them here to provide a complete picture of the VF300 program in the El Paso Sector. Information regarding Deming Station AOR can be found in the *Final*



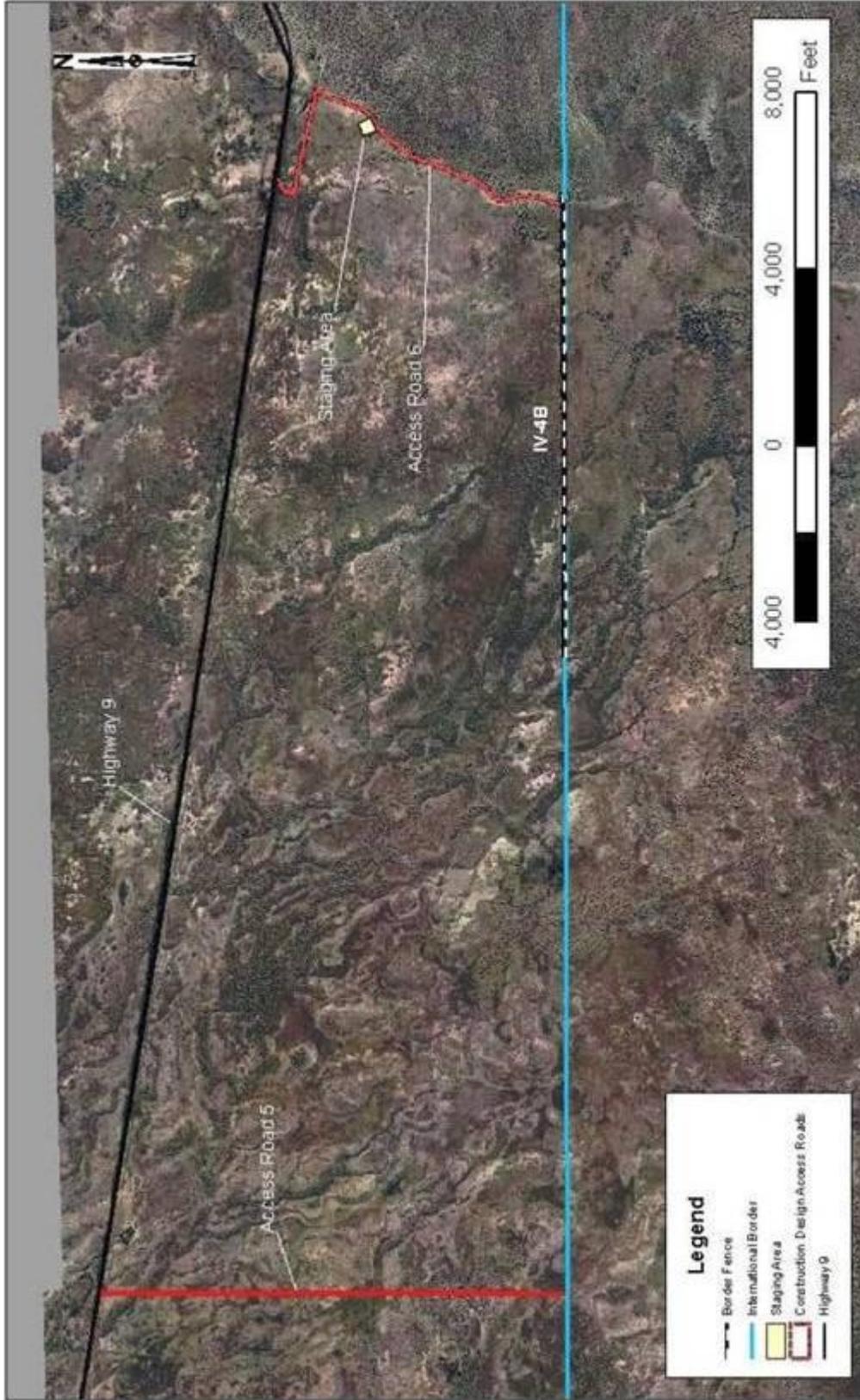
Source: PIKA – Station Based Project Level Report, VF Deming Station (IV-2, IV-4B) May 2009

Figure 4-1. Location Map for Segments IV-2 and IV-4B



Source: PIKA – Station Based Project Level Report, VF Deming Station (IV-2, IV-4B) May 2009

Figure 4-2. Layout Map for Segment IV-2



Source: PIKA – Station Based Project Level Report, VF Deming Station (IV-2, IV-4B) May 2009

Figure 4-3. Layout Map for Segment IV-4B

APPENDIX A
PUBLIC OUTREACH AND AGENCY COORDINATION





APPENDIX A

Public Outreach and Agency Coordination



APPENDIX A

PUBLIC OUTREACH AND AGENCY COORDINATION

A.1 INTRODUCTION

The U.S. Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) is committed to building, operating, and maintaining tactical infrastructure (TI) along the U.S./Mexico international border in the United States Border Patrol (USBP) El Paso Sector, New Mexico, in an environmentally responsible manner. Public outreach and agency coordination was an important component of this effort.

This appendix provides additional detailed information for all the activities in the various public outreach and agency coordination efforts related to vehicle fence segments HV-1 through HV-4 and JV-1 through JV-3 in the USBP El Paso Sector.

CBP notified relevant Federal, Tribal, state, and local agencies concerning the project and requested input on potential environmental concerns that such parties might have regarding the project. Because CBP is committed to building TI in an environmentally responsible manner, CBP also conducted environmental resource surveys and prepared management plans to minimize potential adverse environmental effects. CBP coordinated with the U.S. Fish and Wildlife Service (USFWS); Bureau of Land Management (BLM); State Historic Preservation Office (SHPO); other Federal, state and local agencies; and potentially affected Tribal Nations. CBP coordination and outreach included affected property owners and members of the general public. CBP actively solicited public input for developing the Environmental Stewardship Plans (ESPs) through both a dedicated internet site and public meetings.

