

CHAPTER 5

COMMENTS AND COORDINATION

CHAPTER 5 – COMMENTS AND COORDINATION

5.1 INTRODUCTION

Early and continuing coordination with the general public agencies is an essential part of the environmental process to determine the scope of environmental documentation; the level of analysis; potential impacts; avoidance, minimization and mitigation measures; and related environmental requirements. Agency consultation and public participation for the Revised Project have been accomplished through a variety of formal and informal methods, including meetings, interagency coordination, and the public scoping process. This chapter summarizes the results of GSA's efforts to fully identify, address, and resolve Revised Project-related issues through early and continuing consultation.

5.2 PUBLIC SCOPING PROCESS

5.2.1 Notice of Intent

Pursuant to NEPA, an NOI was prepared for the Revised Project and published in Vol. 78, No. 84 of the *Federal Register* on Wednesday, May 1, 2013. The NOI invited agencies and the public to submit comments regarding the scope of the SEIS. During the public comment period for the scoping process (May 9, 2013 through June 9, 2013), which included the public scoping meeting, comment forms, letters and e-mails were received from a total of 12 commenters. Public agencies, organizations, businesses and individuals submitting comments on the Revised Project are listed below.

- U.S. Environmental Protection Agency – Region IX (letter)
- San Diego Association of Governments (letter)
- City of San Diego – Bicycle Program (e-mail)
- Jason Wells, San Ysidro Smart Border Coalition (letter)
- Josie Calderon Scott, Mexican American Business and Professional Association (comment form and letter)
- Lisa Cuestes, Casa Familiar (comment form)
- Armando Murillo, Casa Familiar (comment form)
- David Flores, Casa Familiar (multiple comment forms)
- Francisco Bates, Bricehouse (comment form)
- M. Iqbal, Chase USA International (comment form)
- Luis Matus, Quality Suites (e-mail)
- Steve Otto, Resident (comment form)

A summary of the comments and issues raised by each commenter is provided below.

United States Environmental Protection Agency

The USEPA requested that outstanding air quality issues outlined in their Final EIS comment letter be addressed during the SEIS process. Additionally, the scoping comment letter requested that the SEIS include pedestrian analysis and that the Revised Project be consistent with Complete Streets criteria and include multi-modal connections at the proposed Virginia Avenue pedestrian crossing.

The San Diego Association of Governments (SANDAG)

SANDAG recommended the following:

- That the traffic analysis consider the needs of motorists, transit riders, pedestrians, and bicyclists, and the implementation of a robust Transportation Demand Management (TDM) Program;
- Consideration of the Complete Streets Act of 2008, and the region's *TransNet* Extension Ordinance which requires accommodation of bicyclists and pedestrians in most *TransNet* funded projects;
- The addition of language to the description of project alternatives in the NOI to include the Virginia Avenue Transit Center;
- Consideration in the SEIS of findings presented in *White Paper: Health Impacts of Crossings at U.S. Mexico Land Ports of Entry: Gaps, Needs and Recommendations for Action (2012)*, including findings related to buffer zones between roadways and communities/pedestrians, and the provision of basic amenities for pedestrians and cyclists;
- Consideration of safe bicycle access and bike parking;
- Coordination with the *San Ysidro Intermodal Transit Center Study* currently under development;
- Consultation with MTS and Caltrans;
- Consideration of specified State of California Laws and Executive orders;
- Consideration of policies included in the SANDAG Regional Energy Strategy;
- Consideration of the use of a suite of tools found on the SANDAG website in evaluating the Revised Project.

City of San Diego - Bicycle Program

The City requested that a bicycle-friendly crossing at the Virginia Avenue pedestrian crossing be provided, along with connections to bikeways on both sides of the border.

Jason Wells, The San Ysidro Smart Border Coalition

The Smart Border Coalition requested that a bicycle-friendly crossing be provided at the Virginia Avenue pedestrian crossing.

Josie Calderon-Scott, Mexican American Business and Professional Association (MABPA)

The MABPA requested that a bicycle-friendly crossing be provided at the Virginia Avenue pedestrian crossing, along with connections to bikeways on both sides of the border.

