

**DRAFT**  
**ENVIRONMENTAL ASSESSMENT**  
**PROPOSED CONSTRUCTION, OPERATION, AND MAINTENANCE**  
**OF**  
**DEPARTMENT OF HOMELAND SECURITY**  
**U.S. CUSTOMS AND BORDER PROTECTION**  
**U.S. BORDER PATROL STATION CURLEW,**  
**FERRY COUNTY, WASHINGTON**



**Prepared by:**  
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**Laguna Niguel, California**

**April 22, 2011**

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**DRAFT**  
**FINDING OF NO SIGNIFICANT IMPACTS**  
FOR THE  
PROPOSED CONSTRUCTION, OPERATION, AND MAINTENANCE  
OF  
DEPARTMENT OF HOMELAND SECURITY  
U.S. CUSTOMS AND BORDER PROTECTION  
U.S. BORDER PATROL STATION CURLEW,  
FERRY COUNTY, WASHINGTON

**PROJECT HISTORY:** U.S. Customs and Border Protection (CBP) is charged with the mission of enforcing customs, immigration, agriculture, and numerous other laws and regulations at the Nation's borders while facilitating legitimate trade and travel through them. As the guardian of United States borders, CBP protects approximately 5,000 miles of border with Canada (the Northern and Alaskan Borders), 1,900 miles of border with Mexico, and the 95,000 miles of shoreline in the contiguous United States. It is responsible for deterring all cross border violators (CBVs), including those who seek to participate in global terrorism, illegal immigration, and illegal trafficking of human beings, narcotics, and other contraband.

The United States Border Patrol (USBP) is the CBP component that is responsible for protecting the United States border between the ports of entry. USBP's responsibilities include apprehending of CBVs, intercepting contraband, and, most importantly, preventing terrorists and terrorist weapons from entering the country.

CBP prepared this Environmental Assessment (EA), which is incorporated herein by reference, on the proposed construction of a new Curlew Border Patrol Station in Curlew, Ferry County, Washington. This EA addresses actual and potential direct, indirect, and cumulative effects of the Proposed Action and the No Action Alternative.

**PURPOSE AND NEED:** Due to a six-fold increase in staff, the existing Curlew Border Patrol Station is severely overcrowded. In addition, future staff expansion is anticipated for the Curlew Border Patrol Station.

The existing station is located at 5 Forest Lane, Curlew, Washington. USBP currently has 3,200 square feet of office space, which is severely undersized for the number of agents assigned to that location. Additional office space is not available in the buildings, and the existing site cannot be expanded to provide adequate facilities, parking, or storage space for USBP.

The purpose of the Proposed Action is to construct a new facility to address the shortage of adequate facility capacity and to reduce the resulting adverse impacts on USBP's mission, goals, and capacity. The Proposed Action is needed to provide agents and staff with more modern, efficient, and safe working conditions of sufficient size to accommodate the current and projected increases in staff, vehicles, equipment, and

temporary detention space, which is used to process suspects who are apprehended by USBP agents. This facility would be a standard designed facility to support 50-agents.

**PROPOSED ACTION:** The Proposed Action would provide the USBP with a more modern facility that would alleviate overcrowding and allow for storage and necessary administrative processing areas. This would be accomplished through the construction of new facilities to house a new USBP station located along Customs County Road #530, Curlew, Washington. The proposed Curlew Border Patrol Station would be located on an approximately 22-acre site and would be approximately 19,000 square feet in size. The new station would include offices, storage and file rooms, a public lobby, a squad muster room, a training room, a field support room, a fitness center equipped with lockers and showers, an area for holding and processing detainees, an equestrian and canine facility, and a vehicle maintenance area. Covered parking would be provided for approximately 50 vehicles with parking for another 75 vehicles outside. The perimeter of the site would have security fencing and would be lighted with shielded lights at night, as would the parking lot. Ancillary structures would include a vehicle maintenance building with a wash bay, a 40-foot radio tower, an emergency generator, and above ground gas and diesel fuel storage tanks.

Additionally, the continued maintenance, as well as potential renovations of a minor nature to the new station, would be expected. Such activities could include, but are not limited to, renovations of kennels, security systems, lights, parking areas, and stormwater detention basins; realigning interior spaces of an existing building; adding a small storage shed; and installing an additional small antenna on the antenna tower. Other maintenance activities could include routine upgrade, repair, and maintenance of the new station's buildings, roofs, parking area, grounds, or other facilities, which would not result in a change of functional use (e.g., replacing door locks or windows; painting interior or exterior walls; resurfacing a road or parking lot; replacing essential station components such as an air condition units, windows, and doors; and culvert and grounds maintenance). The emergency generator would be tested according to manufacturer specifications, as practicable during daylight hours.

**ALTERNATIVES:** In addition to the Proposed Action and the No Action Alternative, one Alternative border patrol station site and expansion of the existing facility were evaluated as part of this environmental analysis. The alternatives were eliminated from further consideration for a variety of reasons, including land use conflicts and a greater potential for environmental effects.

**ENVIRONMENTAL CONSEQUENCES:** The Proposed Action would result in an insignificant short-term increase in exhaust pollutants during renovation and construction. There would be slight short-term increases in heavy equipment noise during construction, and very slight long-term increases in vehicular traffic noise. There would be a slight long-term increase in demand for potable water. Because there is no municipal water supply available at the location of the proposed border patrol, a new well will be installed in accordance with Washington State Department of Ecology's Well Construction and

Licensing System. There would be an insignificant impact to the local economy by increased USBP staff and from construction activities. There would also be a potential improvement to public safety from an increase in apprehensions of CBVs and smugglers.

A cultural survey was conducted in November 2010, and no prehistoric or historic archaeological sites or Register-candidate structures are in the Area of Potential Effect. NHPA Section 106 coordination has also been accomplished. A biological survey was conducted in November 2010, and no threatened or endangered species or wetlands occur in the project area.

**MITIGATION and BEST MANAGEMENT PRACTICES:** While no mitigation will be required for the Proposed Action, CBP would implement appropriate Best Management Practices (BMPs) to further reduce unavoidable minor impacts of the proposed project. BMPs would be used to minimize fugitive dust, noise, and water pollution, and to manage stormwater. A Spill Prevention, Containment, and Countermeasures Plan (SPCCP) would be prepared and implemented to minimize the potential for impacts from accidental release of fuels.

In addition, an Unanticipated Discovery Plan will be prepared in compliance with the National Historic Preservation Act and Native American Graves Protection and Repatriation Act. The USBP Environmental Specialist will also follow procedures identified in the Unanticipated Discovery Plan. If, during construction activities, the contractor observes items that might have historical or archaeological value, the contractor will need to stop operations and notify the CBP Environmental Specialist. If human remains are found, the county coroner will be called to make a determination of death. The contractor shall prevent his employees from trespassing on, removing, or otherwise damaging such resources. The CBP Environmental Specialist will make notification to the State Historic Preservation Officer and affected tribes.

Should additional above ground gasoline and diesel tanks be installed in the future, they would be installed, operated, and maintained in accordance with all applicable local, state, and federal guidelines and regulations, including minimizing the possibility of contamination from accidental spills. The site's storm drainage system will be maintained in accordance with federal and state guidelines to be able to convey a 25-year, 24-hour storm event, and to safely pass a 100-year, 24-hour storm event. Water used for washing of vehicles at the wash station will be filtered for debris, excess sediment, and oil prior to entering the septic systems, in accordance with federal, state, and local regulations.

The current site has been used for growing hay and grazing livestock. While the new border patrol station is a new usage for this area, there are other residential structures in the surrounding areas. The design of the new border patrol station will blend with the surrounding veivscape.

The proposed facility would incorporate sustainable practices during construction and operation. The proposed facility would be designed to the Leadership in Energy and Environmental Design (LEED®) Silver rating and will be certified to this level. The USBP border patrol station at its new location in Curlew, WA would continue to use green office products and energy-efficient appliances to the maximum extent practicable. Landscape plantings would be native, low-maintenance, drought-tolerant species to reduce demand on groundwater sources, the need for fertilizers and/or pesticides, and the energy required to maintain them. The entire site will be mowed regularly to maintain CBP security requirements.

**FINDING:** No significant adverse impacts are anticipated for any resource analyzed within the EA; therefore, no further analysis or documentation (i.e., an Environmental Impact Statement) is warranted. CBP, in implementing this decision, would employ all practical means to minimize the potential adverse impacts on the biological and human environment.

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Robert F. Janson  
Acting Executive Director  
Facilities Management and Engineering

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Date

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Efren V. M. Garcia  
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Facilities Branch  
Office of Border Patrol

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Date

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**PRELIMINARY DRAFT  
ENVIRONMENTAL ASSESSMENT**

**PROPOSED CONSTRUCTION, OPERATION, AND MAINTENANCE  
DEPARTMENT OF HOMELAND SECURITY  
U.S. BORDER PATROL STATION CURLEW,  
FERRY COUNTY, WASHINGTON**

**April 22, 2011**

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# EXECUTIVE SUMMARY

## INTRODUCTION

U.S. Customs and Border Protection (CBP) is charged with the mission of enforcing customs, immigration, agriculture, and numerous other laws and regulations at the Nation's borders while facilitating legitimate trade and travel through them. As the guardian of United States borders, CBP protects approximately 5,000 miles of border with Canada (the Northern and Alaskan Borders), 1,900 miles of border with Mexico, and the 95,000 miles of shoreline in the contiguous United States. It is responsible for deterring all cross border violators (CBVs), including those who seek to participate in global terrorism, illegal immigration, and illegal trafficking of human beings, narcotics, and other contraband.

The United States Border Patrol (USBP) is the CBP component that is responsible for protecting the United States border between the ports of entry. USBP's responsibilities include apprehending cross-border violators (CBV), intercepting contraband, and, most importantly, preventing terrorists and terrorist weapons from entering the country.

CBP prepared this Environmental Assessment (EA) for the construction of a new Border Patrol Station in Curlew, Ferry County, Washington. This EA addresses actual and potential direct, indirect, and cumulative effects of the Proposed Action and the No Action Alternative.

## PURPOSE AND NEED

Due to an increase in staff, the existing Curlew border patrol station is severely overcrowded. In addition, future staff expansion up to the design size of 50 agents is anticipated for the Curlew border patrol station.

The existing station is located at 5 Forest Lane, Curlew, Washington. The existing station is comprised of 5 buildings which total approximately 6,900 square feet in size. The existing site cannot be expanded further to provide adequate facilities, parking, or storage space.

The purpose of the Proposed Action is to build a new facility in Curlew, Washington to address the shortage of adequate facility capacity and to reduce the resulting adverse impacts on USBP's mission, goals, and capacity. The Proposed Action is needed to provide agents and staff with more modern, efficient, and safe working conditions of sufficient size to accommodate the current and projected increases in staff, vehicles, equipment, and temporary detention space, which is used to process suspects who are apprehended by USBP agents.

The Proposed Action is intended to meet the following goals:

- To provide immediate and appropriate functional space for operations;
- To provide a dignified facility image;
- To provide healthful and safe working conditions for agents and staff;
- To locate the facility and provide access to minimize travel time for agents and staff;

- To provide healthful and safe working environment that minimizes exposure of staff and detainees to transmittable diseases and other health threats;
- To create a quality working environment conducive to positive staff morale;
- To provide humane accommodations and dignified treatment for detainees;
- To provide a secure work setting;
- To allow for planning flexibility;
- To allow for facility growth;
- To provide for wise use of public funds;
- To minimize opportunities for vandalizing facilities; and
- To provide sustainability in the conservation of energy and other resources.

## **PROPOSED ACTION AND ALTERNATIVES CONSIDERED**

### **Alternative 1: No Action Alternative**

Under the No Action Alternative, a new border patrol station would not be constructed and on-going missions and operations would continue at the existing border patrol station. However, this border patrol station does not accommodate the current level in staff and would continue to threaten the efficiency and safety of the agents due to the overcrowded conditions. Increased future needs for border protection in the area of operation for the station would not be met.

While this alternative does not meet the purpose and need of the Proposed Action, the No Action Alternative forms the baseline for the Proposed Action. As such, the No Action Alternative will be carried forward as part of the analysis. USBP operations would remain at the current location.

### **Alternative 2: Proposed Action**

The Proposed Action is to provide the USBP with a more modern facility that would alleviate overcrowding and allow for storage and necessary administrative processing areas. This would be accomplished by the construction of a new border patrol station located along Customs County Road near Curlew, WA west of State Route (SR) 21. The proposed station would be located on an approximately 20-acre site. The proposed border patrol station building would be approximately 11,450 square feet in size and include among other features: offices, storage and file rooms, a public lobby, a squad muster room, a training room, a field support room, a fitness center equipped with lockers and showers, and an area for holding and processing detainees. An equestrian and canine facility of approximately 17,250 square feet would also be constructed, including areas to wash the animals and prepare their food and administrative space for agents assigned to the care and training of the animals. A large portion (approximately 13,450 square feet) would be an arena for the horses. A maintenance facility of approximately 24,320 square feet would also be constructed for maintenance and repair of USBP equipment. Covered parking would be provided for approximately 50 vehicles with parking for another 75 vehicles outside the awning. The parking lot would be lit with shielded lights. Ancillary structures would include a vehicle maintenance building with a wash bay, a 40-foot radio tower, an emergency generator, and above ground gas and diesel fuel storage tanks for fueling emergency generators and vehicles.

Additionally, the continued maintenance, as well as potential renovations of a minor nature to the new station, would be expected. Such activities could include, but are not limited to, realigning

interior spaces of an existing building; adding a small storage shed; installing an additional small antenna on the antenna tower; installing security systems, lighting, and parking areas; and creating stormwater detention basins. Other maintenance activities could include routine upgrade, repair, and maintenance of the new station's buildings, roofs, parking area, grounds, or other facilities, which would not result in a change of functional use (e.g., replacing door locks or windows, painting interior or exterior walls, resurfacing the driveway or parking lot, doing culvert and grounds maintenance, or replacing essential station components such as an air condition or heating unit).

#### **ALTERNATIVE CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION**

In addition to the Proposed Action and the No-Action Alternative, one alternative border patrol station site was evaluated as part of this environmental analysis. The alternative site was eliminated from further consideration because of land use conflicts and the greater potential for environmental effects. Circa 1996, approximately 50 gallons of diesel fuel leaked out of a saddle tank, but it is not known if any remedial actions were taken. Expansion of the existing facility was also considered, but the site does not have sufficient space to accommodate the expansion.

#### **AFFECTED ENVIRONMENT AND CONSEQUENCES**

The Proposed Action would result in a minor short-term increase in exhaust pollutants during construction. There would be slight short-term increases in heavy equipment noise during construction and slight long-term increases in vehicular traffic noise. There would be a slight long-term increase in demand for potable water, to be provided by a new well to be drilled on the proposed border patrol station site. There would be a slight long-term positive impact to the local economy by increased border patrol station staff from construction activities. There would also be a potential improvement to public safety from an increase in apprehensions of CBV and smugglers.