The remainder of this appendix provides specific information on these public outreach and agency coordination efforts. This appendix is organized around the particular public audience or resource agencies involved.

A.2 PUBLIC COMMENT SOLICITATION

A.2.1 Public Meetings and Project Website Information

A public open house meeting to provide the public with information on the project was announced in local newspapers and held at the Mimbres Valley Special Event Center in Deming, New Mexico, as described in Table A-1.

Table A-1. Public Meeting Information

VF300 Sector	Public Meeting Location	Date	Estimated Attendees	Registered Attendees
El Paso Sector	The Mimbres Valley Special Event Center 2300 E. Pine Street Deming, New Mexico 88030	September 19, 2008	20	13

A.2.1.1 Public Meeting Materials

The following pages present various exhibits displaying materials associated with the public meeting, including the newspaper announcement, meeting registration and comment forms, the presentation for the meeting, and the other materials available to the public at the public meeting, including the general project description.

The public meeting announcement was published in the Deming Star on May 10, 2008.

Public Open House Announcement

Construction of Tactical Infrastructure along the U.S./Mexico international border U.S. Border Patrol (USBP) El Paso Sector, New Mexico

U.S. Department of Homeland Security, Customs and Border Protection (CBP) plans to construct, operate, and maintain tactical infrastructure along the U.S./Mexico international border in the USBP El Paso Sector, New Mexico. The infrastructure will consist of vehicle fence, access and patrol roads. The tactical infrastructure will be constructed in areas of the border that are not currently fenced. Through our consultation and environmental stewardship efforts, CBP seeks to identify, avoid, minimize, and mitigate impacts on air quality, noise, land use, recreation, visual resources, geology and soils, water use and quality, cultural resources, socioeconomic resources and environmental justice, utilities and infrastructure, and biological resources including vegetation, wildlife, aquatic species and special status species. CBP will prepare an Environmental Stewardship Plan (ESP) to ensure that adverse environmental impacts are minimized whenever possible during the construction of tactical infrastructure along the U.S./Mexico international border in the USBP El Paso Sector, New Mexico. CBP is committed to building tactical infrastructure in an environmentally responsible manner that protects valuable natural and cultural resources.

Additional information regarding the ESP can be found at www.dhs.gov/xnews/releases/pr_1207080713748.shtm, or by e-mailing: information@BorderFencePlanning.com. For further information please contact Loren Flossman, Program Manager, SBI Tactical Infrastructure, 1300 Pennsylvania Ave, NW, Washington, DC 20229, Tel: (877) 752-0420, Fax: (703) 752-7754.

A public open house to discuss the planned infrastructure will be held on May 19, 2008, from 4:30 p.m. to 8:00 p.m. at The Mimbres Valley Learning Center, 2300 E Pine Street, Deming, New Mexico 88030.

Public Open House Announcement

The following are the materials presented as posted presentations and available as handouts at the public meeting.

**CONSTRUCTION, OPERATION, AND MAINTENANCE
OF TACTICAL INFRASTRUCTURE
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO
FACT SHEET**

ENVIRONMENTAL STEWARDSHIP PLANS

Although Secretary Chertoff exercised his authority under Section 102(c) of IIRIRA to waive certain laws, DHS is neither compromising its commitment to responsible environmental stewardship nor its commitment to solicit and respond to the needs of state, local, and tribal governments, other agencies of the federal government, and local residents.

CBP is committed to consultation with the Department of the Interior, the Department of Agriculture, States, local governments, Native American tribes, and property owners in the United States to minimize the impact on the environment, culture, commerce, and quality of life for the communities and residents located near the sites at which such tactical infrastructure is to be constructed.

As part of this process, CBP will conduct natural and cultural resources surveys in the project area to identify resources present, consider project revisions to avoid or minimize impacts to the extent practical, provide reasonable mitigations for impacts that cannot be avoided, and share the results with the public and other stakeholders in Environmental Stewardship Plans for Tactical Infrastructure projects.

U.S. Customs and Border Protection, U.S. Border Patrol



Overview of the Environmental Stewardship Plans

CONSTRUCTION, OPERATION, AND MAINTENANCE OF TACTICAL INFRASTRUCTURE U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO FACT SHEET

PROJECT DESCRIPTION

- Construct, maintain, and operate approximately 80.7 miles of tactical infrastructure and 74.8 miles of access roads.
- The Project will be implemented in 9 discrete sections of tactical infrastructure. The project area for the individual sections will range from approximately 1.9 miles to 12.8 miles in length.
- Tactical infrastructure will consist of vehicle fence, associated patrol roads, and access roads.
- The tactical infrastructure will follow the U.S./Mexico International Border on the Roosevelt Reservation¹.
- The tactical infrastructure will be constructed in areas of the border that are not currently fenced and will assist U.S. Border Patrol agents in reducing illegal cross-border activities.
- Vehicle fencing will be Normandy style and/or post and rail style.
- Fencing will be engineered to not impede water flow, designed to survive extreme climate changes, and reduce or minimize impediments to small animal movements.
- Fencing will be able to withstand vandalism and will be aesthetically pleasing to the extent possible.
- In most cases, patrol roads will generally run parallel to the fence sections and the total footprint will be approximately 60 feet wide, expanding as necessary for access roads and staging areas.

¹ In 1907, President Roosevelt reserved from entry and set apart as a public reservation all public lands within 60 feet of the international boundary between the United States and Mexico within the State of California and the Territories of Arizona and New Mexico. Known as the "Roosevelt Reservation," this land withdrawal was found "necessary for the public welfare ... as a protection against the smuggling of goods."