Lisa Cuestes, Casa Familiar

Lisa Cuestes expressed concerns about the following:

- Whether air quality monitoring would be conducted at locations (schools, parks, apartment complexes) less than one mile from the border crossing;
- The inclusion in the EIS of impacts to individuals caused by increased emissions due to southbound inspections;
- Whether the project would include the facilitation of bicycle traffic to and from the border.

Armando Murillo, Casa Familiar

Armando Murillo requested that the following be addressed:

- Include a bike path and border checkpoint for bicycles.
- Clean and monitor air quality for all cars.
- Reduce air pollution at nearby schools, parks, homes, apartments, community, and CBP work stations.
- Since CBP operations do not function without Phase 2, need to address what will happen in the mean time.

David Flores, Casa Familiar

David Flores expressed concerns about the following:

- The inclusion or lack of a bicycle inspection processing lane.
- The potential air quality impacts to students and staff at Willow Elementary School during southbound inspections.
- The need for air quality monitoring during southbound inspections.
- The constitutionality of southbound inspections.
- The funding time frame for Phase 2 – not implementing Phase 2 does not work operationally for CBP, and has effects on pedestrians.
- How diesel exhaust and pollutants would be controlled while buses are queuing.

Francisco Bates, Bricehouse

Francisco Bates requested that a dedicated bike crossing facility for registered/licensed bikes be provided at the Virginia Avenue crossing.

M. Iqbal, Chase USA International

M. Iqbal expressed general support for the project, and his opinion that there is an overall need to make the border crossing easier.

Luis Matus, Quality Suites

Luis Matus expressed general support for the project, and his opinion that it will benefit both San Ysidro and the larger region, reactivating tourism.

Steve Otto, Resident

Steve Otto requested the following community improvements be included in the project:

- The installation of a signal at the Virginia Avenue/Camino de la Plaza intersection;
- The construction of four lanes of pavement and installation of enhanced sidewalk on northeast side;
- The inclusion of a dedicated bike crossing facility (northbound and southbound);
- The construction of a bike lane from the Virginia Avenue pedestrian crossing to connect to the north to the Bayshore Bikeway (currently there is a gap from I-5/Palm Avenue to I-5/Dairy Mart Road).

5.2.2 Public Scoping Meeting

A public scoping meeting was held on May 9, 2013 from 4:00 p.m. to 7:30 p.m. at The Front, located at 147 West San Ysidro Boulevard, San Ysidro, CA 92173, to give the community an opportunity to review and comment on the Revised Project. The notice for the scoping meeting was published in the *Federal Register* as part of the NOI on May 1, 2013; in the *San Diego Union Tribune* in English (April 25, 2013); and in its companion publication, *Enlace*, in Spanish (April 27, 2013). Approximately 35 people attended the scoping meeting. Comments were encouraged, and comment cards were made available at the meeting; Spanish interpretation was also made available. Attendees were mostly residents and business owners in the area, as well as representatives of local community organizations. Government representatives from the city, region, state and federal levels were also present. Attendees provided written comments at the meeting, as well as e-mail and letter comments after the meeting during the public scoping period. The comment period on the NOI ended on June 9, 2013, and as noted in section 5.2.1, *Notice of Intent*, comments were received from 12 commenters. Input from the public scoping process was considered in the SEIS for the Revised Project.

5.3 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

GSA consulted with USFWS on biological resource issues for the Approved Project and for the Revised Project. The USFWS Carlsbad Field Office was contacted in February 2009 to request USFWS's assessment for potential presence of federally listed threatened, endangered, or proposed for listing species. In June 2013, USFWS was again contacted through their online system to request comparable information for the additional area incorporated into the Revised Project footprint.

GSA will also coordinate with the Corps for any required permits.

The NAHC was contacted for a records search of their Sacred Lands files in December 2008. The results of the search indicated that no sacred lands are recorded in or adjacent to the Approved Project area. Consultation with local Native American tribes was recommended, and a list of Native American contacts was provided. Letters describing the Approved Project and a

map of the study area were mailed to local Native American representatives in January 2009. In May of 2013, the NAHC was again contacted, requesting a search of their Sacred Lands File for the additional APE included in the Revised Project footprint. The results of this search indicated that no known sacred lands or traditional cultural properties are located within the additional APE associated with the Revised Project. Again, a list of Native American tribes and individuals to contact regarding the Project was provided. On May 20, 2013, letters were sent to each of the individuals and tribes listed by the NAHC. To date, no responses have been received.