#### **SUMMARY OF BEST MANAGEMENT PRACTICES**

CBP would implement appropriate Best Management Practices (BMPs) to reduce unavoidable minor impacts of the proposed project. BMPs would be used to minimize fugitive dust, noise, water pollution, and to control stormwater runoff. Construction activities would occur during daytime hours to minimize disturbance. A Spill Prevention, Containment, and Countermeasures Plan (SPCCP) would be prepared and implemented to minimize the potential impacts from accidental release of fuels.

Should additional above ground gasoline and diesel tanks be installed in the future, they will be installed, operated, and maintained in accordance with all applicable local, state, and Federal guidelines and regulations, including minimizing the possibility of contamination from accidental spills. The site's storm drainage system will be maintained in accordance with Federal and state guidelines to be able to convey a 25-year, 24-hour storm event, and to safely pass a 100-year, 24-hour storm event. Water used for washing of vehicles at the wash station will be filtered for debris, excess sediment, and oil prior to connection to city sewer systems in accordance with federal, state, and local regulations.

## SUMMARY OF MITIGATION ACTIONS

Impact evaluations indicate that no significant environmental impacts would result from implementation of the Proposed Action. Consequently, no mitigation would be necessary. No wetlands or waters of the U.S. occur in or around the proposed project area; therefore, no Clean Water Act (CWA) permits from the USACE would be required. CBP would not need a Clean Air Act (CAA) New Source Review (NSR) Permit or a Title V Operating Permit from the Air Quality Board. However, permits to construct and to operate would be required from the Northwest Clean Air Agency (NWCAA) for any equipment that may emit pollutants and that is not listed as exempt by NWCAA Regulation Section 322. CBP would prepare and implement a SWPPP during construction. A CWA 401 permit or letter of verification would be required by the Washington State Department of Ecology.

While no mitigation would be implemented, CBP would implement appropriate Best Management Practices (BMPs) to further reduce unavoidable minor impacts of the proposed project. BMPs would be used to minimize fugitive dust, noise, and water pollution, and to manage stormwater. Construction activities would occur during the daytime hours to minimize disturbance. A Spill Prevention, Containment, and Countermeasures Plan (SPCCP) would be prepared and implemented to minimize the potential for impacts from accidental release of fuels.

A cultural survey was conducted in November 2010, and no prehistoric or historic archaeological sites or Register-candidate structures are in the Area of Potential Effect. NHPA Section 106 coordination has also been accomplished. A biological survey was conducted in November 2010, and no threatened or endangered species or wetlands occur in the project area.

## FINDINGS AND CONCLUSIONS

Based on the findings of this analysis and implementation of recommended BMPs, no significant impacts to the environment would occur from the Proposed Action.

**Table ES - 1. Summary of Anticipated Environmental Impacts by Alternatives**

| <b>Environmental Resource Area</b> | <b>No Action Alternative</b> | <b>Proposed Action</b>   |
|------------------------------------|------------------------------|--|
| Land Use                           | No impacts.                  | Transition from agricultural field to border patrol station.   |
| Geology/Soils/<br>Topography       | No impacts.                  | No significant changes are anticipated.  |
| Biological Resources               | No impacts.                  | Any impacts to biological resources are expected to be minor.<br><br>No protected species were found to be resident in the project area. No impacts to designated critical habitat or resident species that are within two miles of the project site.<br><br>Minor effects on existing vegetation from |

|                                |   |  |
|--------------------------------|---|--|
|                                |   | conversion to CBP facility.  |
| Water Resources                | No impacts.   | No impacts. Drilled well to support water requirements for station uses are supportable by a well with the capacities exhibited by other wells in the surrounding area. The vehicular wash station will be filtered for debris, excess sediment, and oil prior to connection to septic system. |
| Floodplains                    | No impacts.   | The project site is not within the 100-year floodplain. No impacts.  |
| Coastal Zone                   | No impacts.   | Site is not in the state designated shoreline protection zone. No impacts.   |
| Air Quality / Climate Change   | No impacts.   | No long-term impacts.  |
| Noise                          | No impacts.   | Short-term noise levels could increase slightly during construction. Long-term noise levels are anticipated not to change from existing conditions.  |
| Cultural Resources             | No impacts.   | No known cultural resources. No impacts.   |
| Utilities/<br>Infrastructure   | No impacts.   | All utilities are provided by the local municipality or local utility provider, no significant impacts.  |
| Roadways/<br>Traffic           | No impacts.   | No significant impacts to area roads and traffic.  |
| Human Health and Safety        | Due to overcrowded conditions, long-term staff safety is negatively affected.<br><br>Potential adverse impacts to local community from illegal activities | Potential beneficial impact on efficiency of USBP operations and safety of personnel as well as the local community.   |
| Aesthetic and Visual Resources | No impacts.   | The site would change from a hay field to multiple structures. Due to the rural location, there would be no significant impacts.   |
| Hazardous Materials            | No impacts.   | Risk of hazardous and regulated materials is low and with the implementation of BMPs,  |

|   |             |  |
|---|-------------|--|
|   |             | no long-term impacts are expected.   |
| Socioeconomics  | No impacts  | Beneficial long-term impact on local economy by increased border patrol station staff. Short-term beneficial impact on local economy from construction activities. Insignificant but beneficial long-term increase on public safety from increased international border security. Insignificant loss of taxes from the Property transition from commercial to Federal. |
| Environmental Justice and Protection of Children (EO 12898) | No impacts. | No disproportionately high or adverse impacts to minority or low-income populations; No adverse short-term or long-term environmental justice impacts.   |

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# TABLE of CONTENTS

|  |      |
|--|------|
| EXECUTIVE SUMMARY .....  | ES 1 |
| 1.0 INTRODUCTION .....   | 5    |
| 1.1 BACKGROUND.....  | 5    |
| 1.2 PROJECT DESCRIPTION AND LOCATION.....                                      | 5    |
| 1.3 PURPOSE AND NEED.....  | 8    |
| 1.4 PUBLIC INVOLVEMENT.....  | 9    |
| 1.5 FRAMEWORK FOR ANALYSIS .....   | 9    |
| 2.0 PROPOSED ACTION AND ALTERNATIVES .....                                     | 10   |
| 2.1 ALTERNATIVE 1: NO ACTION ALTERNATIVE .....                                 | 10   |
| 2.2 ALTERNATIVE 2: PROPOSED ACTION .....                                       | 10   |
| 2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER<br>CONSIDERATION ..... | 11   |
| 3.0 AFFECTED ENVIRONMENT AND CONSEQUENCES.....                                 | 13   |
| 3.1 LAND USE .....   | 13   |
| 3.2 GEOLOGY AND SOILS.....   | 14   |
| 3.3 VEGETATION .....   | 15   |
| 3.4 WILDLIFE AND AQUATIC RESOURCES .....                                       | 15   |
| 3.5 THREATENED AND ENDANGERED SPECIES.....                                     | 16   |
| 3.6 WATER RESOURCES.....   | 17   |
| 3.7 FLOOD PLAINS AND COASTAL ZONES.....  | 19   |
| 3.8 AIR QUALITY .....  | 19   |
| 3.9 SUSTAINABILITY AND GREENING.....   | 21   |
| 3.10 NOISE .....   | 22   |
| 3.11 CULTURAL RESOURCES.....   | 24   |
| 3.12 UTILITIES AND INFRASTRUCTURE .....  | 25   |
| 3.13 ROADWAYS/TRAFFIC.....   | 25   |
| 3.14 HUMAN HEALTH AND SAFETY .....   | 27   |
| 3.15 AESTHETIC AND VISUAL RESOURCES .....                                      | 27   |
| 3.16 HAZARDOUS MATERIALS.....  | 28   |
| 3.17 SOCIOECONOMIC.....  | 29   |
| 3.18 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN .....                    | 30   |
| 4.0 CUMULATIVE IMPACTS.....  | 32   |
| 4.1 LAND USE .....   | 32   |

|      |  |    |
|------|--|----|
| 4.2  | GEOLOGY AND SOILS.....                                 | 32 |
| 4.3  | BIOLOGICAL RESOURCES .....                             | 32 |
| 4.4  | WATER RESOURCES.....                                   | 33 |
| 4.5  | FLOODPLAINS AND COSTAL ZONE.....                       | 33 |
| 4.6  | AIR QUALITY AND CLIMATE CHANGE .....                   | 33 |
| 4.7  | SUSTAINABILITY AND GREENING .....                      | 33 |
| 4.8  | NOISE .....  | 33 |
| 4.9  | CULTURAL RESOURCES .....                               | 33 |
| 4.10 | UTILITIES AND INFRASTRUCTURE .....                     | 34 |
| 4.11 | ROADWAYS/TRAFFIC.....                                  | 34 |
| 4.12 | HUMAN HEALTH AND SAFETY .....                          | 34 |
| 4.13 | AESTHETICS AND VISUAL.....                             | 34 |
| 4.14 | HAZARDOUS MATERIALS.....                               | 34 |
| 4.15 | SOCIOECONOMIC.....                                     | 34 |
| 4.16 | ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN ..... | 35 |
| 4.17 | OVERALL CUMULATIVE IMPACTS.....                        | 35 |
| 5.0  | BEST MANAGEMENT PRACTICES .....                        | 36 |
| 5.1  | WATER RESOURCES.....                                   | 36 |
| 5.2  | AIR QUALITY .....                                      | 36 |
| 5.3  | SUSTAINABILITY AND GREENING .....                      | 36 |
| 5.4  | NOISE .....  | 37 |
| 5.5  | CULTURAL RESOURCES .....                               | 37 |
| 5.6  | HAZARDOUS MATERIALS .....                              | 37 |
| 6.0  | MITIGATION MEASURES .....                              | 38 |
| 7.0  | SUMMARY.....   | 39 |
| 8.0  | REFERENCES .....                                       | 41 |
| 9.0  | ACRONYMS AND ABBREVAITONS .....                        | 43 |
| 10.0 | LIST OF PREPARERS.....                                 | 45 |
| 11.0 | APPENDICES .....                                       | 46 |

**List of Figures**

Figure 1. Location of proposed Curlew border patrol station..... 6  
Figure 2. Proposed site of Curlew border patrol station, ..... 7  
Figure 3. Proposed site of Curlew border patrol station ..... 8

**List of Tables**

Table ES - 1. Summary of Anticipated Environmental Impacts by Alternatives .....ES 4  
Table 1. Comparison of Alternatives Matrix ..... 12  
Table 2. National and State Ambient Air Quality Standards ..... 20  
Table 3. Probable Noise Levels of Common Construction Tools ..... 23  
Table 4. Trip Generation Summary ..... 26  
Table 5. Demographics of Ferry County ..... 30  
Table 6. Comparison of Potential Impacts ..... 39

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## **1.0 INTRODUCTION**

### **1.1 BACKGROUND**

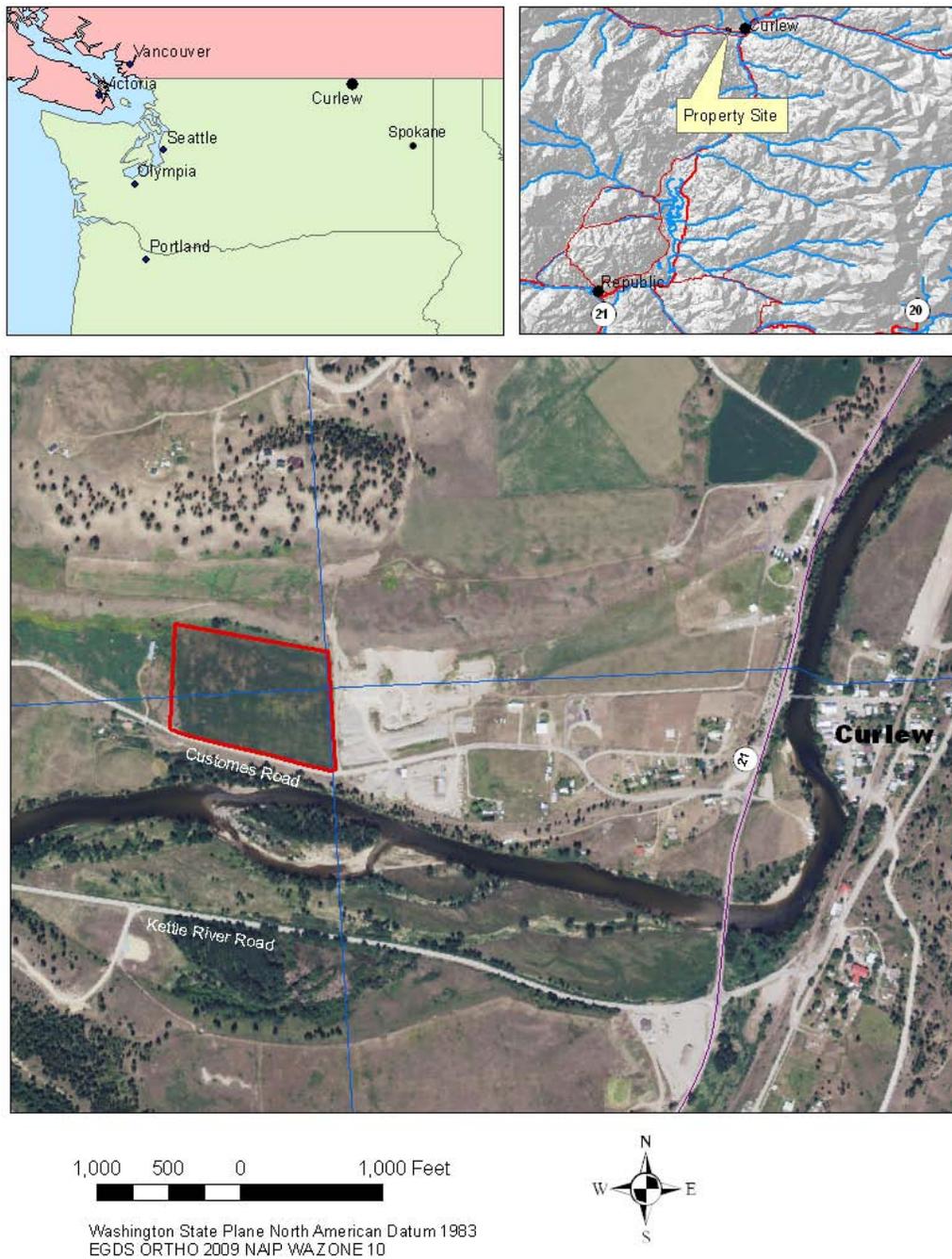
The basic mission of the U.S. Border Patrol (USBP) along the northern border of the United States is to protect the integrity of the U.S.-Canada border, to apprehend cross border violators, to intercept contraband being smuggled into the US between the ports of entry, and most importantly, to prevent entry of terrorists and terrorist weapons into the country.

CBP has prepared this Environmental Assessment (EA) for the construction of a new Curlew border patrol station in Curlew, Ferry County, Washington. This EA addresses actual and potential direct, indirect, and cumulative effects of the Proposed Action and the No Action Alternative.

The current Curlew border patrol station is located at 5 Forest Lane, Curlew, Washington, 0.65 miles east of the proposed site in Curlew, WA. The existing station is approximately 6,900 square feet in size and is undersized for the number of agents assigned to that location. This square footage is spread over two houses, a shop, and two small support buildings. The existing site cannot be expanded further to provide adequate facilities, parking, or storage space.