U.S. Customs and Border Protection, U.S. Border Patrol



Summary of the TI for El Paso Sector

**CONSTRUCTION, OPERATION, AND MAINTENANCE
OF TACTICAL INFRASTRUCTURE
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO
FACT SHEET**

ENVIRONMENTAL STEWARDSHIP PLAN RESOURCE AREAS

Air Quality

The Air Quality analysis will calculate the emissions from construction and operation of the proposed fence and the impacts of those emissions on local and regional air quality.

Cultural/Historic Resources

This review generally includes a review of known and potential archaeological and cultural resources including field surveys. Existing historical and cultural resources will be identified and avoided to the maximum extent practical. An Unanticipated Discoveries Plan will be developed and followed during project construction.

Noise

Noise analysis estimates the level of anticipated noise during construction and operation and the impact on nearby residences, businesses, and other sensitive noise receptors.

Socioeconomic Issues and Environmental Justice

Socioeconomic and environmental Justice analysis will analyze impacts from construction and operation on local communities, including employment. It will also determine if these impacts will fall disproportionately on minority or low income populations.

Biological Resources

A review of biological resources near the fence and roads will be conducted to identify impacts to species and their habitat. Adverse impacts on sensitive species will be avoided whenever possible through collaboration with the U.S. Fish and Wildlife Service. Unavoidable impacts will be mitigated.

Water Quality

A water quality review will evaluate impacts of construction and operation on existing water resources and compare them to established water quality parameters, including impacts on wetlands and other waters of the United States.

Land Use

A review of land use will evaluate impacts of construction and operation of the fence and access roads. The review will determine if these impacts are consistent with established Federal, state, and local land use plans.

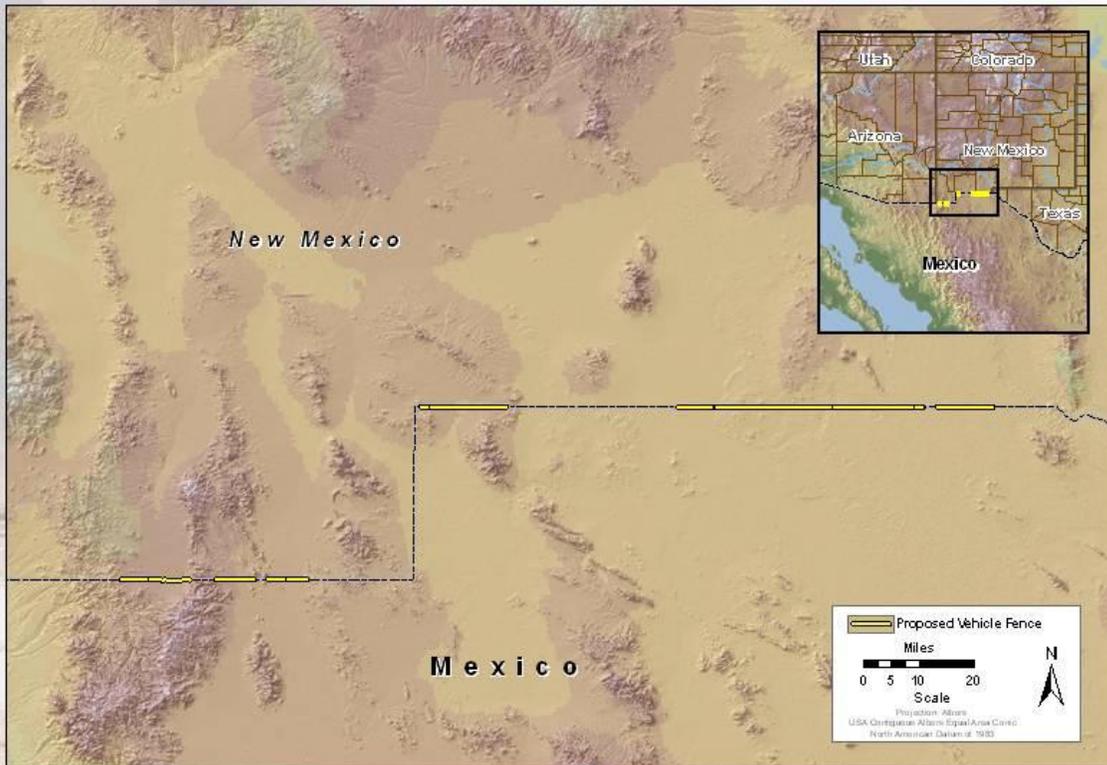
U.S. Customs and Border Protection, U.S. Border Patrol