Per Section 106 of the NHPA, GSA consulted with the SHPO, Advisory Council on Historic Preservation, for the Approved Project, and will continue to consult with the SHPO for the Revised Project.

Ongoing coordination between GSA and CBP has occurred regarding the design of Revised Project. Caltrans, FHWA, SANDAG, and the City have also been consulted in regards to the Revised Project and its interface with transportation and community facilities. Additionally, GSA coordinated with the DOS to obtain a Presidential Permit for the Approved Project; this Presidential Permit would also apply to the Revised Project.

5.4 PUBLIC PARTICIPATION

In addition to the public scoping process described above in Section 5.2, GSA formed a Community Representative Committee (CRC) in 2004, which is comprised of key community representatives and stakeholders. GSA held CRC meetings regularly during the environmental and design phases of the Approved Project. GSA has continued to periodically host CRC meetings to provide updates on the design and construction of the Approved Project, and to discuss and solicit input on the proposed Revised Project modifications. In particular, GSA initiated a collaborative effort with local stakeholders and public agencies to develop a concept for the proposed Virginia Avenue Transit Facility, and has continued to coordinate with local public agencies (including SANDAG, MTS, and the City) with regard to this proposed facility.

GSA also provides information on the status and schedule of LPOE improvements on their website at: <http://www.gsa.gov/portal/category/21521>

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CHAPTER 6

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CHAPTER 6 – LIST OF PREPARERS

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CHAPTER 7

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CHAPTER 8

REFERENCES

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KOA Corporation

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APPENDIX A

SUMMARY OF AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

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Utilities/Emergency Services/Life Safety

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Utilities

Implementation of the following measure would avoid or reduce potential impacts related to utilities:

- The construction contractor should coordinate with responsible utility providers to protect systems in place or arrange for the temporary or permanent relocation of existing utility lines.

Emergency Services

Implementation of the following measures would avoid or reduce potential impacts related to emergency services during construction:

- A Traffic Management Plan (TMP) should be implemented to provide for emergency access on roadways that would be temporarily affected during the construction period.
- The construction contractor should contact local emergency service providers prior to the start of construction to ensure construction activities would not impede provision of emergency services within the Project area during the construction period.

Life Safety

The following protective design measures should be incorporated to ensure the safety of people at the San Ysidro LPOE:

- Bollards and barriers should be used to protect structural elements from vehicle damage. Anti-ram barriers must be provided wherever moving vehicles approach booths or buildings.
- Exterior walls and interior walls in high-risk areas, such as lobbies and public screening spaces, should be reinforced with cast-in-place or precast reinforced concrete.
- Exterior windows and interior windows between high-risk areas and occupied space should be thermally tempered or laminated glass.
- Bullet resistant glazing should be provided on windows that face inspection areas, on-coming traffic, or the border.
- Building perimeters and doors between inspection areas should be designed to resist forced entry.
- Utilities critical to LPOE operations should be located within the Central Plant building, which would be structurally reinforced.
- Where utilities are located within occupied buildings they should be separated from inspection and public lobby areas by at least 25 feet or by reinforced walls and floors.

- Air intakes should be secured.
- Mechanical equipment should not be placed at grade and directly adjacent to vehicle movement pathways.
- Utilities and feeders should not be located adjacent to vehicle pathways, or on the Mexican side of the primary inspection lanes.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Six-lane Alternative and Ten-lane Alternative

A primary goal in support of the Revised Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected demand for vehicles and persons to cross the border. Thus, the Action Alternatives (Six-lane and Ten-lane Alternatives) would not directly generate a substantial volume of traffic, but would accommodate existing and projected border crossing demand. They would also modify the patterns of traffic flow in the Revised Project area. The purpose and need for the Revised Project does not include local roadway improvements; however, the SEIS considers all traffic impacts and identifies measures that would help avoid, minimize, or mitigate such impacts, as outlined below.

Near-term Conditions

Implementation of the following measure would avoid or reduce traffic impacts resulting from the Action Alternatives for near-term conditions:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps to Four-lane Collector standards.