### **1.2 PROJECT DESCRIPTION AND LOCATION**

The project site is located approximately 0.65 miles west of Curlew, in Ferry County, Washington on Customs County Road (formerly known as East Kettle River Road) (Figure 1 and 2). The property is trapezoidal in shape with approximate dimensions of a 1,258-foot northern border oriented southeast to northwest, a 724-foot western border oriented south-southwest to north-northeast, a 1,210-foot southern border along Customs County Road (County road 530); and an 880-foot north to south eastern border. The rectangular-shaped, fairly flat parcel has dimensions of approximately 725 feet north-south and 990 feet east-west. This site is presently in agricultural use as a hay field. There are no structures or impervious surfaces on the property. The southern boundary of the site is adjacent to Customs County Road. The other three property edges are fenced with a barbed wire fence. Immediately east of this property is a state/county gravel mining and storage operation. The properties to the north and east are undeveloped.



**Figure 1. Location of proposed Curlew border patrol station; red outlined area. Curlew, Ferry Co., WA.**

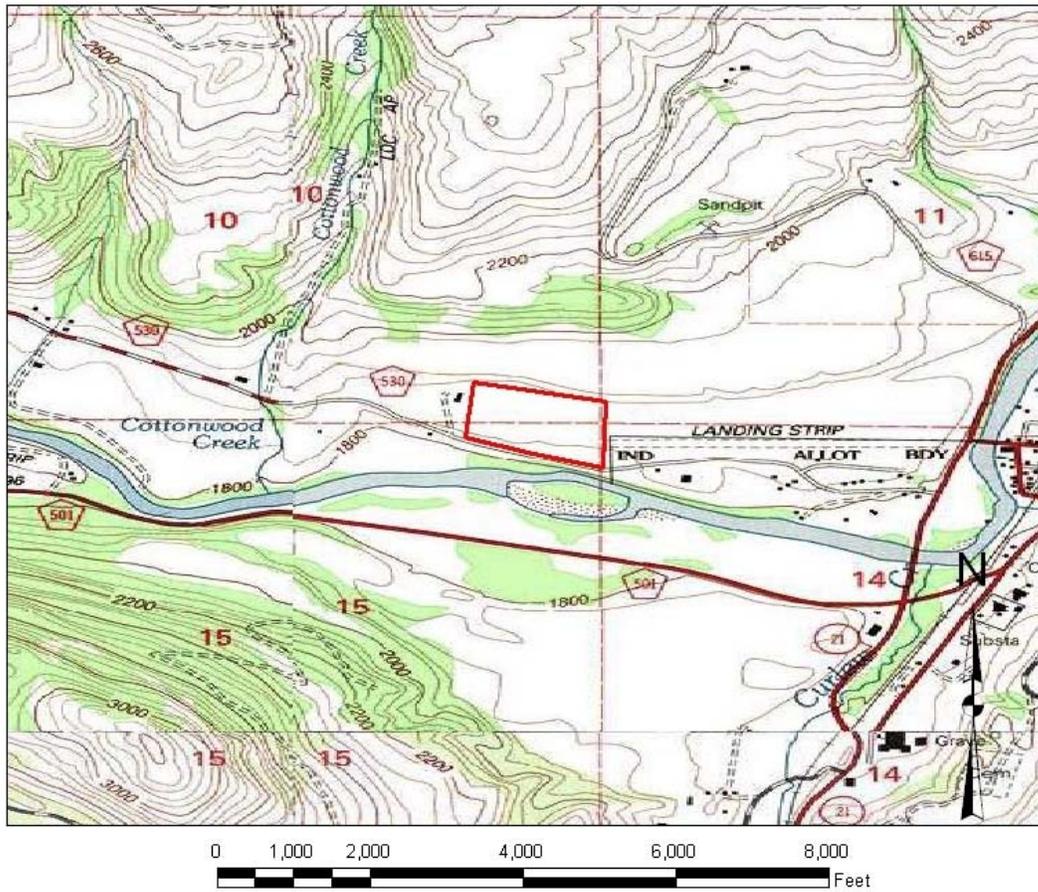


Figure 2. Proposed site of Curlew border patrol station, portion of Curlew Quadrangle topographical map, 1992 (NAD 83 showing 40-ft contour intervals). Red outline indicating shape and location of Property is approximated.



**Figure 3. Proposed site of Curlew border patrol station, looking from Customs County Road north.**

### **1.3 PURPOSE AND NEED**

U.S. Customs and Border Protection (CBP) is charged with the mission of enforcing customs, immigration, agriculture, and numerous other laws and regulations at the Nation's borders while facilitating legitimate trade and travel through them. It is responsible for deterring all cross border violators (CBVs), including those who seek to participate in global terrorism, illegal immigration, and illegal trafficking of human beings, narcotics, and other contraband. The United States Border Patrol (USBP) is the CBP component that is responsible for protecting the United States border between the ports of entry. USBP's responsibilities include apprehending CBV, intercepting contraband, and, most importantly, preventing terrorists and terrorist weapons from entering the country.

CBP has prepared this Environmental Assessment (EA) for the construction of a new Curlew border patrol station in Curlew, Ferry County, Washington. This EA addresses actual and potential direct, indirect, and cumulative effects of the Proposed Action and the No Action Alternative.

Due to an increase in staff, the existing Curlew border patrol station is severely overcrowded. In addition, future staff expansion up to 50 personnel is anticipated for the Curlew border patrol station. The existing station is located at 5 Forest Lane, Curlew, Washington. It is 6,900 square feet in size and is undersized for the number of agents assigned to that location. This square

footage is spread over two houses, a shop, and two small support buildings. The existing site cannot be expanded further to provide adequate facilities, parking, or storage space.

The purpose of the Proposed Action is to address the shortage of adequate facility capacity and reduce the resulting adverse impacts on USBP's mission, goals, and capacity. The Proposed Action is needed to provide agents and staff with more modern, efficient, and safe working conditions of sufficient size to accommodate the current and projected increases in staff, vehicles, equipment, and temporary detention space, which is used to process suspects who are apprehended by USBP agents.

The Proposed Action is intended to meet the following goals:

- To provide immediate and appropriate functional space for operations;
- To provide a dignified facility image;
- To provide healthful and safe working conditions for agents and staff;
- To locate the facility and provide access to minimize travel time for agents and staff;
- To provide healthful and safe working environment that minimizes exposure of staff and detainees to transmittable diseases and other health threats;
- To create a quality working environment conducive to positive staff morale;
- To provide humane accommodations and dignified treatment for detainees;
- To provide a secure work setting;
- To allow for planning flexibility;
- To allow for facility growth;
- To provide for wise use of public funds;
- To minimize opportunities for vandalizing facilities; and
- To provide sustainability in the conservation of energy and other resources.

## **1.4 PUBLIC INVOLVEMENT**

A Notice of Availability will be published to announce the Draft EA and FONSI to the public. The CBP is making the Draft EA and FONSI available to Federal, state, local, and tribal governments; nongovernmental organizations; and the general public by posting the entire draft EA and FONSI on the Internet. Copies will be made available at the public libraries in Spokane, and Republic, Washington.

## **1.5 FRAMEWORK FOR ANALYSIS**

This EA was prepared pursuant to Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended, and as implemented by the regulations promulgated by the President's Council on Environmental Quality CEQ (40 CFR Parts 1500-1508). This EA should provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI) (40 CFR 1508.9). Additionally, this EA complies with Department of Homeland Security (DHS) Directive (D) 023-01 – Environmental Planning Program (DHS, 2006).

## **2.0 PROPOSED ACTION AND ALTERNATIVES**

All alternative locations were evaluated using the selection criteria described in the following paragraphs. These criteria include important features that may affect the degree to which the Proposed Action can satisfy the project's needs and objectives. All criteria pertain to the desirable characteristics for the location of a border patrol station near Curlew, Ferry County, Washington. Such criteria for the station location include:

1. Compatible Adjacent Land Use and Zoning
2. Environmental and Health Issues
3. Acceptable Topography, Soils, and Geology
4. Utility Services Available
5. Ease of Access
6. Site Footprint

### **2.1 ALTERNATIVE 1: NO ACTION ALTERNATIVE**

Under the No Action Alternative, a new border patrol station would not be constructed and ongoing missions and operations would continue at the existing station. However, the current station does not accommodate the existing level in staff and would continue to threaten the efficiency and safety of the agents due to the overcrowded conditions. The current facility is leased from the United States Forest Service (USFS) and cannot be expanded.

While this alternative does not meet the purpose and need of the Proposed Action, the No Action Alternative forms the baseline for the Proposed Action. As such, the No Action Alternative will be carried forward as part of the analysis.

### **2.2 ALTERNATIVE 2: PROPOSED ACTION**

The proposed new Curlew border patrol station is to be designed for a maximum of capacity of 50 agents and employees and to accommodate short-term detainees. The Proposed Action includes the construction of new structures to become the new border patrol station, which would be located adjacent to and north of Customs County Road, west of State Route (SR) 21. The site is zoned rural (Ferry County 2009), and is currently being used as an agricultural hay field. The twenty-acre site is strategically located near SR 21 and the town of Curlew. The new border patrol station would alleviate the strain of crowded conditions caused by the increase of USBP personnel in the past 4 years. The Proposed Action meets the purpose and needs of the USBP better than any of the alternatives, as summarized in Table 1.

The new border patrol station would be approximately 11,450 square feet in size and would include among other features, offices, storage and file rooms, a public lobby, a squad muster room, a training room, a field support room, a fitness center equipped with lockers and showers, an area for holding and processing detainees, a dog kennel, and an equestrian center. This facility

would be a standard design to support 50 agents. Covered parking would be provided for approximately 50 vehicles with parking for another 75 vehicles outside. The parking lot would be lit with shielded lights. Ancillary buildings would include a vehicle maintenance building with a wash bay, and a 40-foot radio tower. An emergency power generator and above ground gas and diesel storage tanks would be installed in compliance with applicable Federal, state and local requirements. Utilities would be protected from unauthorized access. Electric and telephone lines are trenched and buried to the buildings from the supply lines which run on the north side of Customs County Road. Manholes and utility panels accessible to the public would have locked covers or locked screens. Meters would be in a location out of public view but accessible by utility company representatives. There are no water services to this location. A new well would be installed to provide both fire protection and domestic use. There are no existing sanitary sewer line runs in the area, so an on-site septic system would be installed to service the facility. This project will result in approximately 3.5 acres of new impervious surface, including buildings, access roads, and parking areas. All stormwater will be treated and infiltrated or discharged in accordance with federal and state standards.

New construction and on-going facility maintenance would be expected at the proposed facility. Maintenance activities could include routine upgrade, repair, and maintenance of the new station's buildings, roofs, parking area, grounds, or other facilities that would not result in a change of functional use (e.g., replacing door locks or windows, painting interior or exterior walls, resurfacing a road or parking lot, doing culvert and grounds maintenance, or replacing essential station components such as an air condition unit). The emergency generator would be tested according to manufacturer specifications, as practicable during daylight hours.

## **2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION**

Two other alternatives were considered for the construction of the proposed USBP border patrol station. Although CBP did consider these alternatives, they were not carried forward for analysis in the EA due to logistical and operational concerns.

### **2.3.1 Alternative 3: Expansion of Existing Station at Forest Lane**

Future expansion of the existing facilities located at 5 Forest Lane, Curlew, WA was considered. This alternative was not selected because there is not sufficient space for the proposed expansion.

### **2.3.2 Alternative 4: Blue Cougar Property**

One additional site was considered for construction of the proposed USBP station. 18081 N Highway 21 Curlew, WA, is a 6.29-acre site with roughly 733 feet of frontage on SR 21. This site was not selected because a significant amount of the property is in the 100-year flood plain of the Kettle River, and a 2006 Phase I Environmental Site Assessment Report suggested Recognized Environmental Conditions at the property. Circa 1996, approximately 50 gallons of diesel fuel leaked out of a saddle tank, but it is not known if any remedial actions were taken.

**Table 1. Comparison of Alternatives Matrix**

| <b>No.</b> | <b>Criterion</b>                          | <b>Alt. 1<br/>No Action</b> | <b>Alt 2<br/>Proposed<br/>Action</b> | <b>Alt. 3</b> | <b>Alt. 4</b> |
|------------|---|-----------------------------|--------------------------------------|---------------|---------------|
| 1          | Compatible Adjacent Land Use and Zoning   | Yes                         | Yes                                  | Yes           | <b>No</b>     |
| 2          | Free of Environmental and Health Issues   | Yes                         | Yes                                  | Yes           | <b>No</b>     |
| 3          | Acceptable Topography, Soils, and Geology | Yes                         | Yes                                  | Yes           | Yes           |
| 4          | Utility Services Available                | Yes                         | Yes                                  | Yes           | Yes           |
| 5          | Ease of Access                            | Yes                         | Yes                                  | Yes           | Yes           |
| 6          | Allowance for future physical expansion   | <b>No</b>                   | Yes                                  | <b>No</b>     | Yes           |

## **3.0 AFFECTED ENVIRONMENT AND CONSEQUENCES**

This chapter describes potential impacts to resources in the proposed project area that could result from activities connected with construction, daily operations, and routine maintenance of the new USBP Station.

An environmental consequence, or impact, is defined as a modification to the existing environment brought about by mission and support activities. These impacts are described as direct or indirect. CEQ regulations (40 CFR 1508.8) describe direct impacts as those that are caused by the action and occur at the same time and place. The CEQ regulations define indirect impacts as those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Cumulative impacts are those that result from the incremental impacts of an action added to other past, present, and reasonably foreseeable actions, regardless of who is responsible for such actions.

### **3.1 LAND USE**

The project site is located within a 20-acre parcel west of the town of Curlew, WA, in an area where development is encouraged. The land surrounding the project area is a mix of industrial, agricultural, and some residential use. The site itself is currently in agricultural use as a hay field, but has been proposed for development by the current landowner. Nevertheless, this site has no unique agricultural significance; any locally grown crops could be grown on the site. Also, there are no unique agricultural activities in the local area. Surrounding areas are zoned as Rural (Ferry County Critical Areas Ordinance, 2009).

The parcel located immediately to the east is a county/state gravel mining and storage area. Parcels located to the south, west, and north of the proposed new station are zoned Rural and presently are open space.

The Kettle River is located 180 to 300 feet from the property boundary. Customs County Road is parallel to the southern property boundary, and is located between the subject property and the river (See figures 1 and 2). The property is outside of shoreline jurisdiction. (Whipple, 2011).

#### **3.1.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, no construction would take place. The property would remain in its current condition. USBP operations would remain at the current location.

#### **3.1.2 Alternative 2: Proposed Action Alternative**

The construction of the proposed USBP facility would have minor short-term impacts on the surrounding area while construction equipment and vehicles access the site. No unique land use areas would be impacted. The land use on the project site would change from agricultural land

to federal land. The 20-acre site would be developed into an office building, ancillary buildings, secure and non-secure parking, an equestrian center, and a dog kennel. This would add approximately 53,000 sq. ft. of buildings, and approximately 3.5 acres of new impervious surface.

## **3.2 GEOLOGY AND SOILS**

Geological resources include physical surface and subsurface features of the earth such as topography, geology, and soils.