Summary of the Environmental Stewardship Plan Resource Areas



GENERAL LOCATION OF TACTICAL INFRASTRUCTURE



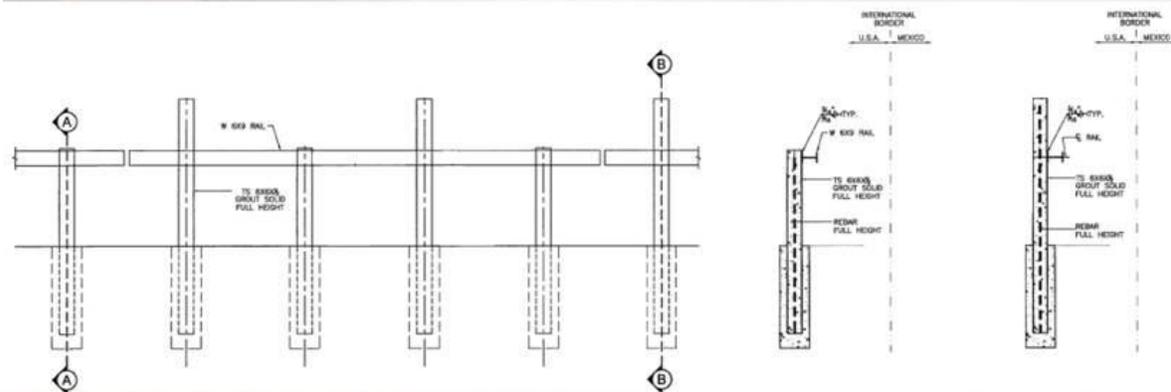
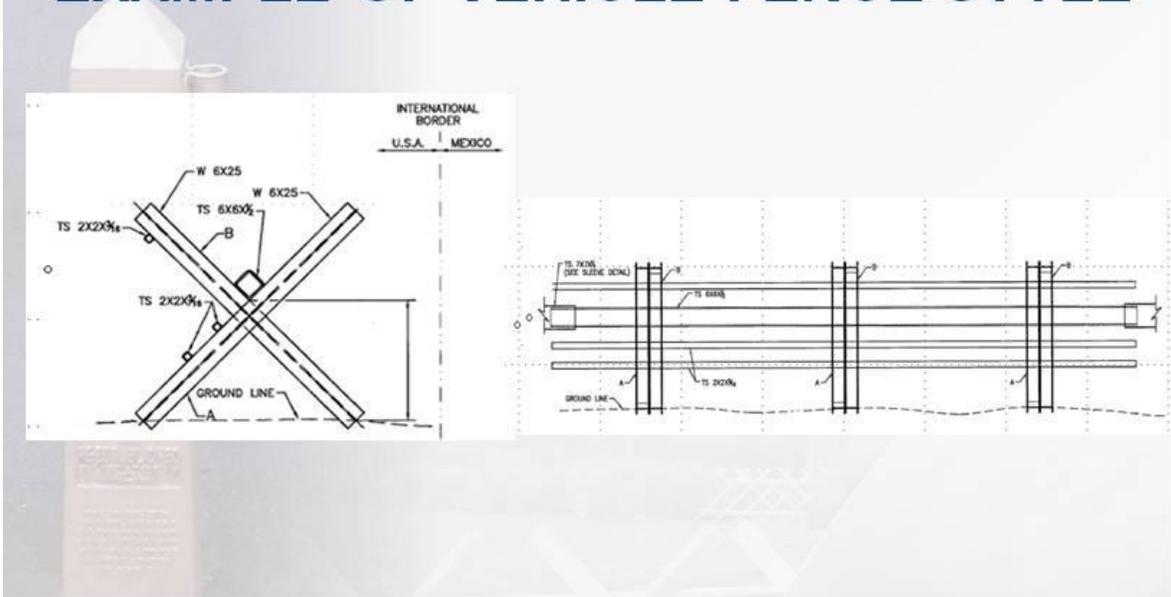
U.S. Customs and Border Protection, U.S. Border Patrol



General Location of the TI for El Paso Sector



EXAMPLE OF VEHICLE FENCE STYLE



U.S. Customs and Border Protection, U.S. Border Patrol



Example of Vehicle Fence Style for El Paso Sector



**CONSTRUCTION, OPERATION, AND MAINTENANCE
OF TACTICAL INFRASTRUCTURE
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO
FACT SHEET**

How to Provide Input

Anyone wishing to provide relevant information to the Project may do so as follows:

Provide Oral or Written Comments This Evening

Or

Visit the Following Web Page: www.BorderFencePlanning.com

If you submit input, please include your name and address, and identify your comments as for the USBP El Paso Sector Tactical Infrastructure.



U.S. Customs and Border Protection, U.S. Border Patrol



Guidance on Providing Input for the VF300 ESP Process

A.2.1.2 Project Website Materials

In addition to supplying information at public meetings, CBP established a website about the project at www.BorderFencePlanning.com, currently http://cbp.gov/xp/cgov/border_security/ti/ti_docs. This website provided information relevant to the project and also to give individuals an alternative opportunity to submit comments. The project descriptions and related material were available for a 15-day review period, from June 1, 2008, through June 15, 2008. This ESSR will also be maintained on this public access website. The following are examples of the materials prepared for the public meeting that were also available on the website.

**ENVIRONMENTAL STEWARDSHIP PLAN
FOR
CONSTRUCTION, OPERATION, AND MAINTENANCE
OF TACTICAL INFRASTRUCTURE
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO**

PROJECT DESCRIPTION

- Construct, operate, and maintain approximately 62 miles of vehicle fence and 75 miles of roads.
- The vehicle fence will be constructed in 8 discrete segments. The project area for the individual segments will range from approximately 3.8 miles to 11.8 miles in length.
- Tactical infrastructure will consist of vehicle fence and associated construction and access roads.
- The tactical infrastructure will follow the U.S./Mexico International Border on the Roosevelt Reservation¹.
- The tactical infrastructure will be constructed in areas of the border that are not currently fenced and will assist U.S. Border Patrol agents in reducing illegal cross-border activities.
- Vehicle fencing will be Normandy style and Post on Rail style, as terrain and operational needs dictate.
- Fencing will be engineered to not impede water flow, designed to survive extreme climate changes, and minimize impediments to small animal migration.
- Fencing will be resistant to vandalism and will be aesthetically pleasing to the extent possible.
- Construction roads will generally run parallel to the fence segments and the total footprint will be approximately 60 feet wide, expanding as necessary for access roads and staging areas.