Long-term Conditions

In addition to the measure listed above under near-term conditions, implementation of the following measures would avoid or reduce traffic impacts to roadway segments and intersections resulting from the Action Alternatives for long-term conditions:

- Widening the segment of Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard, to Four-lane Major standards.
- Widening of Camino de la Plaza to provide an additional dedicated right-turn lane onto East San Ysidro Boulevard.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection.
- Re-striping of the northbound approach of Camino de la Plaza to provide one shared left-turn/through lane and a dedicated right-turn lane with an overlap phase, and widening the southbound approach to provide one exclusive left-turn lane and a shared through/right-turn lane.

No Action Alternative

A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected

demand for vehicles and persons to cross the border. Thus, the No Action Alternative does not directly generate a substantial volume of traffic, but would accommodate existing and projected border crossing demand. It would also modify the patterns of traffic flow in the Project area. The purpose and need for the Approved Project does not include local roadway improvements; however, feasible improvements have been identified that may be implemented by others to achieve acceptable LOS, based on commonly accepted local roadway segment and intersection standards. These potential improvements to be implemented by others are described below

Near-term Conditions

Implementation of the following measure would avoid or reduce traffic impacts resulting from the No Action Alternative for near-term conditions:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to Four-lane Major standards.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection.

Long-term Conditions

In addition to the measure listed above under near-term conditions, implementation of the following measures would avoid or reduce traffic impacts to roadway segments and intersections resulting from the No Action Alternative for long-term conditions:

- Re-striping of the I-5 southbound ramps at Camino de la Plaza to one southbound left-turn lane, one southbound right-turn lane, one southbound shared through/right-turn lane, and one westbound through lane.

Visual/Aesthetics

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Although no adverse visual impacts would occur, implementation of the following minimization measures would provide increased visual quality within the LPOE:

- A comprehensive landscape concept plan should be developed and implemented, including landscape features such as:
 - o Drought tolerant and sustainable plant palettes.
 - o Vine planting at fences and walls to reduce the visual scale and to act as a graffiti deterrent.
- Street trees and landscaping should be retained to the highest extent possible during construction.
- Architectural treatments should be consistent throughout the proposed LPOE buildings.
- Metal fencing and safety railing should be consistent throughout the proposed pedestrian walkways.
- Where possible, integrate new public art consistent with the international border setting.

Cultural Resources

Six-lane Alternative and Ten-lane Alternative

Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

No Action Alternative

Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measure would avoid indirect impacts to the International Building resulting from the No Action Alternative:

- Measures consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* should be implemented as agreed to in the Section 106 consultation process.

Hydrology and Floodplain

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Avoidance, minimization, and mitigation recommendations related to hydrology and floodplain include appropriate design, sizing, and location of proposed storm drain facilities, incorporation of applicable recommendations from detailed geotechnical investigations, and consideration of the location and extent of proposed retention/infiltration basins with respect to potential surficial saturation issues.

Water Quality and Stormwater

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Water quality and stormwater runoff impacts would be addressed through conformance with the applicable NPDES Construction Permit, Municipal Permit and related City standards. Associated BMPs and the Project SWPPP would define measures to address potential effects associated with short-term construction (erosion and sedimentation, construction-related hazardous materials, demolition-related debris generation, and disposal of extracted groundwater) and long-term operation and maintenance (site design/low impact development BMPs, source control BMPs, treatment control BMPs, and post-construction BMP monitoring/maintenance schedules and responsibilities).

Geology/Soils/Seismicity/Topography

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Avoidance, minimization, and mitigation recommendations related to geotechnical issues would include incorporation of appropriate design and construction measures to accommodate potential seismic and non-seismic hazards, if applicable, pursuant to associated industry/regulatory standards (e.g., the IBC) and subsequent detailed geotechnical analysis.