The bedrock formation of the western Okanogan Highlands is irregular as it is part of the Okanogan accretionary belt that extends into North Idaho and is made up of accretionary metamorphic deep-sea sediments. The topography is largely younger Holocene fluvial valleys formed after the Pleistocene glacial valleys and features including glacial erratic located in and around the property. Historically the area was, and still is, an important mineral-producing area. The center of gold mining is the Republic District in the Republic graben located approximately 15 miles south of Curlew. Ore deposits occur in the Eocene Sanpoil Volcanics and are found in outcrops around the Curlew vicinity. These deposits are considered to represent fossil hot spring (epithermal) systems related to the final stages of Eocene calc-alkaline volcanism. Other significant gold deposits, such as those near Cooke Mountain, were formed by replacement of Permian and Triassic metasedimentary rocks. Associated primary regional minerals are magnetite, pyrrhotite, pyrite, and chalcopyrite.

The site geology consists of a thin layer of loamy silts over interfingering gravels and sand with paleo-channels over gneiss bedrock at an undetermined depth. The topsoil consists of four different soil types that have been deposited by fluvial mechanism in bands trending east to west. The bands of soil north to south are as follows: Chesaw Gravelly Loamy Sands, Molson Stony Loam, Republic Fine Sandy Loam, and Mires Loam ranging from 0.5-2 feet thick. The interfingering gravels and sands have been recorded to a depth of 40 feet according to well logs. A normal fault scarp lies directly to the north and makes up the leading toe for the approximately 300-foot ridge located 0.25 miles north of the property (Kill Eagle, 2011).

### **3.2.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, no construction would take place. Baseline conditions would remain the same, with no impacts to soil or geologic resources. USBP operations would remain at the current location.

### **3.2.2 Alternative 2: Proposed Action Alternative**

No substantial impacts are expected on local and regional geological and soil conditions from implementation of the Proposed Action based on minimal disturbance during construction and the abundance of the geological materials throughout the area. Construction at the project area is not expected to be affected by any geologic hazard in the general vicinity. The proposed project

site is in an area listed as having a low susceptibility risk for ground liquefaction,<sup>1</sup> according to the Washington State Geology and Earth Sciences Division, Department of Natural Resources (WDNR, 2010). No long-term impacts to geology are expected from implementation of the Proposed Action.

### **3.3 VEGETATION**

Existing vegetation within the project area is primarily a mowed grass/alfalfa mix or invasive herbaceous plant species, as the area has been used as an agricultural hay field. Un-mowed vegetation present within the project area occurs primarily along the periphery of the property. No rare or protected species of plants were identified during field surveys of the property. No specific vegetative habitat associations are present on the proposed site.

#### **3.3.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, land use would continue as light agricultural, with no changes expected to vegetation from current conditions. USBP operations would remain at the current location.

#### **3.3.2 Alternative 2: Proposed Action Alternative**

During the construction and operational stage of the proposed project, some vegetation would be removed to construct the facility. Any new landscaping would include regionally native plants that are compatible with surrounding vegetation. These plants should be durable and hardy and require little water or maintenance, such as pruning, spraying, or leaf cleanup. As the vegetative habitat is limited to mowed grasses or invasive herbaceous plant species, long-term impacts would be negligible.

### **3.4 WILDLIFE AND AQUATIC RESOURCES**

A site survey was conducted in September 2010. Onsite habitat for wildlife and aquatic species is poor due to the current use as an agricultural hay field. The property to the east is a state/county gravel mining and storage facility. The areas to the west and north are being proposed for residential development. Deer were observed during a site visit, but are considered transient, moving across the landscape to the river. A ground squirrel colony is present on the southwest corner of the site.

#### **3.4.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, land use would continue as agricultural, with no changes expected to wildlife and aquatic resources from current conditions. USBP operations would remain at the current location.

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<sup>1</sup> Liquefaction occurs when water-saturated sands, silts, or (less commonly) gravels are shaken so violently that the grains rearrange and the sediment loses strength, begins to flow out as sand boils (also called sand blows or volcanoes), or causes lateral spreading of overlying layers. Ground failures, such as ground cracking or lateral spreads (landslides on very shallow slopes) commonly occur above liquefied layers (WDNR, 2010a).

### **3.4.2 Alternative 2: Proposed Action Alternative**

All construction activities would occur within the boundaries of the site, which have minimal habitat value. Ground squirrels are likely to migrate into adjacent areas with similar soil characteristics. The proposed project would result in minor direct effects on wildlife.

Construction activities would be conducted only during daylight hours, thereby avoiding the early morning hours or nighttime hours when wildlife species are most active. As a result, during construction activities, short-term indirect impacts on wildlife species are expected to be minor.

## **3.5 THREATENED AND ENDANGERED SPECIES**

The Endangered Species Act (ESA) of 1973 [16 USC 1531 et. Seq.], as amended, was enacted to provide a program for the preservation of threatened and endangered species, and to provide protection for the ecosystems upon which these species depend for their survival. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) are the primary agencies responsible for implementing the ESA. The USFWS is responsible for birds and terrestrial and freshwater fish species, while the NMFS is responsible for non-bird marine species and anadromous fish.

As part of this EA, a biological survey was completed for the Proposed Action. According to the biological survey, four federally listed threatened and endangered species were identified for Ferry County. Those species are the bull trout (*Salvelinus confluentus*), Canada lynx (*Lynx canadensis*), grizzly bear (*Ursus arctos horribilis*), and Ute ladies' tresses (*Spiranthes diluvialis*). None of these species were observed or are expected to occur in or be adjacent to the proposed project area since there is little to no suitable habitat for wildlife or fisheries species on the property or adjacent areas. No listed plants occur on the 20-acre property. Any threatened or endangered species that might occur in the proposed project area would be transient, and not likely to remain in the area due to the presence of minimal habitat. No designated critical habitat is located on the site or in adjacent areas (Thomas, 2010).

### **3.5.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, land use would continue as agricultural, with no changes expected to threatened and endangered species from current conditions. USBP operations would remain at the current location.

### **3.5.2 Alternative 2: Proposed Action Alternative**

Under the Endangered Species Act, consultation with the USFWS is required for any action that may affect or may adversely affect federally-listed species. As the project site is in agricultural use with poor habitat for wildlife, and water runoff is controlled such that water would avoid the Kettle River, the proposed project would have no effect on threatened or endangered species or their critical habitats.

Implementation of Best Management Practices (BMPs) for erosion, sediment control, stormwater runoff, hazardous waste and material management, and solid waste management should occur both during and after construction. Keeping the site clean of trash and other construction debris should be accomplished during and after construction using good housekeeping practices. These good housekeeping practices should include containing trash, litter, and other materials on site in closed containers, or by other containment methods to ensure that these materials are not carried off site by wind or storm water runoff. The project would not result in an increase in impervious surface. If the BMPs are implemented, no off-site indirect effects on threatened or endangered species or their critical habitats would occur.

## **3.6 WATER RESOURCES**

### Ground Water

Groundwater within the Kettle River watershed primarily occurs either within fractures of basement rocks (solid rock formations with no water penetration), or within alluvial sediments (sands, clay, and gravel layers that can pass and hold water). Basement rocks are found throughout the basin, and are generally confined, or semi-confined, with relatively low permeability. Alluvial sediments are found within the Kettle River valley, and are generally unconfined. The permeability of sedimentary aquifers is variable, depending on the depositional material (Holliday, 2004). While groundwater is readily available, the large amount of basement rock can make locating an alluvial sediment vein with access to the aquifer difficult.

### Precipitation

The average precipitation in this site area is estimated to be approximately 16 inches per year. The greatest one-day total rainfall was 3.50 inches on April 9, 1937, and the highest precipitation month on record was January 1953 with 5.24 inches of precipitation. Driest months are July, August, and September, with no rain reported for July six times in the last 100 years (WRCC 2010, for Republic Station #456974).

### Surface Waters and Waters of the U.S.

The Kettle River is the primary water feature in the area. It flows north past the proposed project site to the international border with Canada, east across the Canadian Okanogan Highlands, and south into the United States where it drains into Lake Roosevelt. At its nearest point, the river is approximately 180 feet from the property boundary (Figure 2). No wetlands or streams are located within the project area. The project would not result in direct effects on wetlands. Surface water runoff generally flows north to south across the Property towards Customs County Road and eventually the Kettle River. The Kettle River in this area is identified as habitat for bull trout. The Kettle River is also categorized as a Class 1 river, which requires a 150-foot buffer from any disturbance.

### Water Quality

The Washington State Department of Ecology (Ecology) has included the Kettle River on the state 303(d) list of polluted waters. Temperature, dissolved oxygen, and pH are the specific

parameters of concern. These have all been identified in a specific map unit, which are many miles downstream of the project area. The water quality improvement plan for the Kettle River is managed by the USFS, Colville National Forest (Ecology, 2011).

### **3.6.1 Alternative 1: No Action Alternative**

No change to Water Resources in baseline conditions would be expected from the No-Action Alternative. There is also no anticipated change in use of the site as agricultural property. USBP operations would remain at the current location.

### **3.6.2 Alternative 2: Proposed Action Alternative**

With construction of the Proposed Action, impacts to water resources are expected to be minor. New impervious surface will be added, but stormwater will be treated and infiltrated to provide a mechanism for groundwater recharge. The proposed vehicle wash station would be constructed with appropriate debris, oil, and pre-filters to keep such pollutants out of the waste water system. The landscape plan is to use native drought tolerant plants that would not require irrigation (US Dept of Justice, 2003); therefore, the landscape plan would not impact local ground water supplies.

The Proposed Action would comply with WDOE's Stormwater Management Manual for Eastern Washington (WDOE 2004). A Construction Stormwater Pollution Prevention Plan (SWPPP) would be prepared as part of the Stormwater Site Plan. The SWPPP would outline provisions for marking clearing limits, flow rate control, sediment control, soil stabilization, slope protection, drain inlet protection, channel and outlet stabilization, pollutant control, dewatering, best management practice (BMP) maintenance, inspection and monitoring, and project management during construction. During construction, temporary erosion and sedimentation control (TESC) measures would be implemented to stabilize the site, minimize adverse effects to natural habitat, and prevent sediment-laden water from leaving the site. Existing vegetation would be retained to the degree possible. Water usage during the construction phase of the proposed project would be expected to be minimal.

Natural drainages would be maintained and discharges from the project site would be designed so as to not cause any significant, adverse impacts to downstream receiving waters and down-gradient properties. Energy dissipation would be provided for all outfalls. The proposed vehicle wash station would be trenched to allow drainage of wash water through a sediment trap and an oil/water separator prior to discharge into the local septic sewer system.

Indirect impacts to groundwater are typically associated with increased demand for potable water. Because there is no municipal water supply available at the location of the proposed border patrol, a new well will be installed in accordance with Washington State Department of Ecology's Well Construction and Licensing System.

There is no city sanitary sewer system to connect to. Therefore, a septic system will be designed and installed that meets the needs of the station and complies with all local and state requirements. A geology survey will be performed as part of the station design. This information

will be used in the septic system design, to take in to consideration groundwater recharging and prevention of contamination.

A review of well logs in the vicinity of the proposed border patrol station show well depths ranging from 35 to 112 feet, and flows of 20 to 35 gallons per minute. This is adequate to meet the proposed staffing level of the proposed border patrol station. Based on the design capacity of 50 agents and the consumption rate of 30 gallons/person/day (note 5 of table 3-1 of UFC 3-240-70FA), the facility requirement will be 1,500 gallons per day. There will be additional water demand for the equestrian and canine facility, and the vehicle wash rack. However, all of these uses combined are supportable by a well with the capacities exhibited by other wells in the surrounding area.

There is a well house located on the northeast corner of the property. Spaced around the perimeter of the property are connections for an irrigation system of sprinklers. In the past, the property was used for growing of hay and it is evident that the majority of the 22-acre site was irrigated using this system and that ground water was the source. The operation of a border patrol station will have less impact on the groundwater resource than an agricultural demand.

### **3.7 FLOOD PLAINS AND COASTAL ZONES**

One of the most significant flooding problems that could impact the proposed project area would be potential overflow from the Kettle River. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) of 2006, the proposed project area is in flood zone X, outside the 0.2 percent annual chance of flooding (map #53019C0215F). The Coastal Zone Management Act (CZMA) of 1972 as amended (15 CFR 923) requires Federal agencies to carry out their activities in a manner that is consistent to the maximum extent practicable with the enforceable policies of the approved Washington Coastal Zone Management Program.

#### **3.7.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, no construction would take place. Baseline conditions would remain the same. USBP operations would remain at the current location.

#### **3.7.2 Alternative 2: Proposed Action Alternative**

This site does not lie within the 100-year floodplain. No impacts would occur. The site also does not lie within the State-designated shoreline protection zone; thus, no impacts to the coastal zone would occur.

### **3.8 AIR QUALITY**

Air resources describe the existing concentrations of various pollutants and the climatic and meteorological conditions that influence the quality of the air. Precipitation, wind direction, wind speed, and atmospheric stability are factors that determine the extent of pollutant dispersion. The nearest Western Regional Climate Center observation station is in Republic, which has a similar climate to Curlew. Republic has an average annual precipitation of

approximately 16 inches per year. The average low temperature is 30.3 degrees Fahrenheit (F). The average high temperature is 56.6 degrees F (WRCC 2010).

The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. Primary standards protect public health, including health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA, 2010). The EPA has established NAAQS for six principal pollutants, which are called “criteria pollutants” (Table 2).

**Table 2. National and State Ambient Air Quality Standards**

| Pollutant   | National Primary Standards | National Secondary Standards | Washington State Standards |
|---|----------------------------|------------------------------|----------------------------|
| Carbon Monoxide (CO)  |                            |                              | 9 ppm                      |
| 8-hour  | 9 ppm                      | 9 ppm                        |                            |
| 1-hour  | 35 ppm                     | 35 ppm                       |                            |
| Lead Quarterly Average  | 1.5 µg/m <sup>3</sup>      | 1.5 µg/m <sup>3</sup>        | 1.5 µg/m <sup>3</sup>      |
| Nitrogen Dioxide (NO <sub>2</sub> ) Annual Mean   | 0.053 ppm                  | 0.053 ppm                    | 0.5 ppm                    |
| Particulate Matter (PM <sub>10</sub> )  |                            |                              |                            |
| Annual Average  | 50 µg/m <sup>3</sup>       | 50 µg/m <sup>3</sup>         | 50 µg/m <sup>3</sup>       |
| 24-hour   | 150 µg/m <sup>3</sup>      | 150 µg/m <sup>3</sup>        | 150 µg/m <sup>3</sup>      |
| Particulate Matter (PM <sub>2.5</sub> )   |                            |                              |                            |
| Annual Average  | 15.0 µg/m <sup>3</sup>     | 15.0 µg/m <sup>3</sup>       | 15.0 µg/m <sup>3</sup>     |
| 24-hour   | 65 µg/m <sup>3</sup>       | 65 µg/m <sup>3</sup>         | 65 µg/m <sup>3</sup>       |
| Ozone   |                            |                              |                            |
| 8-hour  | 0.075 ppm                  | 0.075 ppm                    | 0.08 ppm                   |
| 1-hour  | 0.12 ppm                   | 0.12 ppm                     | 0.12 ppm                   |
| Sulfur Oxides   |                            |                              | 0.025 ppm <sup>a</sup>     |
| Annual Average  | 0.03 ppm                   | None                         | 0.1 ppm                    |
| 24-hour   | 0.14 ppm                   | None                         | 0.4 ppm                    |
| 3-hour  | None                       | 0.50 ppm                     | 0.80 ppm <sup>b</sup>      |
| Units of measure for the standards are parts per million (ppm) by volume and micrograms per cubic meter of air (µg/m <sup>3</sup> ) |                            |                              |                            |
| <sup>a</sup> 0.25 ppm is not to be exceeded more than two times in 7 consecutive days   |                            |                              |                            |
| <sup>b</sup> NWCAA standard   |                            |                              |                            |
| Source: NWCAA, 2010   |                            |                              |                            |

In addition to requirements under Section 176(c), General Conformity, of the Clean Air Act, the EPA's Prevention of Significant Deterioration (PSD) program is designed to keep an attainment area in continued compliance with National Ambient Air Quality Standards (NAAQS). For actions in attainment areas, PSD approval would be required if the action includes a new major stationary source (generating more than 250 tons per year), or major modification to an existing major source (40 CFR 52.21). Ferry County is an attainment area, meeting all air quality standards.