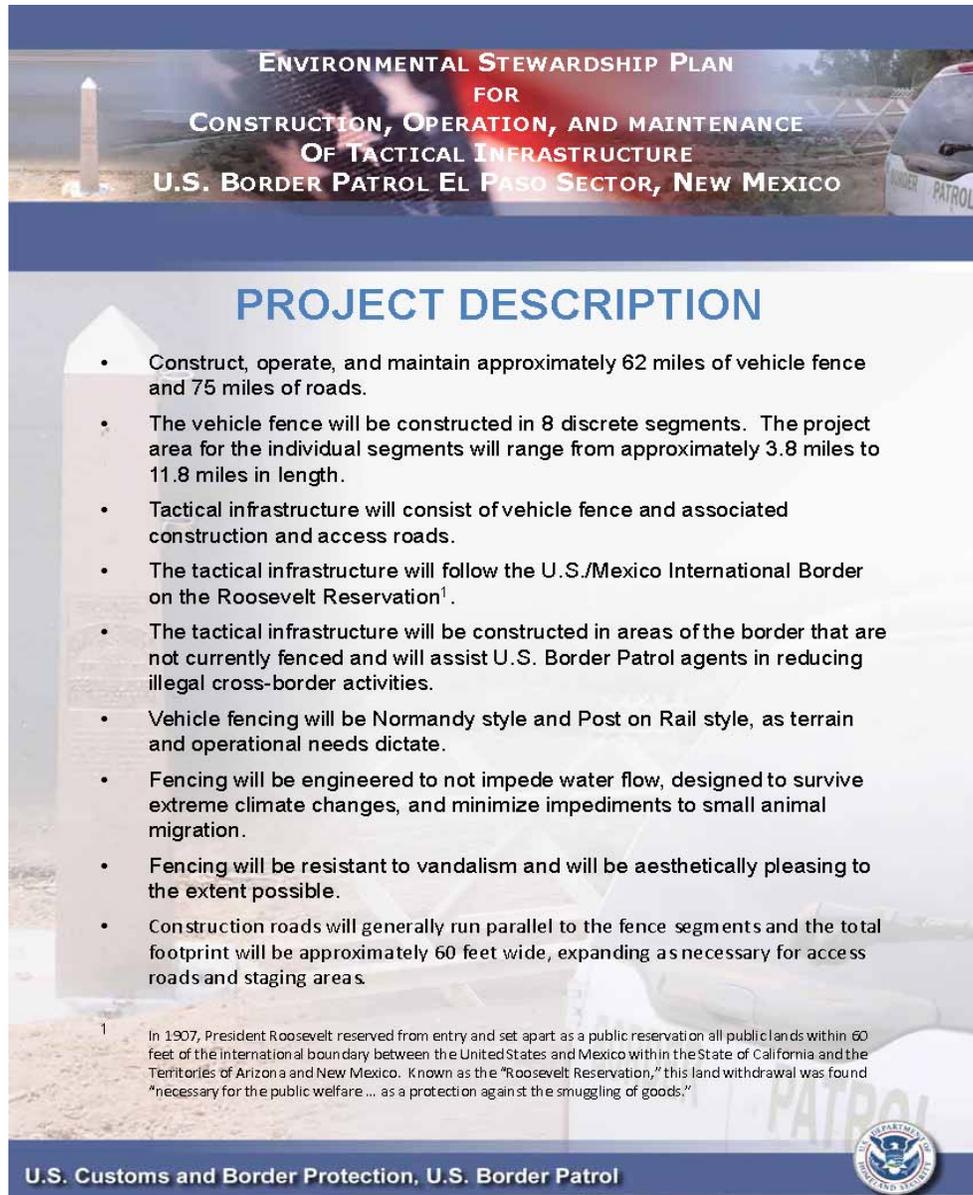
¹ In 1907, President Roosevelt reserved from entry and set apart as a public reservation all public lands within 60 feet of the international boundary between the United States and Mexico within the State of California and the Territories of Arizona and New Mexico. Known as the "Roosevelt Reservation," this land withdrawal was found "necessary for the public welfare ... as a protection against the smuggling of goods."

U.S. Customs and Border Protection, U.S. Border Patrol

Summary of the TI for El Paso Sector

A.2.1.2 Project Website Materials

In addition to supplying information at public meetings, CBP established a website about the project at www.BorderFencePlanning.com, currently http://cbp.gov/xp/cgov/border_security/ti/ti_docs/sector/el_paso/. This website provided information relevant to the project and also to give individuals an alternative opportunity to submit comments. The project descriptions and related material were available for a 15-day review period, from June 1, 2008, through June 15, 2008. This ESSR will also be maintained on this public access website. The following are examples of the materials prepared for the public meeting that were also available on the website.



**ENVIRONMENTAL STEWARDSHIP PLAN
FOR
CONSTRUCTION, OPERATION, AND MAINTENANCE
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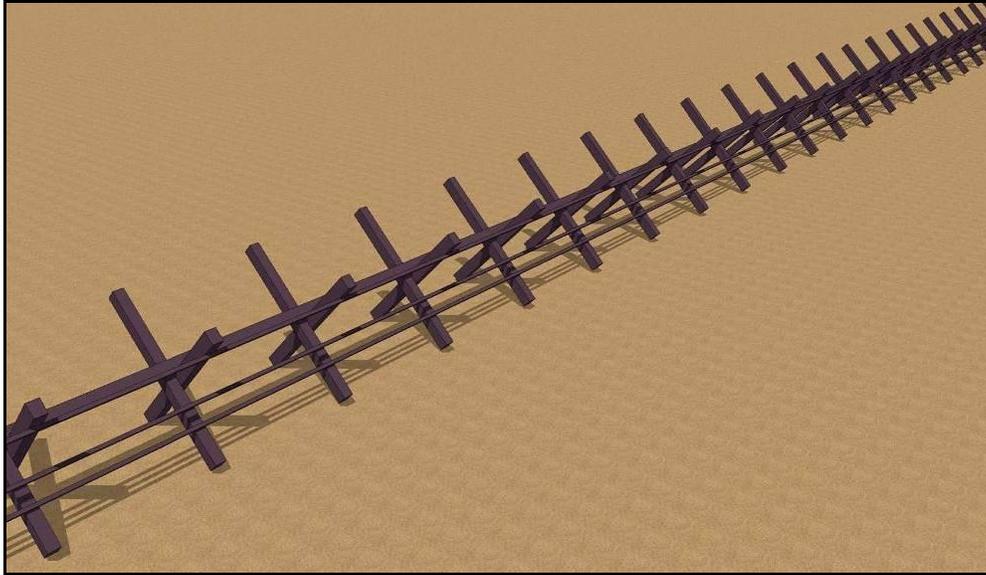
PROJECT DESCRIPTION