Paleontology

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Avoidance, minimization, and mitigation recommendations related to paleontology would involve preparing and implementing a Paleontological Monitoring Plan to be approved by the Project applicant. The Paleontological Monitoring Plan would likely include the following types of measures in accordance with standard construction practices in southern California, with detailed requirements to be determined during the plan preparation and approval process:

- A Qualified Paleontologist should be present at pre-grading meetings to consult with grading/excavation contractors regarding the potential location and nature of paleontological resources and associated monitoring/recovery operations. A Qualified Paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or a related field, and who has knowledge of local paleontological resources and documented experience in field identification and collection of fossil materials.
- A Qualified Paleontologist or Paleontological Monitor (working under the direction of the Qualified Paleontologist), should be on site to monitor for paleontological resources during all original grading/excavation activities involving previously undisturbed areas of the Otay Formation and/or Old Paralac Deposits. A Paleontological Monitor is defined as an individual with at least one year of experience in field identification and collection of fossil materials.
- If paleontological resources are discovered, the Qualified Paleontologist (or Paleontological Monitor) should implement appropriate salvage operations, potentially including simple excavation, plaster-jacketing of large and/or fragile specimens, or quarry excavations for richly fossiliferous deposits. The Qualified Paleontologist and Paleontological Resources Monitor should be authorized to halt or divert construction work in salvage areas to allow for the timely recovery of fossil remains.
- Paleontological resources collected during the monitoring and salvage portion of the mitigation program should be cleaned, repaired, sorted, and cataloged pursuant to accepted industry methods.
- Prepared fossils, along with copies of all pertinent field notes, photos and maps, should be deposited in an approved scientific institution with paleontological collections.
- A final report should be prepared by the Qualified Paleontologist to describe the results of the mitigation program, including field and laboratory methods, stratigraphic units encountered, and the nature and significance of recovered paleontological resources.

Hazardous Waste/Materials

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

The following avoidance, minimization, and mitigation measures would effectively avoid or address potential impacts related to hazardous waste/materials:

- Soil sampling should be conducted in areas within the Revised Project Footprint proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to characterize the soil for the presence of hazardous materials (e.g., metals, petroleum hydrocarbons, VOCs, pesticides, etc.). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Health risk assessments should be conducted for facilities within the LPOE in which contamination has been documented to evaluate whether the levels of contaminants would pose a risk to human health.
- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.

- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.
- Prior to commencement of excavation activities, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.
- Existing transformers and elevator equipment within the Revised Project Footprint should be sampled for PCB content if proposed to be disturbed and/or moved during construction activities. If PCBs are present, appropriate abatement actions for their disposal should be implemented in accordance with regulatory requirements, and soil beneath transformers and/or elevators should be evaluated for evidence of releases. If present in underlying soils, appropriate abatement actions for removal and disposal should be implemented in accordance with applicable regulatory requirements.
- Wastes and potentially hazardous waste within the Revised Project Footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.
- Prior to renovation or demolition of existing structures, surveys should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Contract specifications should include references to the potential to encounter contaminated soil, groundwater, or other regulated wastes during construction activities.

Air Quality and Greenhouse Gas Emissions

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Although no adverse air quality or GHG impacts would occur, the following measures would help minimize construction-related criteria air pollutant emissions and GHG emissions to the extent feasible:

- Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling loose material.
- Stabilize the surface of materials stockpiles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Trucks should be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.
- Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.
- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment.
- Minimize unnecessary vehicular and machinery activities.

- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Provide landscaping where possible, which reduces surface warming and decreases CO₂ through photosynthesis.
- Use lighter color surfaces, such as Portland cement, which helps to increase the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface.
- Use of energy efficient lighting.

Energy

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

The following avoidance and minimization measures would be implemented during construction activities:

- Construction equipment and vehicles should be properly tuned and maintained.
- Idling times of construction equipment should be minimized, to the extent practical.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Biological Resources

Six-lane Alternative

Implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce indirect impacts to biological resources resulting from the Six-lane Alternative:

- Prior to the commencement of construction, jurisdictional areas and sensitive vegetation within the Revised Project BSA should be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment would be allowed within the jurisdictional areas.
- Impacts to 0.08 acre of non-wetland WUS should be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.08 acre of ephemeral drainage at an approved mitigation bank.
- If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the

presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.

- If nesting birds are detected by the approved biologist, the following buffers will be established: (1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; (2) no work will occur within 300 feet of a listed bird nest; and (3) no work will occur within 500 feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.