### **3.8.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, no construction would take place. Baseline conditions would remain the same. Temporary short-term increases in dust and vehicular emissions would be avoided.

### **3.8.2 Alternative 2: Proposed Action Alternative**

Under the Proposed Action, including future operations and maintenance, exhaust pollutants would be created from vehicles bringing workers and building materials to the site. Additional equipment that could be used at the project site includes the following: a portable generator, a compressor for hand-operated tools, a forklift for moving materials, ready mix trucks for hauling and pouring concrete, and trucks to deliver construction materials.

Because Curlew is located in an attainment area, a general conformity applicability analysis is not required, as production of those criteria pollutants would not exceed the values in Table 2. Further, since no stationary sources or future on-site production of criteria pollutants associated with the Proposed Action would generate more than 250 tons per year of emissions, a PSD analysis is not applicable to the Proposed Action. In the professional opinion of the scientist who prepared this EA, the number of pieces of heavy equipment combined with the length of the construction schedule would only have a minor impact to the criteria pollutants. Therefore, the total volatile organic compound emissions for this project during construction, daily operations, and maintenance are anticipated to be well below the de minimis level of 100 tons per year. Therefore, this action conforms to the Washington State Air Quality standards. Operation of the proposed new Curlew border patrol station would create negligible, long-term air quality impacts.

## **3.9 SUSTAINABILITY AND GREENING**

In accordance with Executive Order (EO) 13423 – *Strengthening Federal Environmental, Energy, and Transportation Management* (72 FR 3919), CBP would incorporate practices in an environmentally, economically, and fiscally efficient and sustainable manner in support of their mission. CBP implements practices throughout the agency to 1) improve energy efficiency and reduce greenhouse emissions, 2) implement renewable energy projects, 3) reduce water consumption, 4) incorporate sustainable environmental practices such as recycling and the purchase of recycled-content products, and 5) reduce the quantity of toxic and hazardous materials used and disposed of by the agency.

Additionally, new facility construction would comply with the *Guiding Principles for Federal Leadership in High Performance and Sustainable Buildings* set forth in the *Federal Leadership in High Performance and Sustainable Memorandum of Understanding*. DHS will also reduce total consumption of petroleum products, as set forth in the EO and use environmentally sound practices with respect to the purchase and disposition of electronic equipment.

### **3.9.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, no long-term impacts on the greening and sustainability initiatives required by EO 13423 would be expected. The Curlew border patrol station would continue to maximize the use of green office products and energy-efficient appliances. There would be no change to the current USBP Curlew fleet. There would be no impact on the sustainability and greening program resulting from the No Action Alternative.

### **3.9.2 Alternative 2: Proposed Action Alternative**

The proposed facility would incorporate sustainable practices during construction and operation. The proposed facility would be designed and certified to the Leadership in Energy and Environmental Design (LEED®) Silver<sup>2</sup> rating. The Curlew border patrol station at its new location near Curlew, WA would continue to use green office products and energy-efficient appliances to the maximum extent practicable. Landscape plantings would be native drought tolerant species and low maintenance, reducing demand on groundwater sources, the need for fertilizers and/or pesticides, and the energy required to maintain them.

## **3.10 NOISE**

Noise is generally described as unwanted sound, which can be based either on objective effects (hearing loss, damage to structures etc.) or on subjective judgments (community annoyance). Measurement and perception of sound involves two basic physical characteristics: amplitude and frequency. Amplitude is a measure of the strength of the sound and is directly measured in terms of the pressure of a sound wave. Because sound pressure varies in time, various types of pressure averages are usually used. Sound is usually represented on a logarithmic scale with a unit called the decibel (dB). Sound on the decibel scale is referred to as a sound level. The intensity threshold of human hearing is approximately 0 dB and the threshold of discomfort or pain is around 130 dB. Frequency, commonly perceived as pitch, is the number of times per second the sound causes air molecules to oscillate. Frequency is measured in units of cycles per second, or Hertz (Hz). The frequency range for human hearing is approximately 20 to 20,000 Hz, with the most sensitive range between 1,000 to 4,000 Hz (Chudler, 2010).

Noise naturally dissipates by atmospheric attenuation. Other factors that can affect the amount of attenuation are ground surface, foliage, topography, and humidity. For each doubling of

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<sup>2</sup> A LEED score is based on the following criteria: Site sustainability, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, locations and linkages, awareness and education, innovation in design, and regional priority. A LEED Silver building would have a score of at least 50 out of 100 (U.S. Green Building Council, 2010)

distance from the source, the noise level can be expected to decrease by approximately 6 dB. This is a very conservative estimate of noise levels. A significant impact would be an increase in the ambient noise levels to a level of physical discomfort, or 120 dBs.

The proposed project area is located approximately one-half mile from the closest noise sensitive sites such as residences and businesses. The closest residences to the project site are approximately one-half mile away. The ambient noise environment within the general area is typical of agricultural and light industrial areas. Noise levels may be higher in instances of heavy traffic along State Route 21, approximately 0.5 miles away. Neitzel (2005) compiled a table of the various common construction tools (Table 3).

**Table 3. Probable Noise Levels of Common Construction Tools**

| <b>Tool</b>           | <b>Noise level will probably exceed...<br/>(measured in dB)</b> |
|-----------------------|---|
| Air compressor        | 90  |
| Air gun               | 108   |
| Backhoe               | 85  |
| Belt sander           | 90  |
| Chipper, pneumatic    | 100   |
| Dump truck            | 78  |
| Excavator             | 80  |
| Forklift              | 93  |
| Front end loader      | 90  |
| Generator at 50 ft    | 72  |
| Hammer                | 85-90   |
| Mobile crane          | 78  |
| Source: Neitzel, 2005 |   |

### **3.10.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, current use conditions are expected to remain the same. USBP operations would remain at the current location.

### **3.10.2 Alternative 2: Proposed Action Alternative**

Temporary construction noise impacts vary markedly because the noise intensity of construction equipment ranges widely as a function of the equipment and its level of activity. Short-term construction noise impacts tend to occur in discrete phases dominated initially by backhoes/forklifts, delivery vehicles, passenger vehicles and hand-operated tools. All construction equipment and vehicles would be in good operating order with mufflers to abate noise. Because the nearest residence is approximately one-half mile away, no impacts from construction noises are expected at the residence.

Operation and maintenance activities at the proposed site are expected to slightly increase the ambient noise levels over the long-term. These activities would include the vehicle maintenance facility, canine kennels, and backup generators.

The vehicle maintenance activities would be conducted in the vehicle maintenance building. It is not anticipated that noise from these activities would extend outside the property line. No long-term adverse effects from the vehicle maintenance facility would be expected.

Noise from dogs would not be expected to exceed the ambient noise levels beyond the property line. The dogs would either be on patrol with CBP agents, in the kennel, or exercising in exterior run pens during the day. No long-term adverse effects from the dog kennel would be expected.

The use of the backup generator could produce elevated noise levels above existing ambient levels. Backup generator units are normally operated during periods of compliance and operational preparedness testing and during periods of actual power loss. The proposed generator would be diesel-powered, and would provide backup power to the station's electrical systems. From Table 3, generators produce noise levels approximately 72 dB, measured at 50 feet; therefore, use of the generator is not anticipated to create noise that would extend outside the property line.

### **3.11 CULTURAL RESOURCES**

A professional archaeologist performed a cultural resources assessment in order to determine if a potential exists to cause effects to Historic Properties if they should exist within the project area. A search of the archaeological and historic site records at the Washington State Department of Archaeology and Historic Preservation (WDAHP) indicated that no properties listed in the National Register of Historic Places (NRHP) or the Washington State historic site register are recorded within the project area.

An archaeological investigation of the project Area of Potential Effect (APE), including a pedestrian reconnaissance survey and building assessment was conducted. The APE is defined as the geographic area(s) within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any properties exist. The APE for this project is defined as the referenced proposed property. No archaeological deposits or historic properties were encountered during the investigation and no further cultural resource investigations or monitoring of earth-disturbing activities will be required for this project (Salo, 2010).

#### **3.11.1 Alternative 1: No Action Alternative**

The No Action Alternative would have no effects on Historic Properties that may be eligible for the National Register of Historic Places, as there are no Historic Properties within the proposed APE. USBP operations would remain at the current location.

#### **3.11.2 Alternative 2: Proposed Action Alternative**

Construction of the project within the proposed APE is expected to cause no effects on Historic Properties that may be eligible for the National Register of Historic Places, as there are no Historic Properties within the proposed APE. Instructions will be included in contracts concerning inadvertent discoveries of either archaeological sites/materials or human remains during construction.

### **3.12 UTILITIES AND INFRASTRUCTURE**

At the current facility, power and telephone service is available at the site. Water will be provided from a well, and sewer is provided by an on-site septic system. Propane is provided via an above ground storage tank. There is also a vehicle fuel dispensing system with an above-ground storage tank (AST) containing fuel at the site.

#### **3.12.1 Alternative 1: No Action Alternative**

The No Action Alternative would not require additional infrastructure. USBP operations would remain at the current location.

#### **3.12.2 Alternative 2: Proposed Action Alternative**

Utilities would be protected from unauthorized access. Any manholes and utility panels accessible to the public would have locked covers or locked screens. Meters would be in a location out of public view but accessible by utility company representatives. The increase in water usage resulting from the expansion of the staff is not expected to have a significant adverse impact on groundwater supplies. With the Proposed Action, a negligible effect on the electrical system is expected. A new well and on-site septic system will need to be installed, as well as a water storage system to provide fire suppression support for the new facilities. The fuel dispensing system at the current site will be relocated to the new site. Installation, operation, and maintenance will follow all local, state, and federal regulations.

### **3.13 ROADWAYS/TRAFFIC**

Vehicular access to and from the proposed Curlew border patrol station site will be via two driveways onto Customs County Road, a well maintained gravel road. From Customs County Road, the majority of the project-generated traffic is expected to travel to and from State Route 21.

#### **3.13.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, current use conditions are expected to remain the same. USBP operations would remain at the current location.

#### **3.13.2 Alternative 2: Proposed Action Alternative**

A short-term increase in traffic associated with site development and construction is anticipated. This is expected to have a minor impact on the lightly traveled Customs County Road. Daily

operation of the proposed facility will result in increased traffic. Ferry County is going to asphalt the road from the adjacent property (a gravel pit) out to State Route 21 the summer of 2011. The County Public Works Director stated that the increase in traffic from the border patrol station entrance/exit would have minimal impact on the gravel road for the 400 to 500 feet that would remain gravel. (Reynolds, 2011).

The increase in vehicle usage of Customs County road was estimated using Institute of Transportation Engineers (ITE) guidelines. A vehicle trip is defined as a single, one directional, vehicle movement either originating or terminating (exiting or entering) in the study area. These trip generation values account for all site trips made by all motor vehicles for all purposes, including customer, employee, visitor and service and delivery trips.

Table 4 – Trip Generation Summary below shows the estimated number of vehicle trips generated during the PM peak hour and during an average weekday by the existing land use and by the proposed border patrol station. The PM peak hour is typically the hour of the highest volume of vehicle traffic generated during the course of an average weekday.

**Table 4. Trip Generation Summary**

| Time   | Average Rate | Trips Entering | Trips Exiting | Total Trips |
|--|--------------|----------------|---------------|-------------|
| <b>Proposed Trips (50-Agent U.S. Border Patrol Station)</b>  |              |                |               |             |
| Average Weekday  | T = 2.96(X)  | 74 (50%)       | 74 (50%)      | 148         |
| PM Peak Hour   | T = 0.79(X)  | 19 (48%)       | 21 (52%)      | 40          |
| Where: T = Trips, X = number of proposed agents (50) or 1,000 sq. ft. of gross floor area (19,028).<br>Note: Numbers are rounded to the nearest whole number |              |                |               |             |

The proposed border patrol station has a design capacity of 50 agents and staff. The trip generation for this proposed border patrol station was calculated based on current traffic data provided from an existing 50-agent border patrol station and from one other (larger) border patrol station located in western Washington State. Typically, a border patrol station has three work shifts, 365 days a year. Musters start at the beginning of each shift and average 15 to 30 minutes. Additional information on manpower and operational hours are law enforcement sensitive information and are not disclosed to the public. Therefore, full disclosure is unavailable in this report. However, based on the traffic information available to us, average trip generation rates were created for a border patrol station and can be disclosed. These rates are based on the number of agents at the two existing stations. These rates were used to calculate the volume of traffic that is likely to be generated by the proposed new Curlew border patrol station.

The 148 trips per average day spread out over a 24-hour period would result in a minor increase in traffic on an already very lightly used county road.

### **3.14 HUMAN HEALTH AND SAFETY**

Human health and safety focuses on the potential risk to the public associated with the Proposed Action. More specifically, this section identifies the activities under the Proposed Action and changes to ongoing procedures that may result in elevated risk to the community, agents, or construction workers. This analysis considers what emergency services are available and whether additional services would be required.

Approximately 7,551 people live in Ferry County (U.S. Census Bureau 2010). The nearest hospital is in Republic, approximately 10 miles away. The other emergency service provider is the Ferry County Sheriff, also located in Republic.

The closest Ferry County Fire District 14 station is located approximately 0.65 miles away in Curlew. This is the only fire station in the district. It has 29 volunteer fire fighters, and no paid staff ([www.firedepartments.net/county/WA/FerryCounty](http://www.firedepartments.net/county/WA/FerryCounty)).

#### **3.14.1 No Action Alternative**

Under the No Action Alternative, the Curlew border patrol station staff would remain in the existing facilities. Although work conditions would continue to be overcrowded, there would be no increased adverse impacts to human health and safety.

#### **3.14.2 Proposed Action Alternative**

With construction of the Proposed Action, the potential for minor, short-term impacts to health and safety exists. This includes the temporary presence of construction vehicles and equipment on site. Health and safety practices during construction and operation would be consistent with the Occupational Safety and Health Administration (OSHA) and the Washington Division of Occupational Safety and Health guidelines. Adherence to these guidelines would reduce the risk to human health and safety during construction and operation of the proposed Curlew border patrol station.