- Construct, operate, and maintain approximately 62 miles of vehicle fence and 75 miles of roads.
- The vehicle fence will be constructed in 8 discrete segments. The project area for the individual segments will range from approximately 3.8 miles to 11.8 miles in length.
- Tactical infrastructure will consist of vehicle fence and associated construction and access roads.
- The tactical infrastructure will follow the U.S./Mexico International Border on the Roosevelt Reservation¹.
- The tactical infrastructure will be constructed in areas of the border that are not currently fenced and will assist U.S. Border Patrol agents in reducing illegal cross-border activities.
- Vehicle fencing will be Normandy style and Post on Rail style, as terrain and operational needs dictate.
- Fencing will be engineered to not impede water flow, designed to survive extreme climate changes, and minimize impediments to small animal migration.
- Fencing will be resistant to vandalism and will be aesthetically pleasing to the extent possible.
- Construction roads will generally run parallel to the fence segments and the total footprint will be approximately 60 feet wide, expanding as necessary for access roads and staging areas.

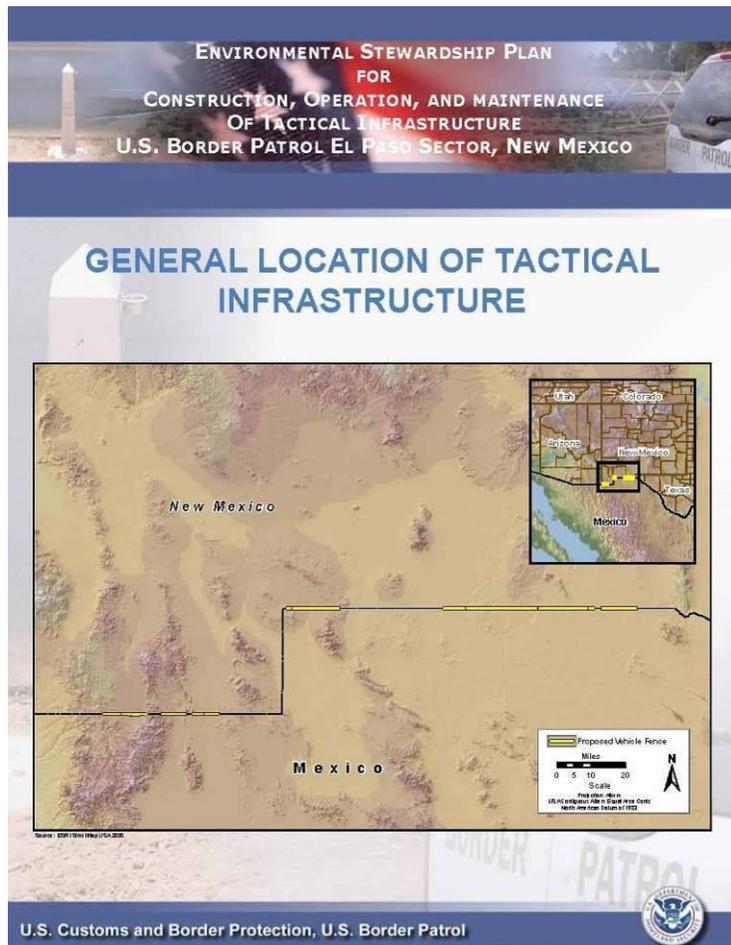
¹ In 1907, President Roosevelt reserved from entry and set apart as a public reservation all public lands within 60 feet of the international boundary between the United States and Mexico within the State of California and the Territories of Arizona and New Mexico. Known as the "Roosevelt Reservation," this land withdrawal was found "necessary for the public welfare ... as a protection against the smuggling of goods."

U.S. Customs and Border Protection, U.S. Border Patrol

Summary of the TI for El Paso Sector



Example of Vehicle Fence Style for El Paso Sector



General Location of the TI for El Paso Sector

**ENVIRONMENTAL STEWARDSHIP PLAN
FOR
CONSTRUCTION, OPERATION, AND MAINTENANCE
OF TACTICAL INFRASTRUCTURE
U.S. BORDER PATROL EL PASO SECTOR, NEW MEXICO**

Environmental Stewardship Plan Resource Areas

Air Quality
The Air Quality analysis will calculate the emissions from construction, operation, and maintenance of the proposed fence and the impacts of those emissions on local and regional air quality.

Cultural/Historic Resources
This review generally includes a review of known and potential archaeological and cultural resources including field surveys. Existing historical and cultural resources will be identified and avoided to the maximum extent practical. An Unanticipated Discoveries Plan will be developed and followed during project construction.

Noise
Noise analysis estimates the level of anticipated noise during construction, operation, and maintenance and the impact on nearby residences, businesses, and other sensitive noise receptors.

Socioeconomic Issues and Environmental Justice
Socioeconomic and Environmental Justice analysis will analyze impacts from construction, operation, and maintenance on local communities, including employment. It will also determine if these impacts will fall disproportionately on minority or low income populations.

Biological Resources
A review of biological resources near the fence and roads will be conducted to identify impacts to species and their habitat. Adverse impacts on sensitive species will be avoided whenever possible through collaboration with the U.S. Fish and Wildlife Service. Unavoidable impacts will be mitigated.

Water Quality
A water quality review will evaluate impacts of construction, operation, and maintenance on existing water resources and compare them to established water quality parameters, including impacts on wetlands and other waters of the United States.

Land Use
A review of land use will evaluate impacts of construction and operation of the fence and access roads. The review will determine if these impacts are consistent with established Federal, state, and local land use plans.