Ten-lane Alternative

Implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce indirect impacts to biological resources resulting from the Ten-lane Alternative:

- Prior to the commencement of construction, jurisdictional areas and sensitive vegetation within the Revised Project BSA should be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment would be allowed within the jurisdictional areas.
- Impacts to 0.07 acre of non-wetland WUS should be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.08 acre of ephemeral drainage at an approved mitigation bank.
- Impacts to 0.02 acre of disturbed wetland should be mitigated at a 2:1 ratio through a combination of creation, restoration, enhancement, and acquisition (at an approved mitigation bank) of 0.04 acre of wetlands.
- If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.
- If nesting birds are detected by the approved biologist, the following buffers will be established: (1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; (2) no work will occur within 300 feet of a listed bird nest; and (3) no work will occur within 500 feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.

No Action Alternative

Implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce indirect impacts to biological resources resulting from the No Action Alternative:

- During construction of the Preferred Alternative, jurisdictional areas and sensitive vegetation within the BSA should be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment would be allowed within the jurisdictional areas.
- Impacts to 0.07 acre of non-wetland WUS should be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.07 acre of ephemeral drainage at an approved mitigation bank.
- If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.
- If nesting birds are detected by the approved biologist, the following buffers will be established: (1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; (2) no work will occur within 300 feet of a listed bird nest; and (3) no work will occur within 500 feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.

Cumulative Impacts

Traffic and Transportation/Pedestrian and Bicycle Facilities

A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected demand for vehicles and persons to cross the border. Thus, the Revised Project or Approved Project would not directly generate a substantial volume of traffic, but would accommodate existing and projected border crossing demand. They would also modify the patterns of traffic flow in the project area. The purpose and need for the Revised Project and Approved Project do not include local roadway improvements; however, the SEIS considers all traffic impacts and identifies measures that would help avoid, minimize, or mitigate such impacts, as outlined below. NEPA requires the decision-maker to consider the impacts of the proposed action, but does not require the agency to adopt such measures. GSA will consider adopting and implementing measures that are determined to be feasible and consistent with existing laws, regulations, and authorities applicable to GSA, particularly with regard to the availability of, and authority to expend, funds. Authorized funds may not be available to implement all of the proposed mitigation measures. Any mitigation measures adopted by the agency will be identified in the ROD.

Six-lane Alternative and Ten-lane Alternative

Implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce cumulative traffic impacts to roadway segments and intersections resulting from the Action Alternatives:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to Four-lane Collector standards.

- Widening the segment of Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard, to Four-lane Major standards.
- Widening of Camino de la Plaza to provide an additional dedicated right-turn lane onto East San Ysidro Boulevard.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection.
- Re-striping of the northbound approach of Camino de la Plaza to provide one shared left-turn/through lane and a dedicated right-turn lane with an overlap phase, and widening the southbound approach to provide one exclusive left-turn lane and a shared through/right-turn lane.

No Action Alternative

Implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce cumulative traffic impacts to roadway segments and intersections resulting from the No Action Alternative:

- Widening of the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps to Four-lane Major standards.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection.
- Re-striping of the I-5 southbound ramps at Camino de la Plaza to one southbound left-turn lane, one southbound right-turn lane, one southbound shared through/right-turn lane, and one westbound through lane.

Air Quality and Greenhouse Gas Emissions

Six-lane Alternative, Ten-lane Alternative, and No Action Alternative

Implementation of the avoidance, minimization, and mitigation measures identified previously above for Air Quality and Greenhouse would avoid or reduce cumulative air quality impacts.

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APPENDIX B

LIST OF ACRONYMS AND ABBREVIATIONS

LIST OF ACRONYMS AND ABBREVIATIONS

AADT	annual average daily traffic
ABA	Architectural Barriers Act
ABAAS	Architectural Barriers Act Accessibility Standards
ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
ADL	aerially-deposited lead
ADT	average daily traffic
AMSL	above mean sea level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQTR	Air Quality Technical Report
AST	aboveground storage tank
BLM	Bureau of Land Management
BMPs	Best Management Practices
BMP Update	Bicycle Master Plan Update
B.P.	Before Present
BRT	Bus Rapid Transit
BSA	Biological Study Area
CAA	Clean Air Act, as amended in 1990
CalEEMod	California Emission Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBP	Customs and Border Protection
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act of 1992
CFR	Code of Federal Regulations
CH ₄	methane
City	City of San Diego
City Register	City of San Diego Historical Resources Register
CIWMB	California Integrated Waste Management Board
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalents
Corps	U.S. Army Corps of Engineers
CRC	Community Representative Committee
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DEH	County of San Diego Department of Environmental Health
DHS	U.S. Department of Homeland Security
DPM	diesel particulate matter
DOS	U.S. Department of State
DOT	U.S. Department of Transportation