Operations and maintenance of the proposed Curlew border patrol station does not anticipate the additions of new agents or their families to the Curlew/Ferry County area. The distance between the existing station and the new station is 0.65 miles, on lightly traveled rural roads, so the risk of auto accidents while commuting is low. Since no staffing increase is anticipated, the move to a new station is not anticipated to have direct impacts on emergency services such as fire, police, or medical care.

In summary, no direct impacts on human health and safety are anticipated other than a potentially beneficial impact on the efficiency of USBP operations.

### **3.15 AESTHETIC AND VISUAL RESOURCES**

Aesthetic resources consist of the natural and manmade landscape features that appear indigenous to the area and give a particular environment its visual characteristics. The current visual character of the general project area includes agricultural fields, a gravel mining/storage

facility, and some residential structures. Above ground electrical and telephone lines follow Customs County Road. The project site consists of an undeveloped hay field with a small pump house on the northeast corner of the property. Most of the site is mowed with an un-mowed weedy fringe around the periphery (Figure 3).

### **3.15.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, the baseline conditions would remain the same. USBP operations would remain at the current location.

### **3.15.2 Alternative 2: Proposed Action Alternative**

Construction activities on the site would result in multiple new structures, including an office building, an equestrian center, a dog kennel, and a maintenance facility. All or portions of the old fence would be removed and a new perimeter chain-link security fence with security lighting that is shielded and only of enough intensity to observe movement on the site, conforming to CBP security specifications, would be constructed. A 40-foot communications tower would also be erected. The aesthetic intent of the project is to create a view shed that is compatible with the local landscape and meets the needs of the CBP for facility utility and security.

## **3.16 HAZARDOUS MATERIALS**

Based on a Phase I Environmental Site Assessment (ESA) recently prepared for the project site, there are no obvious indications of contamination on the site (Kill Eagle, 2011). The use of pesticide on the Property were considered but ruled out as a recognized environmental condition. The current owner acquired the land in May of 2008 and had stated that hazardous substance including pesticides were not stored, used, or disposed of on the Property. Furthermore, the site reconnaissance did not reveal any evidence of pesticide contamination or misuse.

### **3.16.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, no construction would take place. USBP operations would remain at the current location.

### **3.16.2 Alternative 2: Proposed Action Alternative**

The Phase I ESA recently completed for the project indicated that there are no obvious areas of contamination on the project site, and there are no nearby sources of hazardous materials that would contaminate the project site.

During construction, installation, and future operation and maintenance activities, fuels, oils, lubricants, and other hazardous materials would be used. An accidental release or spill of any of these substances could occur. A spill could result in potentially adverse impacts to on-site soils or off-site water resources. However, the amounts of fuel and other lubricants and oils would be limited, and the equipment needed to quickly limit any contamination would be located on site. Vehicles are expected to refuel at local commercial fuel stations or at on-site, above-ground fuel stations. The above-ground gasoline and diesel tanks would be installed and operated

compliance with applicable federal, state and local requirements. All solid waste generated would be collected on site and disposed at a state-approved solid waste landfill facility. As a result, no long-term impacts are expected from the implementation of the Proposed Action.

### **3.17 SOCIOECONOMIC**

The City of Curlew (population of 118) is located in Ferry County. The city is approximately 10 miles south of the U.S. / Canada border. Ferry County has a population of 7,551. The city of Spokane (population 208,916), the closest major metropolitan city, is 122 miles southeast of Curlew. The closest city with shopping and service stations is the City of Republic (population, 1,073), which is 25 miles south of Curlew (U.S. Census Bureau 2010).

Employment within the county is related to retail, trade, health care, social services, agriculture, forestry, fishing, hunting accommodation, food services, and seasonal tourism. However, there are no large businesses or companies in the county. This is a very rural and economically depressed area for local residents; however, there is a transient population of people who maintain summer/hunting homes in the county.

The median household income in 2000 was \$30,388. 21.1% of families in Ferry County were listed below the national poverty level in 2010. (U.S. Census Bureau: State and County QuickFacts, Last Revised: Thursday, 04-Nov-2010 12:58:40 EDT)

#### **3.17.1 Alternative 1: No Action Alternative**

Under the No-Action alternative, no construction would take place. Baseline conditions would remain the same. The USBP would continue to combat cross border violations, smuggling, and potential terrorist activity in the area at the current overcrowded facilities, hampering the agency's ability to meet its mandate. As a result, the citizens of Ferry County would be subjected to potential adverse safety and economic consequences of illegal immigration that could otherwise be reduced by the Proposed Action. USBP operations would remain at the current location.

#### **3.17.2 Alternative 2: Proposed Action Alternative**

This alternative would provide temporary direct and indirect economic benefits to area residents as a result of construction activities, and through economic multiplier effects. The impacts on the socioeconomic resources in the local economy (City of Curlew and Republic, and Ferry County) such as population, employment, income, and business sales would be beneficial. Workers brought in from surrounding areas, with some skilled trades traveling long distances, would most likely perform construction activities. Nevertheless, there would be some economic gain to local personnel and businesses. However, it is anticipated that these activities would not induce permanent in- or out-migration to the local economy. As a result, the overall area population would not be significantly impacted.

Direct expenditures associated with the proposed project would have a minimal impact on employment, income, and sales within the local area. Although most labor and some materials would be brought into the local area, some expenditures are expected to occur within the

surrounding business communities. However, this would only be during the period of construction. Short-term increases in local revenues for commercial establishments, trade centers, and retail sales would result from the purchase of supplies and equipment rental. Any benefits from employment of construction workers, purchase, or rental of supplies would be temporary, and would cease once construction is completed.

Daily operations and maintenance activities are not expected to change the economic forecast for Ferry County as the station is only moving less than one mile from its current location; therefore, CBP staff would not be relocating their residences with the change in the location of the CBP Station. In the long-term, the socioeconomic impacts of this alternative are expected to be beneficial due to the expected increase in apprehension of cross border violators and a decrease in drug trafficking, smuggling, and terrorism.

Ferry County would lose the property tax revenue (\$506.06 in 2010, Ferry County Tax Assessor website) upon conversion of the Property to a federal Property. Ferry County collected \$5 million in property taxes in 2010. Therefore, this loss would not have a noticeable effect on the county budget.

The U.S. Army Corps of Engineers Economic Impact Forecast System (EIFS) was used to analyze the economic impacts of the change. The results indicate that the move would have neither a positive nor a negative impact on the economy of Ferry County (the Region of influence, ROI), mainly because the move is occurring within the ROI.

### **3.18 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN**

EO 12898 of 11 February 1994, *Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations*, required that each federal agency identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its program, policies, and activities on minority and low income populations in the U.S. Minority populations are those persons who identify themselves as Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander. A minority population exists where the percentage of minorities in an affected area either exceeds 50 percent or is meaningfully greater than in the general population. Low-income populations as of 2000 are those whose income is \$22,050 for a family of four and are identified using the Census Bureau's statistical poverty threshold. The Census Bureau defines a "poverty area" as a Census tract with 20 percent or more of its residents below the poverty threshold and an "extreme poverty area" as one with 40 percent or more below the poverty level. This is updated annually at <http://aspe.hhs.gov/poverty>.

A potentially disproportionate impact may occur when the percent minority (50 percent) and/or percent low-income (20 percent) population in an EJ study area are greater than those in the reference community.

Based on the U.S. Census Bureau web site, the most current statistics available for the Ferry County is characterized in Table 4 (U.S. Census Bureau 2010).

#### **Table 5. Demographics of Ferry County**

| <b>Race</b>                               | <b>Ferry County<br/>(% population)</b> |
|---|--|
| White                                     | 76.3                                   |
| Black or African American                 | 0.3                                    |
| Hispanic or Latino                        | 3.4                                    |
| American Indian or Alaska Native          | 16.7                                   |
| Asian                                     | 0.7                                    |
| Native Hawaiian or other Pacific Islander | 0.1                                    |
| Two or more races                         | 4.8                                    |
| Other races                               | 1.2                                    |
| Hispanic origin can be of any race        | 3.4                                    |

The major sources of employment are related to retail, trade, health care, and social services, agriculture, forestry, fishing, hunting accommodation, food services, and seasonal tourism. The median household income in 2000 was \$30,388. 21.1% of families in Ferry County were listed below the national poverty level in 2000.

### **3.18.1 Alternative 1: No Action Alternative**

Under the No Action Alternative, no construction would take place. Baseline conditions would remain the same. USBP operations would remain at the current location.

### **3.18.2 Alternative 2: Proposed Action Alternative**

The proposed project would not restrict the flow of legal visitation, trade, or immigration nor would it displace any population. Greater than 20% of the residents of Ferry County are below the poverty threshold. There could be minor impacts to low income residents; however, no individuals are being displaced by the project, and it is a non-polluting office building.

## **4.0 CUMULATIVE IMPACTS**

A cumulative impact<sup>3</sup> is defined as:

“the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions” (40 CFR 1508.7).

Ferry County is largely undeveloped and distinctly rural in nature at this time. A search for other reasonably foreseeable development actions in this area was undertaken, but none were identified. There are no formal development applications in this area with Ferry County (personnel communication). The potential cumulative impacts are described in Sections 4.1 to 4.17 below

### **4.1 LAND USE**

The Proposed Action would convert agricultural land to a government facility with buildings and impervious surfaces. Ferry County has the lowest population density of any county in Washington, with 3.3 residents per square mile (U.S Census Bureau 2010). In addition, only 16% of the land is in private ownership (Ferry County, 1997). The county is largely undeveloped and distinctly rural in nature. Insignificant growth is anticipated in the area for the foreseeable future. The proposed project will not contribute to any cumulative impacts to land use.

### **4.2 GEOLOGY AND SOILS**

Ferry County has an abundance of geologic features and soils. This project and the related development, daily operations, and maintenance activities would not affect regional geology, and therefore, would not create any cumulative impacts.

### **4.3 BIOLOGICAL RESOURCES**

The conversion of approximately 3.75 acres, including buildings and paved areas, to impervious surface in this lightly populated and mostly undeveloped area will not contribute to cumulative impacts.

Because impacts to biological resources would be limited to the immediate proposed project site, there would be no opportunity for contribution to a cumulative effect. Existing vegetative cover would be trimmed and landscaping may be changed to be more drought tolerant, but overall, since the impacts to vegetation would be limited to the immediate proposed project site, there would be negligible cumulative effects. Because there would be no impact to threatened or endangered species associated with the Proposed Action, there would be no opportunity for contribution to a cumulative effect.

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<sup>3</sup> Per the Council on Environmental Quality’s (CEQ) regulations implementing the procedural provisions of the National Environmental Policy Act (NEPA).

#### **4.4 WATER RESOURCES**

The Proposed Action would not encroach upon any inland surface waters, including wetlands, coastal waters, or lakes. Implementation of appropriate BMPs, as discussed in Section 3.7, would prevent site runoff from affecting downstream surface waters or groundwater. No cumulative impacts to surface waters from the incremental impacts of project construction and operation in combination with other past, present, and reasonably foreseeable future projects would result.

#### **4.5 FLOODPLAINS AND COSTAL ZONE**

The Proposed Action would not affect the coastal zone or protected shoreline areas, and the site is not in the 100-year floodplain. There is no potential for cumulative impacts to these resources from interaction with other past, present, and reasonably foreseeable future projects.

#### **4.6 AIR QUALITY AND CLIMATE CHANGE**

Cumulative effects on air quality would be short-term and negligible in the long-term. Construction activities at the proposed project site would produce minor, localized, elevated air pollutant concentrations for a short duration. These impacts would be from dust generation by minor ground disturbing activities, slightly elevated suspended particulate matter, and emissions from combustion from construction equipment. These emissions would have a minor independent effect and negligible contribution to a cumulative impact on regional air quality. The occasional use and periodic testing of an emergency generator is not expected to have cumulative impacts to air quality. The daily trips associated with private and government vehicles are not expected to change, or to change minimally; therefore, they would have negligible long-term impacts on air quality.

#### **4.7 SUSTAINABILITY AND GREENING**

Because there would be no impacts to sustainability and greening associated with the Proposed Action, there would be no potential for a cumulative effect.

#### **4.8 NOISE**

Negligible cumulative effects on ambient noise would be expected. The Proposed Action would result in noise from construction activities and some onsite operational activities, such as daily office-use traffic, but other known activities in the vicinity of the Proposed Action would not be expected to contribute noticeably to the overall noise environment

#### **4.9 CULTURAL RESOURCES**

The Proposed Action would not affect cultural resources. There is no potential for cumulative impacts to cultural resources from interaction with other past, present, and reasonably foreseeable future projects.

## **4.10 UTILITIES AND INFRASTRUCTURE**

The Proposed Action would not have any cumulative effect on utilities and resources. At present, the utility providers have more than adequate capacity to accommodate the proposed border patrol station and adjacent residents.

## **4.11 ROADWAYS/TRAFFIC**

Existing transportation infrastructure in the region is sufficient to accommodate the vehicles that would be associated with the proposed new USBP Curlew border patrol station. The proposed border patrol station could result in a temporary increase in construction-related traffic along SR 21 and local roadways. Once construction is complete, traffic along these roadways would likely remain within acceptable Level of Service (LOS). The distance between the current border patrol station and the proposed border patrol station is approximately 0.65 miles and no additional staff is anticipated. Consequently, the cumulative impacts to roadways and traffic will be negligible because the CBP agents, staff, and others with business at the new office will have only minor changes their driving routes.

## **4.12 HUMAN HEALTH AND SAFETY**

Because the Proposed Action would not include an adverse contribution to regional project effects on human health and safety, there would be no cumulative effects.

## **4.13 AESTHETICS AND VISUAL**

By changing the property from agricultural to a border patrol station, the Proposed Action would have a minor cumulative effect to the aesthetics and visual aspects of the area. The proposed view shed would be compatible with the local landscape.

## **4.14 HAZARDOUS MATERIALS**

The Proposed Action would have a negligible contribution to cumulative effects on hazardous materials. The Phase I Environmental Site Assessment did not reveal suspected past contamination on the proposed site. The ongoing operations at the new USBP Curlew border patrol station would have little potential for cumulative effects.

## **4.15 SOCIOECONOMIC**

Short-term beneficial impacts on local and regional socioeconomic resources are expected from the cumulative effects of past, present, and reasonably foreseeable future actions. Economic benefits would be realized by construction companies, their employers and suppliers, and by Ferry County through the purchase of goods and services in the local economy. Construction of the proposed Curlew border patrol station has the potential for beneficial effects from temporary increases in construction jobs and the purchase of goods and services. However, since the construction, jobs would be temporary, negligible cumulative effects on population growth, income, or other services would be expected. There is adequate housing supply in the area to meet cumulative needs in the short-term of additional personnel and their families. The

proposed border patrol station would result in short- and long-term permanent growth at the border patrol station and short-term temporary increases of agents. This would have a beneficial contribution to the local economy.