U.S. Customs and Border Protection, U.S. Border Patrol

Summary of the Environmental Stewardship Plan Resource Areas

A.2.1.3 Public Meetings and Project Website Comments

Table A-2 below documents the comments received in the El Paso Sector open house-style public meeting and from the 15-day public review of the projects on www.borderfenceplanning.com (currently http://cbp.gov/xp/cgov/border_security/ti/ti_docs/sector/el_paso/). CBP received a total of seven comments. The public meeting generated two written comments and no oral comments. Five comments came from the public via the website.

Table A-2. El Paso Sector Public Comments

Comment Number	Comment	Response	Solicitation Type
1	<p>I am submitting the following comments as part of the Environmental Stewardship Plan for the border fence in El Paso, Texas. I hope that they will be fully considered and will become part of the public record before the fence is built.</p> <p>The proposed fence will be aesthetically unattractive and culturally offensive. It will scar the dirt paths next to the Rio Grande that are commonly used for walking and biking, replacing a natural and agricultural scene with a fence that blocks the public's view of the Riverside Canal, Mexico and its hills and mountains, and glances of the Rio Grande. Culturally, the fence denies El Paso County's deep relationship with our Mexican neighbors and sends a message of superiority and mistrust. The proposed fence will also have direct consequences to recreation, since it will prevent U.S. residents from using the Rio Grande levees and river bed for activities such as hunting and biking.</p> <p>I am opposed to the construction of the fence in El Paso County. If it is to be constructed anyway, mitigation of the adverse environmental effects of the fence should be constructed concurrently.</p> <p>To mitigate the adverse aesthetic impacts of the fence I propose the following mitigation:</p> <ol style="list-style-type: none"> 1. Fund and construct a scenic hike and bike path, equal in length to the length of fence being constructed in El Paso County. This hike/bike path should be permanent, unhindered by traffic, and in an area with animal and plant life typical of a river or canal environment; or 2. Fund the planting, watering, and permanent maintenance of native riparian vegetation on the US side of the fence, for the entire length of the fence in El Paso County, in a swath at least ten feet wide. <p>To mitigate the adverse cultural impacts of the fence I propose the following mitigation:</p> <ol style="list-style-type: none"> 1. Commit to reducing wait times at all El Paso US Ports of Entry to less than 15 minutes at all. 	<p>Although the Secretary's waiver means that CBP no longer has any specific legal obligations under the laws that are included in the waiver, the Secretary committed DHS to continue responsible environmental stewardship of valuable natural and cultural resources. BMP development is an ongoing process that has continually been refined throughout the planning process. The Biological Resources Plan contained in Appendix E of the Environmental Stewardship Plan details BMPs and mitigation for the Project.</p>	<p>Website</p>

Comment Number	Comment	Response	Solicitation Type
2	I do NOT agree with the border fence going through southern New Mexico and El Paso, Texas. I support the decision taken by the El Paso county Commissioners.	Thank you for your comment. CBP appreciates the public involvement in the VF300 planning and development process and encourages all comments.	Website
3	<p>I am very concerned about the border fence and the reasons that are given to build it. First terrorists have not come from Mexico. I have no fear that this is the source of threat to the United States. Except for those of Native American decent, our forefather were immigrants to the Unites States seeking basic human rights. Today people come from Mexico wanting to provide for the basic necessities for their families.</p> <p>No matter how high or strong the fence is, many are willing to risk all in order to provide for their children.</p>	Thank you for your comment. CBP appreciates the public involvement in the VF300 planning and development process and encourages all comments.	Website
4	El Paso has to bear the brunt of misguided national policy. Fences will not solve this problem. In 20 years we will look back and see that this was wasted money and wasted effort. If we must have a fence, at least make sure that it does not adversely impact the wildlife crossing the border. Also, the businesses that are on the border should not have to be unnecessarily impacted by such an ugly eyesore. DO NOT BUILD IT!	Thank you for your comment. CBP appreciates the public involvement in the VF300 planning and development process and encourages all comments.	Website

Comment Number	Comment	Response	Solicitation Type
5	<p>I am submitting the following comments as part of the Environmental Stewardship Plan for the border fence in El Paso, Texas. I hope that they will be fully considered and will become part of the public record before the fence is built. The proposed fence will be aesthetically unattractive and culturally offensive. It will scar the dirt paths next to the Rio Grande that are commonly used for walking and biking, replacing a natural and agricultural scene with a fence that blocks the public's view of the Riverside Canal, Mexico and its hills and mountains, and glances of the Rio Grande. Culturally, the fence denies El Paso County's deep relationship with our Mexican neighbors and sends a message of superiority and mistrust. The proposed fence will also have direct consequences to recreation, since it will prevent U.S. residents from using the Rio Grande levees and river bed for activities such as hunting and biking.</p> <p>I am opposed to the construction of the fence in El Paso County. If it is to be constructed anyway, mitigation of the adverse environmental effects of the fence should be constructed concurrently.</p> <p>To mitigate the adverse aesthetic impacts of the fence I propose the following mitigation:</p> <ol style="list-style-type: none"> 1. Fund and construct a scenic hike and bike path, equal in length to the length of fence being constructed in El Paso County. This hike/bike path should be permanent, unhindered by traffic, and in an area with animal and plant life typical of a river or canal environment; or 2. Fund the planting, watering, and permanent maintenance of native riparian vegetation on the US side of the fence, for the entire length of the fence in El Paso County, in a swath at least ten feet wide. 	<p>Although the Secretary's waiver means that CBP no longer has any specific legal obligations under the laws that are included in the waiver, the Secretary committed DHS to continue responsible environmental stewardship of valuable natural and cultural resources. BMP development is an ongoing process that has continually been refined throughout the planning process. The Biological Resources Plan contained in Appendix E of the Environmental Stewardship Plan details BMPs and mitigation for the Project.</p>	Website
6	<p>I whole heartedly support the VF-300 vehicle barriers. The last 17 years I have lived approximately 2.5 miles from the Mexican border West of the town of Columbus. I have seen the dramatic difference a barrier can make. Prior to the pedestrian barrier being erected, we endured almost daily intrusion by both vehicles and illegal immigrants. Since the construction of the barrier our lives have greatly improved. I feel that not only our quality of life has benefited but our national security has increased in some small measure. The vehicle intrusion barrier will do the same for both the ranchers in the area and also improve our national security.</p>	<p>Thank you for your comment. CBP appreciates the public involvement in the VF300 planning and development process and encourages all comments.</p>	Public Meeting