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
ESA	Endangered Species Act
F	Fahrenheit
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act
FPS	Federal Protective Service
GHG	greenhouse gas
GSA	U.S. General Services Administration
GWP	global warming potential
HFC	hydrofluorcarbons
HRB	Historic Resources Board
I-	Interstate -
IBC	International Building Code
ICE	Immigration and Customs Enforcement
IPaC	Information, Planning, and Conservation System
ISA	Initial Site Assessment
LCS	lead-containing surface
LEED	Leadership in Energy and Environmental Design
LOS	level of service
LPOE	Land Port of Entry
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mph	miles per hour
MPO	metropolitan planning organization
MSATs	Mobile Source Air Toxics
MSCP	Multiple Species Conservation Plan
MT	metric tons
MTS	Metropolitan Transit System
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES-MI	Minimal Impacts Natural Environment Study
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO _x	nitrogen oxides
NO ₂	nitrogen dioxide
N ₂ O	nitrous oxide
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places

O ₃	ozone
OSHA	Occupational Safety and Health Act
Pb	lead
PCB	polychlorinated biphenyls
PFC	perfluorocarbons
PM	particulate matter
PM _{2.5}	fine particulate matter with a diameter of 2.5 microns or less
PM ₁₀	respirable particulate matter with a diameter of 10 microns or less
POV	privately owned vehicle
ppm	parts per million
PRC	California Public Resources Code
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
ROD	Record of Decision
ROG	Reactive organic gases
ROW	right of way
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	San Diego Regional Water Quality Control Board
SAM	site assessment and mitigation
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBI	Secure Border Initiative
SCIA	Supplemental Community Impact Assessment
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDIV	San Diego and Imperial Valley
SEIS	Supplemental Environmental Impact Statement
SF ₆	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations, and Cleanups database
SO ₂	sulfur dioxide
SR-	State Route –
SRA	Subregional Area
SWEEPS	Statewide Environmental Evaluation and Planning System database
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SYCP	San Ysidro Community Plan
SYITC	San Ysidro Intermodal Transportation Center
SYRA	San Ysidro Redevelopment Area
TIS	Traffic Impact Study
TMP	Traffic Management Plan
TPH	total petroleum hydrocarbons
TSCA	Toxic Substances Control Act

UFAS	Uniform Federal Accessibility Standards
U.S.	United States
U.S.C.	U.S. Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
US-VISIT	U.S. Visitor and Immigrant Status Indicator Technology program
V/C	volume-to-capacity ratio
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WHTI	Western Hemisphere Travel Initiative\
WUS	Waters of the U.S.

APPENDIX C

LIST OF TECHNICAL STUDIES

LIST OF TECHNICAL STUDIES

The following technical studies were prepared to support this Draft SEIS:

Supplemental Community Impact Assessment for the San Ysidro Land Port of Entry Improvements Project. June 2013 – HELIX Environmental Planning, Inc.

Traffic Impact Study Virginia Avenue Pedestrian Facility & I-5 Southbound Realignment. March 26, 2013 – Linscott Law & Greenspan.

Cultural Resources Supplemental Study for the San Ysidro Land Port of Entry Project. June 2013 – ASM Affiliates, Inc.

Phase I Environmental Site Assessment, Virginia Avenue at San Ysidro Land Port Entry. January 2013 – Ninyo & Moore.

San Ysidro Land Port of Entry Improvements Project Air Quality Technical Report, July 2013 – HELIX Environmental Planning, Inc.

Biological Letter Report for the Virginia Avenue Transit Facility – San Ysidro LPOE Expansion Project. June 2013 – HELIX Environmental Planning, Inc.

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