The major sources of employment are related to retail, trade, health care, and social services, agriculture, forestry, fishing, hunting accommodation, food services, and seasonal tourism. The median household income in 2000 was \$30,388. 21.1% of families in Ferry County were listed below the national poverty level in 2000.

#### **4.16 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN**

The Proposed Action would not disproportionately impact minority or low-income populations. No interaction with other projects would result in any such disproportionate impacts. No cumulative impacts to environmental justice would be expected from interaction of the Proposed Action with other past, present, and reasonably foreseeable projects. There could be minor cumulative benefits to environmental health and safety for children as a result of the Proposed Action, which would improve USBP efficiency and increase the ability of USBP to respond to incidents where children are at risk. The Proposed Action would have no other potential to interact with other past, present, and reasonably foreseeable projects with regard to environmental health and safety for children

#### **4.17 OVERALL CUMULATIVE IMPACTS**

Ferry County is largely rural, with most lands in public ownership and little development. Regarding the proposed action and management of construction and daily operations, there is no evidence of any substantial opportunity for contribution to cumulative effects resulting from this project.

## **5.0 BEST MANAGEMENT PRACTICES**

This chapter describes environmental measures that would be implemented as part of the proposed project to reduce or eliminate impacts from construction activities and facility operations. Best Management Practices are only described for those resources with potential for impacts.

### **5.1 WATER RESOURCES**

Construction procedures would be implemented as specified in the construction SWPPP to minimize the potential for erosion and sedimentation during construction, operations, and maintenance activities. All construction involving ground-disturbing work would cease during heavy rains and would not resume until conditions are suitable for the movement of equipment and material as determined by the contractor. Conservation measures would be implemented to preclude unnecessary waste of water supplies. Portable latrines provided and maintained by licensed contractors would be used to the extent practicable during construction activities.

To the extent that above ground gasoline and diesel tanks would be installed, they would be installed and operated in accordance with all applicable federal or state regulatory requirements that are designed to prevent the discharge of oil. These include, among other things, preparation of a Spill Prevention, Control, and Countermeasure Plan (SPCC Plan), compliance with certain AST design standards, and regular testing and monitoring. The site's storm drainage system would be maintained in accordance to Federal and state guidelines to be able to convey a 25-year, 24-hour storm event, and safely pass a 100-year, 24-hour storm event. Water used for washing of vehicles at the wash station would be filtered for debris, excess sediment, and oil prior to entering the site septic system, in accordance with Federal, state, and local regulations.

### **5.2 AIR QUALITY**

Best Management Practices would include dust suppression methods to minimize airborne particulate matter that would be created during any ground disturbing activities that could create dust. Additionally, all equipment and vehicles would be required to be kept in good operating condition to minimize exhaust emissions. Standard practices would be used to control fugitive dust during the construction phase and during daily operations and maintenance of the proposed project.

### **5.3 SUSTAINABILITY AND GREENING**

The proposed facility would incorporate sustainable practices during construction and operation. The proposed facility would be designed to be certified to LEED® Silver rating. The border patrol station at its new location in Curlew, Washington would continue to use green office products and energy-efficient appliances to the maximum extent practicable. Landscape plantings would be native, drought-tolerant species and low maintenance, which would reduce demand on groundwater sources, the need for fertilizers and/or pesticides, and the energy required to maintain them.

## **5.4 NOISE**

On-site construction, repair, and maintenance activities that occur outside would be restricted to daylight hours on Monday through Saturday, except in emergencies. Only maintenance of construction equipment would be permitted on Sundays. Additionally, all equipment and vehicles would have properly working mufflers and be properly maintained to reduce backfires. Implementation of these measures would reduce noise.

## **5.5 CULTURAL RESOURCES**

If, during construction activities, the contractor observes items that might have historical or archaeological value, the contractor would stop operations and notify the CBP Environmental Specialist. If human remains are found, the county coroner will be called to make a determination of death. The contractor shall prevent his employees from trespassing on, removing, or otherwise damaging such resources. The CBP Environmental Specialist will make notification to the State Historic Preservation Officer and affected tribes.

In addition, an Unanticipated Discovery Plan will be prepared in compliance with the National Historic Preservation Act and Native American Graves Protection and Repatriation Act. The CBP Environmental Specialist will also follow procedures identified in the Unanticipated Discovery Plan.

## **5.6 HAZARDOUS MATERIALS**

Best Management Practices measures recommended in construction planning include employee training, planning for unanticipated contamination, and spill prevention control. Although no known or suspected hazardous materials have been identified as potentially affecting the proposed project, the possibility of encountering unknown contamination during project construction cannot be eliminated.

A spill plan for fuel tanks and handling of other regulated oils, solvents, and waste would be implemented in accordance to federal, state, and local regulations.

## **6.0 MITIGATION MEASURES**

No additional mitigation measures are appropriate for this Proposed Action.

## 7.0 SUMMARY

Impact evaluations indicate that there would be few impacts from the implementation of the Proposed Action.

No wetlands or waters of the U.S. occur in or around the proposed construction project area; therefore, no CWA permits from the USACE would be required. CBP would not need a CAA NSR Permit or a Title V Operating Permit from the Air Quality Board. CBP would prepare and implement a SWPPP during construction.

While no mitigation would be implemented, CBP would implement appropriate BMPs to reduce unavoidable minor impacts of the proposed project. BMPs would be used to minimize fugitive dust, noise, water pollution, and to manage stormwater. Construction activities would occur during the daytime hours to minimize disturbance. A SPCCP would be prepared and implemented to minimize the potential for impacts from accidental release of fuels. Increased or enhanced interdiction of CBVs and smuggler activities would have indirect, positive socioeconomic benefits.

As shown in Table 5 and explained in detail in Section 3, the Proposed Action can be implemented without causing greater impacts to the human environment than the No Action Alternative.

**Table 6. Comparison of Potential Impacts**

| <b>Environmental Resource Area</b> | <b>No Action Alternative</b> | <b>Proposed Action</b>   |
|------------------------------------|------------------------------|--|
| Land Use                           | No impacts.                  | Transition from agricultural field to border patrol station.   |
| Geology/Soils/<br>Topography       | No impacts.                  | No significant changes are anticipated.  |
| Biological Resources               | No impacts.                  | Any impacts to biological resources are expected to be minor.<br><br>No protected species were found to be resident in the project area. No impacts to designated critical habitat or resident species that are within 2 miles of the project site.<br><br>Minor effects on existing vegetation from conversion to CBP facility. |
| Water Resources                    | No impacts.                  | No impacts. The vehicular wash station would be filtered for debris, excess sediment, and oil prior to connection to city sewer systems.   |
| Floodplains                        | No impacts.                  | The proposed project is not within the 100-year floodplain. No impacts   |
| Coastal Zone                       | No impacts.                  | Site is not in the state designated shoreline protection zone. No impacts.   |

| <b>Environmental Resource Area</b>                          | <b>No Action Alternative</b>  | <b>Proposed Action</b>   |
|---|---|--|
| Air Quality   | No impacts.   | No long-term impacts.  |
| Sustainability and Greening                                 | No impacts  | Construction would be to certified LEED Silver standards. Landscape plantings would be drought tolerant and low maintenance.   |
| Noise   | No impacts.   | Short-term noise levels could increase slightly during construction. Long-term noise levels are anticipated not to change from existing conditions.  |
| Cultural Resources  | No impacts.   | No known cultural resources; No impacts.   |
| Utilities/<br>Infrastructure                                | No impacts.   | All utilities are provided by the local municipality or local utility provider, no significant impacts.  |
| Roadways/<br>Traffic  | No impacts.   | No significant impacts to area roads and traffic.  |
| Human Health and Safety                                     | Due to overcrowded conditions, long-term staff safety is negatively affected.<br><br>Potential adverse impacts to local community from illegal activities | Potential beneficial impact on efficiency of USBP operations and safety of personnel as well as the local community.   |
| Aesthetic and Visual Resources                              | No impacts.   | New construction would be designed to blend into current viewscape. Addition of awning for covered vehicle parking, new perimeter fencing and perimeter lighting, and a 40-foot radio tower.   |
| Hazardous Materials   | No impacts.   | Risk of hazardous and regulated materials is low and with the implementation of proper BMPs, no long-term impacts are expected.  |
| Socioeconomics  | No impacts  | Beneficial long-term impact on local economy by increased border patrol station staff. Short-term beneficial impact on local economy from construction activities. Insignificant but beneficial long-term increase on public safety from increase in USBP apprehension of CBVs and drug interception from operation of the border patrol station. Insignificant loss of taxes from the property transition from commercial to Federal. |
| Environmental Justice and Protection of Children (EO 12898) | No impacts.   | No disproportionately high or adverse impacts to minority or low-income populations. No adverse short-term or long-term environmental justice impacts.   |

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## 9.0 ACRONYMS AND ABBREVAITIONS

|        |   |
|--------|---|
| ADT    | Average Daily Trips   |
| APE    | Area of Potential Effect  |
| AST    | above-ground storage tank   |
| BMP    | Best Management Practice  |
| CAA    | Clean Air Act   |
| CBP    | Customs and Border Protection   |
| CBV    | Cross Border Violator   |
| CEQ    | Council on Environmental Quality                                      |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CFR    | Code of Federal Regulations   |
| CPM    | Collisions per million entering vehicles                              |
| CWA    | Clean Water Act   |
| dB     | Decibels  |
| DHS    | Department of Homeland Security                                       |
| EA     | Environmental Assessment  |
| EIS    | Environmental Impact Statement  |
| EO     | Executive Order   |
| ESA    | Endangered Species Act or Environmental Site Assessment               |
| FEMA   | Federal Emergency Management Act                                      |
| FIRM   | Flood Insurance Rate Maps   |
| FONSI  | Finding of No Significant Impact                                      |
| HMTA   | Hazardous Material Transportation Act                                 |
| HTRW   | Hazardous, Toxic and Radioactive Waste                                |
| Hz     | Hertz   |
| IIRIRA | Illegal Immigration Reform and Immigrant Responsibility Act           |
| INA    | Immigration and Nationality Act                                       |
| INS    | Immigration and Naturalization Service                                |
| ITE    | Institute of Transportation Engineers                                 |
| LEED   | Leadership in Energy and Environmental Design                         |
| MLS    | Multiple Listing Service  |
| MD     | Management Directive  |
| NAGPRA | Native American Graves Protection and Repatriation Act                |
| NEPA   | National Environmental Policy Act                                     |
| NHPA   | National Historic Preservation Act                                    |
| NMFS   | National Marine Fisheries Service                                     |
| NPDES  | National Pollutant Discharge Elimination System                       |
| NRHP   | National Register of Historic Places                                  |
| NSR    | New Source Review   |
| NWAPA  | Northwest Air Pollution Authority                                     |
| OSHA   | Occupational Safety and Health Administration                         |
| ORCAA  | Olympic Region Clean Air Agency                                       |
| RCRA   | Resource Conservation and Recovery Act                                |
| REC    | Records of Environmental Consideration                                |
| ROI    | Region of Influence   |

|        |  |
|--------|--|
| SDWA   | Safe Drinking Water Act                                      |
| SWPPP  | Stormwater Pollution Prevention Plan                         |
| TESC   | Temporary Erosion and Sedimentation Control                  |
| TSCA   | Toxic Substances Control Act                                 |
| U.S.   | United States  |
| USACE  | United States Army Corps of Engineers                        |
| USBP   | United State Border Patrol                                   |
| USC    | United States Code   |
| US DHS | United States Department of Homeland Security (formerly INS) |
| US DOJ | United States Department of Justice                          |
| USEPA  | United States Environmental Protection Agency                |
| USDA   | United States Department of Agriculture                      |
| USFWS  | United States Fish and Wildlife Service                      |
| WA     | State of Washington  |
| WDAHP  | Washington Department of Archaeology and Historic Places     |
| WDOE   | Washington Department of Ecology                             |
| WDFW   | Washington Department of Fish and Wildlife                   |
| WDNR   | Washington Department of Natural Resources                   |
| WSDOT  | Washington State Department of Transportation                |
| WRCC   | Western Region Climate Center                                |
| WRIA   | Water Resource Inventory Area                                |

## 10.0 LIST OF PREPARERS

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Cultural: Lawr Salo

HTRW: John L. Kill Eagle / Edward Wilson

QA/QC review: Michael R. Scuderi, Supervisory Biologist  
Veronica J. Henzi, Supervisory Program Manager

## **11.0 APPENDICES**

Appendix A: Economic Model

Appendix B: Correspondence

## Appendix A - Economic Model

# Economic Impact Forecast System

US Army Corps of Engineers  
Mobile District

## EIFS REPORT

### PROJECT NAME

Curlew BPS

### STUDY AREA

53019 Ferry, WA

### FORECAST INPUT

|                                     |          |
|-------------------------------------|----------|
| Change In Local Expenditures        | \$4,000  |
| Change In Civilian Employment       | 0        |
| Average Income of Affected Civilian | \$49,029 |
| Percent Expected to Relocate        | 0        |
| Change In Military Employment       | 0        |
| Average Income of Affected Military | \$0      |
| Percent of Militart Living On-post  | 0        |

### FORECAST OUTPUT

|                               |         |       |
|-------------------------------|---------|-------|
| Employment Multiplier         | 1.57    |       |
| Income Multiplier             | 1.57    |       |
| Sales Volume - Direct         | \$4,000 |       |
| Sales Volume - Induced        | \$2,280 |       |
| Sales Volume - Total          | \$6,280 | 0.01% |
| Income - Direct               | \$610   |       |
| Income - Induced)             | \$348   |       |
| Income - Total(place of work) | \$958   | 0%    |
| Employment - Direct           | 0       |       |
| Employment - Induced          | 0       |       |
| Employment - Total            | 0       | 0%    |
| Local Population              | 0       |       |
| Local Off-base Population     | 0       | 0%    |

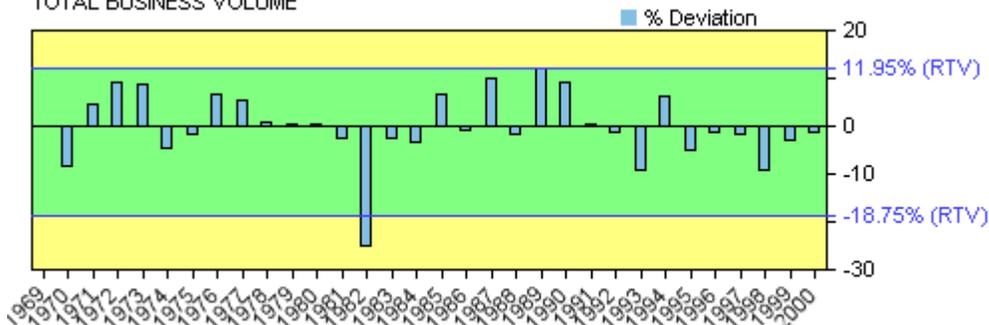
### RTV SUMMARY

|                     | Sales Volume | Income  | Employment | Population |
|---------------------|--------------|---------|------------|------------|
| <b>Positive RTV</b> | 11.95 %      | 8.42 %  | 6.37 %     | 10.26 %    |
| <b>Negative RTV</b> | -18.75 %     | -7.02 % | -10 %      | -3.35 %    |