Comment Number	Comment	Response	Solicitation Type
7	<p>My family and I have worked and lived on the US/Mexico Border since 1918. We have seen problems do nothing but escalate with the influx of illegal alien and drug traffic. The increase in Border Patrol Agents along with the National Guard has helped the situation tremendously. I feel any and all fencing will help not only the Border Patrol, but the people who live and work along the border. Adding the livestock component to the vehicle barrier is also a big plus. Without this livestock component the threat to the livestock industry could be disastrous. I also feel that anyone who is against the infrastructure is ill formed about the problems and issues concerning the US/Mexico Border. I am 100% for the infrastructure. Only positive results can come from these additions.</p>	<p>Thank you for your comment. CBP appreciates the public involvement in the VF300 planning and development process and encourages all comments.</p>	<p>Public Meeting</p>

A.3 COORDINATION WITH RESOURCE AGENCIES/STAKEHOLDERS

A.3.1 Coordination with Resource Agencies and Stakeholders

On several occasions during the preparation of the ESPs, CBP mailed correspondence to potentially interested resource agency points of contact and stakeholders to inform them of the status of the ongoing environmental analyses and to solicit their input into the process. This coordination included both seeking input while scoping the analyses to be included in the ESPs and notifying parties of the availability of the completed ESPs on the project website. CBP received written correspondence with feedback about the project as a result of this coordination. Agency stakeholder comments on the VF300 Project were considered and incorporated as applicable into the ESP analysis of potential environmental impacts.

A.3.2 Coordination with Natural Resources-Related Agencies on VF300 Biological Resources Plans

As a part of the environmental stewardship for the project, CBP conducted natural resource surveys of project corridor areas. The purpose of these surveys was to collect information on existing plant and animal species that might be present, including threatened and endangered species, and related habitat. CBP then used this information to prepare Biological Resources Plans, which subsequently helped prepare the ESP analyses and also were intended to be a future resource for CBP and contractors to use while building, operating, and maintaining the TI. CBP distributed draft BRPs for review by selected resource agencies (BLM, USFWS, and the U.S. Forest Service), as applicable, based on the resources identified within the area of the project corridor.

A.3.3 Coordination for Cultural Resources

As a part of its environmental stewardship associated for the project, CBP conducted surveys of cultural resources in the areas of the project corridor. The purpose of these surveys was to collect information on cultural resources that might be present in the project corridor, including previously unknown resources. CBP coordinated with the SHPO and Native American tribal points of contact before the surveys to add information that might help the survey teams. CBP then used the results of the surveys to prepare Cultural Resources Survey Reports, which subsequently helped in preparing ESP analyses. CBP also sent the reports to the SHPO and Native American tribal points of contact for review and comment.

A.4 ADDITIONAL OUTREACH TO RESOURCE AGENCIES, ELECTED OFFICIALS, AND OTHER STAKEHOLDERS

A.4.1 Extended Outreach to Resource Agencies, Elected Officials, and Other Stakeholders

CBP conducted coordination meetings with Federal and state resource agencies and interested stakeholders in May 2008 and July 2008 to present and discuss environmental aspects of the VF300 projects and to obtain feedback and receive information on any potentially sensitive resources in the project areas.

In May 2008, CBP held a kickoff meeting in Santa Teresa, New Mexico, discuss the plans and timeline for projects in the Santa Teresa Station and Lordsburg Station areas of operation.

Approximately 30 representatives attended from the USFWS, International Boundary and Water Commission (IBWC), BLM, New Mexico Department of Game and Fish (NMGF), New Mexico State Land Office (SLO), Office of U.S. Senators Bingaman and Domenici, CBP, USBP, U.S. Army Corps of Engineers (USACE), Gulf South Research Corporation (GSRC), and engineering-environmental Management, Inc. (e²M).

Sector-level Projects “Kickoff” Meeting in Santa Teresa, New Mexico

VF300 Sector	Meeting Location	Date	Number of Attendees
El Paso Sector	Santa Teresa Border Patrol Station, Santa Teresa, New Mexico	May 29, 2008	31

In July 2008, CBP held a follow-up meeting in Santa Teresa to discuss plans for the El Paso Sector VF300 ESPs. Approximately 30 representatives attended from the USFWS, NMGF, USBP, IBWC, CBP, USACE, e²M, GSRC, and BLM. The purpose of the meeting was to assemble appropriate Federal, state, and local agencies; Tribal nation representatives; and interested stakeholders to provide and discuss follow-up information on planning and timelines.

Sector-level Projects Follow Up Meeting in Santa Teresa, New Mexico

VF300 Sector	Meeting Location	Date	Number of Attendees
El Paso Sector	Santa Teresa Border Patrol Station, Santa Teresa, New Mexico	July 24, 2008	29

Subsequently, approximately 30 representatives from the USFWS, BLM, NMG&F, SLO, Office of U.S. Senator Bingaman, CBP, USBP, USACE, GSRC, and e²M participated in a conference call on January 21, 2009. The purpose of the meeting, similar to that of the previous follow-up meeting, was to discuss the current plans and timeline for the El Paso Sector VF300 Environmental Stewardship Summary Report.