### RTV DETAILED

#### SALES VOLUME

TOTAL BUSINESS VOLUME



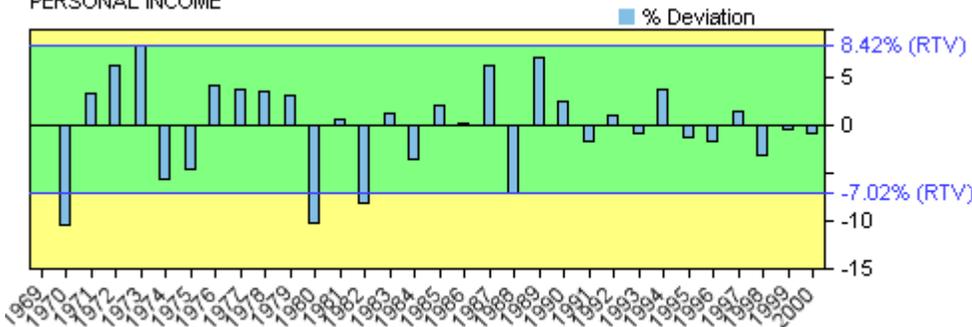
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|------|-------|-----------|--------|-----------|------------|

|      |       |       |       |        |       |
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| 1969 | 7329  | 32028 | 0     | 0      | 0     |
| 1970 | 7336  | 30298 | -1730 | -2538  | -8.38 |
| 1971 | 8245  | 32650 | 2353  | 1545   | 4.73  |
| 1972 | 9597  | 36757 | 4106  | 3298   | 8.97  |
| 1973 | 11397 | 41143 | 4387  | 3579   | 8.7   |
| 1974 | 12354 | 40150 | -993  | -1801  | -4.48 |
| 1975 | 13492 | 40206 | 56    | -752   | -1.87 |
| 1976 | 15602 | 43998 | 3791  | 2983   | 6.78  |
| 1977 | 17941 | 47364 | 3367  | 2559   | 5.4   |
| 1978 | 19754 | 48595 | 1231  | 423    | 0.87  |
| 1979 | 22466 | 49650 | 1055  | 247    | 0.5   |
| 1980 | 26130 | 50692 | 1042  | 234    | 0.46  |
| 1981 | 28510 | 50178 | -515  | -1323  | -2.64 |
| 1982 | 24572 | 40790 | -9388 | -10196 | -25   |
| 1983 | 25167 | 40519 | -271  | -1079  | -2.66 |
| 1984 | 26018 | 40068 | -451  | -1259  | -3.14 |
| 1985 | 29395 | 43799 | 3731  | 2923   | 6.67  |
| 1986 | 30322 | 44270 | 472   | -336   | -0.76 |
| 1987 | 32319 | 50094 | 5824  | 5016   | 10.01 |
| 1988 | 36888 | 50168 | 73    | -735   | -1.46 |
| 1989 | 44878 | 57893 | 7725  | 6917   | 11.95 |
| 1990 | 52465 | 64532 | 6639  | 5831   | 9.04  |
| 1991 | 55643 | 65659 | 1127  | 319    | 0.49  |
| 1992 | 57498 | 65548 | -111  | -919   | -1.4  |
| 1993 | 54857 | 60891 | -4656 | -5464  | -8.97 |
| 1994 | 60942 | 65817 | 4926  | 4118   | 6.26  |
| 1995 | 60387 | 63406 | -2411 | -3219  | -5.08 |
| 1996 | 62138 | 63381 | -26   | -834   | -1.32 |
| 1997 | 63213 | 63213 | -168  | -976   | -1.54 |
| 1998 | 59940 | 58741 | -4472 | -5280  | -8.99 |
| 1999 | 60315 | 57902 | -839  | -1647  | -2.84 |
| 2000 | 62240 | 57883 | -19   | -827   | -1.43 |

**INCOME**

PERSONAL INCOME

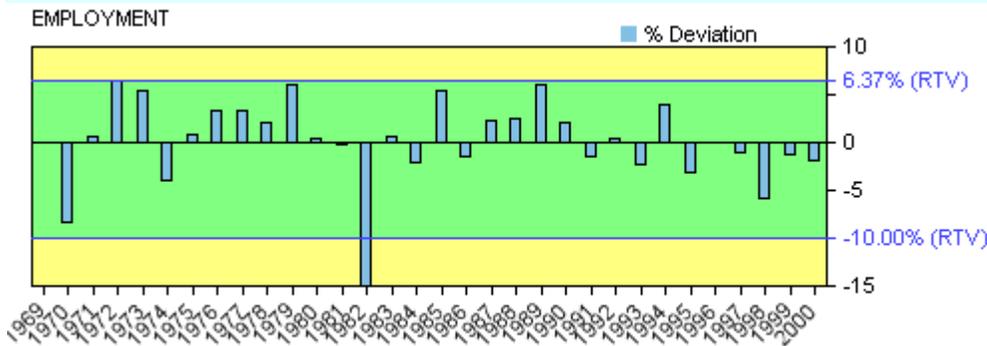


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| 1970 | 12249 | 50588     | -3473  | -5300     | -10.48     |
| 1971 | 13690 | 54212     | 3624   | 1797      | 3.31       |
| 1972 | 15594 | 59725     | 5513   | 3686      | 6.17       |
| 1973 | 18619 | 67215     | 7490   | 5663      | 8.42       |
| 1974 | 20120 | 65390     | -1825  | -3652     | -5.58      |
| 1975 | 21580 | 64308     | -1082  | -2909     | -4.52      |
| 1976 | 24480 | 69034     | 4725   | 2898      | 4.2        |
| 1977 | 27858 | 73545     | 4512   | 2685      | 3.65       |
| 1978 | 31736 | 78071     | 4525   | 2698      | 3.46       |
| 1979 | 37350 | 82544     | 4473   | 2646      | 3.21       |

|      |        |        |       |       |        |
|------|--------|--------|-------|-------|--------|
| 1980 | 39496  | 76622  | -5921 | -7748 | -10.11 |
| 1981 | 44840  | 78918  | 2296  | 469   | 0.59   |
| 1982 | 44955  | 74625  | -4293 | -6120 | -8.2   |
| 1983 | 48050  | 77361  | 2735  | 908   | 1.17   |
| 1984 | 49701  | 76540  | -821  | -2648 | -3.46  |
| 1985 | 53660  | 79953  | 3414  | 1587  | 1.98   |
| 1986 | 56095  | 81899  | 1945  | 118   | 0.14   |
| 1987 | 57605  | 89288  | 7389  | 5562  | 6.23   |
| 1988 | 62579  | 85107  | -4180 | -6007 | -7.06  |
| 1989 | 72593  | 93645  | 8538  | 6711  | 7.17   |
| 1990 | 79629  | 97944  | 4299  | 2472  | 2.52   |
| 1991 | 83173  | 98144  | 200   | -1627 | -1.66  |
| 1992 | 88636  | 101045 | 2901  | 1074  | 1.06   |
| 1993 | 91942  | 102056 | 1011  | -816  | -0.8   |
| 1994 | 99971  | 107969 | 5913  | 4086  | 3.78   |
| 1995 | 103228 | 108389 | 421   | -1406 | -1.3   |
| 1996 | 106384 | 108512 | 122   | -1705 | -1.57  |
| 1997 | 112072 | 112072 | 3560  | 1733  | 1.55   |
| 1998 | 112691 | 110437 | -1635 | -3462 | -3.13  |
| 1999 | 116401 | 111745 | 1308  | -519  | -0.46  |
| 2000 | 120990 | 112521 | 776   | -1051 | -0.93  |

**EMPLOYMENT**

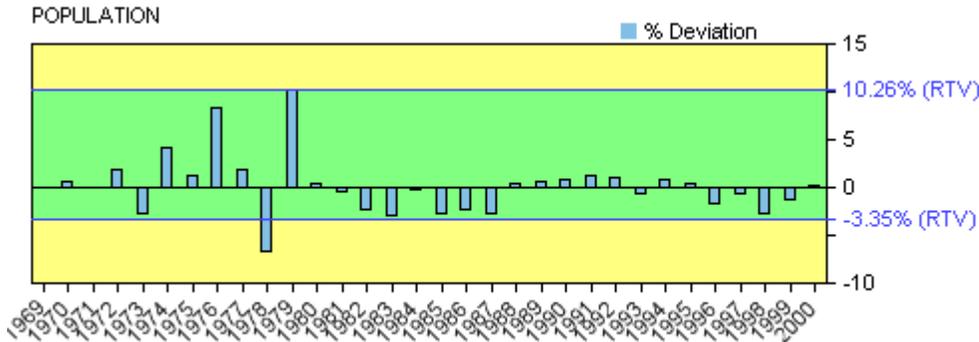


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|------|-------|--------|-----------|------------|
| 1969 | 1261  | 0      | 0         | 0          |
| 1970 | 1207  | -54    | -101      | -8.37      |
| 1971 | 1262  | 55     | 8         | 0.63       |
| 1972 | 1398  | 136    | 89        | 6.37       |
| 1973 | 1529  | 131    | 84        | 5.49       |
| 1974 | 1516  | -13    | -60       | -3.96      |
| 1975 | 1575  | 59     | 12        | 0.76       |
| 1976 | 1677  | 102    | 55        | 3.28       |
| 1977 | 1782  | 105    | 58        | 3.25       |
| 1978 | 1866  | 84     | 37        | 1.98       |
| 1979 | 2035  | 169    | 122       | 6          |
| 1980 | 2090  | 55     | 8         | 0.38       |
| 1981 | 2132  | 42     | -5        | -0.23      |
| 1982 | 1896  | -236   | -283      | -14.93     |
| 1983 | 1954  | 58     | 11        | 0.56       |
| 1984 | 1961  | 7      | -40       | -2.04      |
| 1985 | 2123  | 162    | 115       | 5.42       |
| 1986 | 2139  | 16     | -31       | -1.45      |
| 1987 | 2238  | 99     | 52        | 2.32       |
| 1988 | 2343  | 105    | 58        | 2.48       |
| 1989 | 2544  | 201    | 154       | 6.05       |
| 1990 | 2645  | 101    | 54        | 2.04       |

|      |      |      |      |       |
|------|------|------|------|-------|
| 1991 | 2655 | 10   | -37  | -1.39 |
| 1992 | 2713 | 58   | 11   | 0.41  |
| 1993 | 2698 | -15  | -62  | -2.3  |
| 1994 | 2859 | 161  | 114  | 3.99  |
| 1995 | 2817 | -42  | -89  | -3.16 |
| 1996 | 2866 | 49   | 2    | 0.07  |
| 1997 | 2881 | 15   | -32  | -1.11 |
| 1998 | 2768 | -113 | -160 | -5.78 |
| 1999 | 2780 | 12   | -35  | -1.26 |
| 2000 | 2775 | -5   | -52  | -1.87 |

**POPULATION**



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| Year | Value | Change | Deviation | %Deviation |
|------|-------|--------|-----------|------------|
| 1969 | 3543  | 0      | 0         | 0          |
| 1970 | 3682  | 139    | 22        | 0.6        |
| 1971 | 3796  | 114    | -3        | -0.08      |
| 1972 | 3984  | 188    | 71        | 1.78       |
| 1973 | 3994  | 10     | -107      | -2.68      |
| 1974 | 4290  | 296    | 179       | 4.17       |
| 1975 | 4464  | 174    | 57        | 1.28       |
| 1976 | 4996  | 532    | 415       | 8.31       |
| 1977 | 5206  | 210    | 93        | 1.79       |
| 1978 | 4989  | -217   | -334      | -6.69      |
| 1979 | 5690  | 701    | 584       | 10.26      |
| 1980 | 5836  | 146    | 29        | 0.5        |
| 1981 | 5925  | 89     | -28       | -0.47      |
| 1982 | 5904  | -21    | -138      | -2.34      |
| 1983 | 5846  | -58    | -175      | -2.99      |
| 1984 | 5955  | 109    | -8        | -0.13      |
| 1985 | 5909  | -46    | -163      | -2.76      |
| 1986 | 5896  | -13    | -130      | -2.2       |
| 1987 | 5852  | -44    | -161      | -2.75      |
| 1988 | 5998  | 146    | 29        | 0.48       |
| 1989 | 6159  | 161    | 44        | 0.71       |
| 1990 | 6329  | 170    | 53        | 0.84       |
| 1991 | 6525  | 196    | 79        | 1.21       |
| 1992 | 6712  | 187    | 70        | 1.04       |
| 1993 | 6788  | 76     | -41       | -0.6       |
| 1994 | 6969  | 181    | 64        | 0.92       |
| 1995 | 7121  | 152    | 35        | 0.49       |
| 1996 | 7123  | 2      | -115      | -1.61      |
| 1997 | 7198  | 75     | -42       | -0.58      |
| 1998 | 7122  | -76    | -193      | -2.71      |
| 1999 | 7155  | 33     | -84       | -1.17      |
| 2000 | 7290  | 135    | 18        | 0.25       |

\*\*\*\*\* End of Report \*\*\*\*\*

## Appendix B - Correspondence



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343  
(360) 586-3065 • Fax Number (360) 586-3067 • Website: [www.dahp.wa.gov](http://www.dahp.wa.gov)

November 10, 2010

Ms. Charles H. Parsons  
Environmental Program Manager  
Customs & Border Protection  
Department of Homeland Security  
24000 Avila Road, Room 5020  
Laguna Niguel, California 92677

Re: Border Control Station Project  
Log No.: 111010-12-DHS

Dear Mr. Parsons:

Thank you for contacting our department. We have reviewed the proposed Area of Potential Effect (APE) you provided for the proposed Border Control Station Project at #530 Customs County Road, Curlew, Ferry County, Washington.

We concur with your proposed Area of Potential Effect. We look forward to the results of your consultation with the concerned tribes, receiving the professional archaeological survey report, and your Determination of Effect.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Sincerely,

Robert G. Whitlam, Ph.D.  
State Archaeologist  
(360)586-3080  
email: [rob.whitlam@dahp.wa.gov](mailto:rob.whitlam@dahp.wa.gov)



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

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May 2, 2011

Mr. Loren Flossman  
Customs & Border Protection  
1300 Pennsylvania Avenue NW  
Washington, D.C., 20229

Re: Curlew Border Control Station Project  
Log No: 111010-12-DHS

Dear Mr. Flossman:

Thank you for contacting our department. We have reviewed the professional archaeological survey report you provided for the proposed Curlew Border Control Station Project in Ferry County, Washington.

We concur with your determination of No Historic Properties Affected.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment and a copy of these comments should be included in subsequent environmental documents.

Sincerely,

Robert G. Whitlam, Ph.D.  
State Archaeologist  
(360) 586-3080  
email: [rob.whitlam@dahp.wa.gov](mailto:rob.whitlam@dahp.wa.gov)

*Last Page of*

*ENVIRONMENTAL ASSESSMENT*

*PROPOSED CONSTRUCTION, OPERATION, AND MAINTENANCE  
OF  
DEPARTMENT OF HOMELAND SECURITY  
U.S. CUSTOMS AND BORDER PROTECTION  
U.S. BORDER PATROL STATION CURLEW,  
FERRY COUNTY, WASHINGTON*